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

Agenda - Final

Thursday, July 23, 2026

10:00 AM

Watch online: https://boardagendas.metro.net
Listen by phone: Dial 888-978-8818 and enter Access Code:
5647249# (English) or 7292892# (Español)

To give written or live public comment, please see the top of page 4

Board of Directors - Regular Board Meeting

Karen Bass, Chair
Kathryn Barger, 1st Vice Chair
Tim Sandoval, 2nd Vice Chair
James Butts
Jacquelyn Dupont-Walker*
Janice Hahn
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla
Rex Richardson
Hilda Solis
Katy Yaroslavsky
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

*****Joining Virtually: Grand Hyatt Washington, 1000 H Street NW., Washington, DC 20001***

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

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

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

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

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

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

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

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

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

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.

DISCLOSURE OF CONTRIBUTIONS

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

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.
Requests can also be sent to boardclerk@metro.net.

LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.

323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

HELPFUL PHONE NUMBERS AND EMAIL

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department) - https://records.metro.net
General Information/Rules of the Board - (213) 922-4600
Internet Access to Agendas - https://www.metro.net
TDD line (800) 252-9040
Board Clerk Email - boardclerk@metro.net

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 July 23, 2026; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
English Access Code: 5647249#
Spanish Access Code: 7292892#

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 23 de Julio de 2026. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
Codigo de acceso en espanol: 7292892#

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, 11, 12, 13, 16, 17, 18, 19, 24, 25, 26, 27, 28, 30, 31, 32, 33, 36, 37, 38, 39, 40, 41, 42, 43, 46, 48, and 50.

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 10.

NON-CONSENT

3. SUBJECT: REMARKS BY THE CHAIR 2026-0544

RECOMMENDATION

RECEIVE remarks by the Chair.

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2026-0545

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

4.1. SUBJECT: FAREWELL TO BOARD MEMBERS 2026-0552

RECOMMENDATION

RECEIVE remarks for outgoing Board Members Ara J. Najarian and Fernando Dutra.

5. SUBJECT: METRO BOARD MEMBER COMPOSITION AND APPOINTMENT STRUCTURE 2026-0550

RECOMMENDATION

APPROVE the staff recommendation on Metro's Board Member Composition and Appointment Structure to:

A. ADOPT "Alternative A (Flexible Appointments)" that would enable each Appointing Authority to have the flexibility to fill their allocated seats (County of Los Angeles - 5 seats, City of Los Angeles - 4 seats, City Selection Committee - 4 seats, Governor - 1 non-voting seat) with either elected officials or qualified public members, including special interest stakeholders, transit system users/riders, or subject matter experts; and

B. ADOPT the framework for guidelines that could be used by the Appointing Authorities to support their appointment process under "Alternative A" so

that all members, regardless of prior ridership experience, build firsthand familiarity with the customer experience once appointed (Attachment A).

Attachments: Attachment A - Proposed Frmwk to Guide Appts. by Appointing Auths.
Attachment B - Motion 33.1
Attachment C - Board Adopted Governance Values
Attachment D - Ridership and Outreach Maps
Attachment E - Sum. of Bd Rep. by City Aff. & Size since '93

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

47. SUBJECT: BUS ACQUISITION OF 40' BATTERY ELECTRIC BUSES 2025-1040

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD Contract No. OP118576(2)000 with El-Dorado National (California), Inc. (ENC), for the manufacturing and delivery of a base order of 220 Battery Electric Buses (BEBs) in the amount of $337,698,727.58 for the base contract, including taxes and delivery; exclusive of any contract option buses, subject to the resolution of any properly submitted protest(s), if any;

B. INCREASE the Life-Of-Project (LOP) for Capital Project 201078 from $52,000,000, established to purchase up to 40 BEBs under the Washington State contract, by $382,355,185 to purchase up to 220 Battery Electric Buses (BEBs) and provide funding for professional and technical support, internal labor, and contingencies, for a total LOP of $434,355,185; and

C. NEGOTIATE AND EXECUTE future contract modifications to the contract up to $1,000,000.

Attachments: Attachment A - Board Motion 50
Attachment B - Procurement Summary
Attachment C - DEOD Summary
Attachment D - Expenditure and Funding Plan
Presentation

55. SUBJECT: INCLUSION OF TWO VOTING TRANSIT RIDER/ADVOCATES ON THE METRO BOARD AND MAINTAINING REGIONAL EQUITY AND INTERGOVERNMENTAL BALANCE MOTION 2026-0554

RECOMMENDATION

APPROVE Motion by Bass, Najarian, Barger, and Dupont-Walker that the Board adopt the following amended alternative:

Amend Alternative D as follows:

A. Once the elected Los Angeles County CEO position is seated through Measure G, the BOS would have the flexibility to designate the CEO as one of its five Board members and establish the structure for appointing the five seats;

B. Beginning in 2032, when the BOS expands to nine members, the County of Los Angeles shall continue to hold no more than five seats on the Metro Board. The nine members of the BOS and the elected County CEO shall constitute the pool of County officials eligible for appointment to those five seats; and

C. Once the elected Los Angeles County CEO position is seated as a result of Measure G:

    1. The Mayor of Los Angeles would make one of their public appointees a transit advocate/rider;

    2. A voting Rider Representative will be added to the Metro Board; and

    3. All other appointment authorities would remain consistent with current statutory requirements, except for changes resulting from the above items.

WE FURTHER MOVE THAT THE BOARD DIRECT THE CHIEF EXECUTIVE OFFICER TO:

D. Evaluate Metro's existing advisory committee structure, including, but not limited to, the Service Councils, Community Advisory Council (CAC), Public Safety Advisory Committee (PSAC), and other standing advisory bodies, to strengthen rider and customer representation, improve coordination and accountability, and enhance the integration of advisory committee input into Board decision-making; and

E. Return to the Board within 90 days with a report on the items directed above including a framework on the eligibility and process to select the rider representative.

56. SUBJECT: METRO BOARD MEMBER COMPOSITION AND APPOINTMENT STRUCTURE: ESTABLISHING DESIGNATED RIDER SEAT AND SMALL CITY SEAT MOTION 2026-0553

RECOMMENDATION

APPROVE Motion by Hahn, Richardson, and Sandoval that the Board directs the Chief Executive Officer to:

A. ESTABLISH a minimum of one (1) additional voting seat(s) on the Metro Board of Directors for a regular transit rider.

1. Coordinate with Metro's community advisory councils, community-based organizations, and other stakeholder groups to develop a transparent, inclusive, and accessible process for selecting the regular transit rider representative.

2. Report back on recommendations for implementation of the selected model, including eligibility criteria, a definition of "regular transit rider," appointment procedures, term length, and any necessary statutory or governance changes.

3. Include recommendations that include a framework to ensure the selected transit rider representative has access to appropriate technical resources, training, staff support, and other tools necessary to meaningfully and equitably participate in Board deliberations and decision-making.

B. ESTABLISH one (1) additional voting seat on the Metro Board of Directors to represent small cities.

1. The additional seat shall rotate among each of the City Selection Committee sectors.

2. Metro staff shall recommend a maximum population eligibility threshold within a range of 50,000 to 70,000 residents, with no minimum population eligibility threshold, subject to approval by the Metro Board of Directors.

3. Metro staff shall report back with recommendations regarding the appropriate population threshold, as well as the implementation

structure for the small-cities seat, the rotation schedule among the City Selection Committee sectors, nomination and appointment process, term length, and any necessary statutory, legislative, or governance changes required for implementation.

57. SUBJECT: PROPOSAL INTRODUCED AT THE JUNE AD-HOC COMMITTEE 2026-0556

PROPOSAL

At its June committee, Chair Najarian requested that the Board consider the following proposal by Committee Member Fasana seconded by Director Horvath, without further endorsement:

Add the following 3 members to the staff recommendation

- a rider appointed by the county supervisors residing in an unincorporated area
- a labor representative
- the county executive

Additionally, Member Fasana asked that the Board revise the 35% threshold in statute for the City of Los Angeles seats to 43.75%.

END OF NON-CONSENT ITEMS

58. SUBJECT: CLOSED SESSION 2026-0546

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

1. Hong Lee v. LACMTA, LASC Case No. 24STCV05962
2. Trell Walker v. LACMTA, LASC Case No. 23STCV08553
3. Raul Estrada v. LACMTA, LASC Case No. 23STCV30173
4. Justin Chanski v. LACMTA, et al., LASC Case No. 23STCV26187

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

Hugo Sipaque, et al. v. LACMTA,
U.S.D.C. Case No. 2:25-CV-7001-JLS-AJR;
LASC Case No. 25STCV36965

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

Title: Chief Executive Officer

CONSENT CALENDAR - ITEMS 2, 6, 7, 8, 9, 10, 11, 12, 13, 16, 17, 18, 19, 24, 25, 26, 27, 28, 30, 31, 32, 33, 36, 37, 38, 39, 40, 41, 42, 43, 46, 48, and 50.

2. SUBJECT: MINUTES 2026-0547

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held May 28, 2026.

Attachments: Regular Board Meeting MINUTES - May 28, 2026
May 2026 RBM Public Comments

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

6. SUBJECT: SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS 2026-0294

RECOMMENDATION

CONSIDER:

A. APPROVING the list of eligible SR-710 North Mobility Improvement Projects (MIP) in Attachment A;

B. AUTHORIZING the Chief Executive Officer or their designee to:
   1. ALLOCATE and program funds to three new MIPs in the City of Monterey Park as recommended in Attachment A;
   2. REALLOCATE funds from one existing MIP to another existing MIP in the City of Los Angeles and from one existing MIP to one new MIP and one existing MIP in the City of South Pasadena as recommended in Attachment A;
   3. APPROVE associated amendments to the Regional Transportation Improvement Program (RTIP) as shown in Attachment B.

Attachments: Attachment A - Updated MIP List
Attachment B - RTIP Amendments
Attachment C - Motion 29.1
Attachment D - Motion 35
Attachment E - MIP Programmed Funds
Attachment F - City of Los Angeles Request Letter
Attachment G - City of Monterey Park Request Letter
Attachment H - City of South Pasadena Request Letters
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

7. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION 2026-0441

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming an additional $4,917,785 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation First/Last Mile Connections Program (Expenditure Line 51) and reprogram project funds previously approved to meet the project schedule, as shown in Attachment A;

2. Programming an additional $3,979,932 within the capacity of Measure M MSP - Subregional Equity Program (Expenditure Line 68), 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 Transp. First Last Mile Conn. Prog. Project List
Attachment B - Subregional Equity Program Project List
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

8. SUBJECT: FEDERAL CONSOLIDATED APPROPRIATIONS ACT OF 2026 AWARD 2026-0454

RECOMMENDATION

CONSIDER:

A. PROGRAMMING $89,466,188 in Consolidated Appropriations Act of 2026 award funding in support of Planning, Design, and Operations for the 2028 Games;

B. AMENDING the FY27 Budget by $89,466,188; and

C. AUTHORIZING the CEO or their designee to negotiate and execute all

necessary agreements, including pass-through agreements and/or amendments with the agencies for projects contained in the GME FY26 Federal Funding Allocation (Attachment A).

Attachments: Attachment A - GME FY26 Work Plan
Attachment B - GME Workstream Scopes
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

9. SUBJECT: ANTELOPE VALLEY LINE IMPROVEMENTS - SAN FERNANDO VALLEY/PACOIMA METROLINK STATION AND MOBILITY HUB 2026-0103

RECOMMENDATION

PROGRAM $6,900,000 for conceptual planning, environmental clearance, preliminary engineering, and community outreach for the San Fernando Valley (SFV)/Pacoima Metrolink Station and Mobility Hub.

Attachments: Attachment A - AVL Corridor Map
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATIONS AS AMENDED DIRECTIVE A1, B, AND C (5-0) AND A2 (4-1):

10. SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE 2026-0313

RECOMMENDATION

CONSIDER:

A1. APPROVING ~~$125,403,758~~ $104,403,758 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs, along with funding changes via the updated project list shown in Attachment A, excluding the WB SR-91 Alondra Blvd to Shoemaker Ave Project;

A2. APPROVING $21,000,000 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs for the WB SR-91 Alondra Blvd to Shoemaker Ave Project, as shown in Attachment A;

B. APPROVING the deobligation of $8,573,383 in previously approved Measure R Multimodal Highway Subregional Program funds and re-allocation to other existing Board-approved Measure R Projects or return remaining funds to the Measure R subregional fund balance, as

shown in Attachment A; and

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for Board-approved projects.

Attachments: Attachment A - MR Multimodal Highway Subregional Prgm- July 2026
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

11. SUBJECT: MEASURE M 10-YEAR COMPREHENSIVE ASSESSMENT OBJECTIVES AND CRITERIA 2026-0406

RECOMMENDATION

APPROVE objectives and criteria for the Measure M 10-Year Comprehensive Assessment (Attachment A).

Attachments: Attachment A - Proposed Assessment Objectives and Criteria
Attachment B - Measure M Ordinance and Expenditure Plan
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

12. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT 2026-0385

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the Environmental Assessment (EA), in accordance with the National Environmental Policy Act (NEPA), including the NEPA project mitigation measures for the Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment to the City of Montebello;

B. APPROVING the EA's 9-acre Maintenance and Storage Facility (MSF) Site 3 in the City of Commerce for the Board-selected Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment extension of the existing Metro E-Line, while maintaining the full nine-mile Eastside Transit Corridor Phase 2 with the Lambert Station in the City of Whittier as the terminus for the Project; and,

C. AMENDING the 2020 Long Range Transportation Plan (LRTP) to reflect the Board-selected LPA for the E-Line Eastside Transit Corridor Phase 2 Project.

Attachments: Attachment A - NEPA EA Executive Summary
Attachment B - Cost-Benefit Analysis
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-1):

13. SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM UPDATE 2026-0432

RECOMMENDATION

APPROVE the staff recommendation to provide assistance to local jurisdictions to use Local Return and TDA Article 3 as the only available funding for Open and Slow Street events occurring between September 2026 and March 2028.

Attachments: Attachment A - Local Return (LR) Fund Balances & Revenues for FY25
Attachment B - TDA3 Fund Balances & Revenues for FY26
Attachment C - Open/Slow St. & Transit-1st Fan Zone Funding Src. LA County
Presentation

CONSTRUCTION COMMITTEE ADVANCED THE FOLLOWING (2-0):

16. SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES 2026-0460

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute the FY27 Annual Work Plan Budget for the City of Los Angeles (Attachment A).

Attachments: Attachment A - FY27 Annual Work Plan Anticipated Budget for the City of LA
Presentation

CONSTRUCTION COMMITTEE ADVANCED THE FOLLOWING (2-0):

17. SUBJECT: DORAN STREET & BROADWAY/BRAZIL GRADE SEPARATION PROJECT 2026-0300

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a cost-plus fixed fee Contract No. AE137794MC086 for Construction Management Support Services (CMSS) to Zephyr UAS, Inc., dba Zephyr Rail, for a base term of four years in an amount Not-To-Exceed (NTE) $5,994,149, plus a one-year option in an amount NTE $280,178, for a total of $6,274,327; subject to the resolution of any properly submitted protest(s).

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

CONSTRUCTION COMMITTEE ADVANCED THE FOLLOWING (2-0):

18. SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES - CAPITAL PROJECTS 2026-0387

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a contract modification to Contract No. AE76301MC081000 with Zephyr Rail to increase the total authorized contract funding by $328,417, increasing the total Not-To-Exceed (NTE) amount from $9,269,211.94 to $9,597,628.94, for final contract closeout.

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

CONSTRUCTION COMMITTEE ADVANCED THE FOLLOWING (2-0):

19. SUBJECT: GAMES MULTIMODAL INFRASTRUCTURE PROJECT - CONSTRUCTION MANAGER / GENERAL CONTRACTOR 2026-0388

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. PS140991000 to Atkinson/Clark, a Joint Venture (ACJV), for Phase 1 Preconstruction Services of the Construction Manager/General Contractor contract for the Games Multimodal Infrastructure Projects (Project) in the amount of $1,045,165.00, subject to the resolution of any properly submitted protest(s);

B. NEGOTIATE and EXECUTE all project related agreements and contract modifications utilizing Reconnecting Communities and Neighborhoods (RCN) funds that have been programmed through Board Approval with an amount not to exceed $69,100,000.00.

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

FINANCE, BUDGET, AND AUDIT COMMITTEE ADVANCED THE FOLLOWING (2-0):

24. SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM 2025-1089

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase Public Entity excess liability policies with up to $300 million in limits at a not-to-exceed premium of $31 million for the 12-month period effective August 1, 2026, to August 1, 2027.

Attachments: Attachment A - Proposed Options and Premiums
Attachment B - Proposed Public Entity Liability Carriers and Program Structure
Presentation

FINANCE, BUDGET, AND AUDIT COMMITTEE ADVANCED THE FOLLOWING (2-0):

25. SUBJECT: CYBERSECURITY LIABILITY INSURANCE PROGRAM 2026-0442

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase a cybersecurity liability insurance policy with up to $50 million in limits at a cost not-to-exceed $2.7 million for the 12-month period effective September 1, 2026, to September 1, 2027.

Attachments: Attachment A - Coverage Options and Premiums
Attachment B - Coverage Description
Presentation

FINANCE, BUDGET, AND AUDIT COMMITTEE ADVANCED THE FOLLOWING (2-0):

26. SUBJECT: FY26 LOCAL RETURN CAPITAL RESERVE ACCOUNTS 2026-0393

RECOMMENDATION

CONSIDER:

A. ESTABLISHING new Local Return funded Capital Reserve Accounts for the Cities of Bell (Measure M), Beverly Hills (Measure M), Compton (Proposition C), Lawndale (Proposition C and Measure M), Lynwood (Proposition C), Palmdale (Proposition C, Measure R, Measure M), Palos Verdes Estates (Proposition C), Rolling Hills Estates (Proposition C, Measure R, Measure M), Rosemead (Proposition C), San Dimas (Proposition C, Measure M), Santa Monica (Proposition C, Measure M), Sierra Madre (Proposition A), and Torrance (Proposition C), and amending the Local Return funded Capital Reserve Account for the City of Lomita (Proposition C) (Attachment A); and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities in Recommendation A for their Capital Reserve Accounts as approved.

Attachments: Attachment A - Proposed FY26 Capital Reserve Account Summary

Presentation

FINANCE, BUDGET, AND AUDIT COMMITTEE ADVANCED THE FOLLOWING (2-0):

27. SUBJECT: FY27 TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM 2026-0405

RECOMMENDATION

ADOPT:

A. FINDINGS and RECOMMENDATIONS (Attachment A) for allocating Fiscal Year 2027 (FY27) Transportation Development Act (TDA) Article 8 funds (Attachment B) estimated at $35,546,436 as follows:

1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet. Therefore, TDA Article 8 funds in the amount of $167,800 may be used for street and road projects or transit projects;

2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale, and the unincorporated portions of the Antelope Valley, transit needs can be met by using other existing fund sources. Therefore, TDA Article 8 funds in the amount of $8,817,477 for Lancaster and $8,288,185 for Palmdale may be used for street and road projects or transit projects, if transit needs continue to be met;

3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other fund sources. Therefore, $11,526,141 in TDA Article 8 funds for the City of Santa Clarita may be used for street and road projects or transit projects, if transit needs continue to be met;

4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other fund sources such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of $6,746,833 may be used for street and road

projects or transit projects, if transit needs continue to be met; and

B. A RESOLUTION (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

Attachments: Attachment A - FY27 Proposed Findings and Recommended Actions
Attachment B - FY27 TDA Article 8 Apportionments
Attachment C - FY27 TDA Article 8 Resolution
Attachment D - History of TDA Article 8 & Definitions of Unmet Transit Needs
Attachment E - TDA Article 8 Public Hearing Process
Attachment F - FY27 TDA Article 8 Comment Summary Sheet
Attachment G - Letters from AVTA & Santa Clarita Transit on Actions Taken
Presentation

FINANCE, BUDGET, AND AUDIT COMMITTEE ADVANCED THE FOLLOWING (2-0):

28. SUBJECT: TECHNICAL ENHANCEMENT AND BUSINESS PROCESS ADVISORY SERVICES 2026-0170

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD a five-year on-call firm fixed unit rate Contract No. PS132584000 to KPMG LLP to provide custom application development and maintenance in Oracle, Salesforce, and Microsoft SharePoint in the Not to Exceed (NTE) amount of $12,198,522, subject to the resolution of any properly submitted protest(s), if any;

B. AWARD a five-year on-call firm fixed unit rate Contract No. PS132584001 to Crowe LLP to provide business improvement process studies related to Metro financial/accounting functions in the NTE amount of $1,562,830, subject to the resolution of any properly submitted protest(s), if any; and

C. AWARD a five-year on-call firm fixed unit rate Contract No. PS132584002 to KPMG LLP to provide organizational and resource planning and management in the NTE amount of $1,201,825, subject to the resolution of any properly submitted protest(s), if any.

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

FINANCE, BUDGET, AND AUDIT COMMITTEE ADVANCED THE FOLLOWING (2-0):

30. SUBJECT: ACCESS SERVICES FISCAL YEAR 2027 PROPOSED BUDGET 2026-0245

RECOMMENDATION

CONSIDER:

A. APPROVING local funding request for Access Services (Access) in an amount not to exceed $240,986,909 for FY27. This amount includes:

   1. Local funds for operating and capital expenses in the amount of $238,218,046
   2. Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of $2,768,863

B. AMENDING the FY27 Budget by $27,150,139 to fully fund Recommendation A; and

C. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding program.

Attachments: Attachment A - FY27 Access Services ADA Program
Attachment B - Expenses & Key Performance Indicators
Presentation

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

31. SUBJECT: TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT 2026-0462

RECOMMENDATION

APPROVE the new appointment of the Latin Business Association (LBA) to the Transportation Business Advisory Council (TBAC) membership.

Attachments: Presentation

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

32. SUBJECT: TALENT DEVELOPMENT BENCH 2026-0482

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD seven task order based bench Contracts, Nos. PS133086000 through PS133086006 for talent development services for the agency's workforce for a total Not-To-Exceed (NTE) amount of $3,626,800 for the initial two-year base term, plus $1,902,320 for the first, one-year option, and $1,995,686 for the second, one-year option, for a total NTE cumulative amount of $7,524,806, effective August 10, 2026, subject to the resolution of any properly submitted protest(s):

1. Discipline 1: Soft Skills Training
    1. Conscious Leadership Partners LLC (Contract No. PS133086001)
    2. Insight Strategies Inc. (Contract No. PS133086002)
    3. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)
    4. Redwood Resources (Contract No. PS133086004)

2. Discipline 2: Technical Skills Training
    1. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)
    2. Redwood Resources (Contract No. PS133086004)

3. Discipline 3: Employee and Leadership Development
    1. Conscious Leadership Partners LLC (Contract No. PS133086001)
    2. Insight Strategies Inc. (Contract No. PS133086002)
    3. McKinsey & Company, Inc. Washington D.C. (Contract No. PS133086003)
    4. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)
    5. Redwood Resources (Contract No. PS133086004)

4. Discipline 4: Employee and Executive Coaching
    1. Conscious Leadership Partners LLC (Contract No. PS133086001)
    2. Insight Strategies Inc.(Contract No. PS133086002)
    3. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)
    4. Redwood Resources (Contract No. PS133086004)

5. Discipline 5: eLearning Design/Development/Implementation Support
    1. Advanced Problem Solving, LLC (Contract No. PS133086000)

2. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)
3. Redwood Resources (Contract No. PS133086004)
4. The Canton Group, LLC (Contract No. PS133086005)

6. Discipline 6: Project Management Support
   1. Insight Strategies Inc. (Contract No. PS133086002)
   2. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)
   3. Redwood Resources (Contract No. PS133086004)
   4. The Canton Group, LLC (Contract No. PS133086005)

B. EXECUTE Task Orders within the approved NTE value.

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

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

33. SUBJECT: COMPLIANCE FOR ELIGIBLE SUBSIDIARY BODIES TO MEET VIA TELECONFERENCE 2026-0457

RECOMMENDATION

CONSIDER:

A. ADOPTING, pursuant to Senate Bill 707 (SB 707), the following findings on behalf of eligible subsidiary bodies as defined by SB 707:

(i) The Board of Directors has considered the circumstances of the eligible subsidiary body.
(ii) Teleconference meetings of the eligible subsidiary body would enhance public access to meetings of the eligible subsidiary body, and the public has been made aware of the type of remote participation, including audio-visual or telephonic, that will be made available at a regularly scheduled meeting and has been provided the opportunity to comment at an in-person meeting of the legislative body authorizing the subsidiary body to meet entirely remotely.
(iii) Teleconference meetings of the eligible subsidiary body would promote the attraction, retention, and diversity of eligible subsidiary body members.

B. AUTHORIZING eligible subsidiary bodies to meet via teleconference, by either audio-visual or telephonic means, if they choose, subject to the requirements of SB 707.

Attachments: Attachment A - SB 707 Durazo
Presentation

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

36. SUBJECT: METRO WORKFORCE HOUSING 2026-0470

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer (CEO), or designee, to negotiate and enter into a loan agreement and other related documents ("Loan Documents") with Treehouse Leimert or affiliated entity, a joint venture between Leimert PropCo LLC (Treehouse) and The Apex Collaborative LLC (collectively, "Developer"), to provide up to $25,000,000 in development financing in support of the construction of The Nathaniel, a 97-unit workforce housing development located at 4421-4437 Crenshaw Boulevard, Los Angeles, CA 90043 (the "Project");

B. AUTHORIZING the CEO, or designee, to negotiate and execute a recorded regulatory agreement establishing a Metro employee housing preference for 100% of the Project units, to be acknowledged by the senior lender; and

C. FIND that the Project is categorically exempt from CEQA pursuant to State CEQA Guidelines Section 15332 (Class 32 - Infill Development) pursuant to the findings in Attachment A.

Attachments: Attachment A - CEQA Findings
Attachment B - Frequently Asked Questions
Presentation

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

37. SUBJECT: METRO STRUCTURES AND FACILITIES INSPECTIONS 2025-0986

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. AE138681000 to Atlas Technical Consultants, Inc. for the inspection of Metro structures and facilities in the amount of $13,293,420 for the four-year base term, $6,549,640 for the first two-year option, and $7,120,053 for the

second two-year option, for a total amount of $26,963,113, effective August 5, 2026, subject to the resolution of any properly submitted protest(s).

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

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

38. SUBJECT: FREEWAY SERVICE PATROL 2026-0395

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a five (5) year agreement for FY26, FY27, FY28, FY29 & FY30 with the California Highway Patrol (CHP) to provide services in support of the Metro Freeway Service Patrol (FSP) program for an amount not to exceed $4,215,590.00.

Attachments: Presentation

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

39. SUBJECT: A LINE GATE MECHANISM REPLACEMENT 2026-0391

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to AWARD a 12-month firm-fixed price contract, Contract No. OP140266000, to Siemens Mobility, Inc., for the purchase of gate mechanism assemblies and accessories, for the replacement of the A Line at-grade crossing gate mechanisms in the Not-To-Exceed (NTE) amount of $3,195,702.00, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s).

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

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

40. SUBJECT: ZERO EMISSION BUS (ZEB) PROGRAM MANAGEMENT, ENGINEERING, AND TECHNICAL CONSULTANT SERVICES 2026-0117

RECOMMENDATION

CONSIDER:

A. AUTHORIZE the Chief Executive Officer to award a four-year cost-plus fixed fee Contract No. PS140440000, to WSP USA Inc. for as-needed professional consultant support services for zero-emission bus engineering and acquisition, program management, and technical support services, in the total Not-To-Exceed (NTE) amount of $15,520,898.51, subject to the resolution of any properly submitted protest(s), if any;

B. APPROVE Contract Modification Authority specific to Contract No. PS140440000 in the amount of $1,552,089.85 or 10% of the total contract value, to cover the costs of any unforeseen services needed to support the transition to a zero-emission bus fleet, and

C. NEGOTIATE AND EXECUTE future contract modifications to the Contract up to $1,000,000.

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

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

41. SUBJECT: APPOINTMENT TO METRO SAN GABRIEL VALLEY SERVICE COUNCIL 2026-0324

RECOMMENDATION

APPROVE nominee for membership on Metro's San Gabriel Valley Service Council (Attachment A).

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

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

42. SUBJECT: REVISION OF METRO SERVICE COUNCIL BYLAWS 2026-0361

RECOMMENDATION

ADOPT the revised Service Council Bylaws.

Attachments: Attachment A - Revised Service Council Bylaws
Presentation

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

43. SUBJECT: ADVERTISING AND COMMUNICATION SERVICES 2026-0455

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS123964000 with GP Generate, LLC to continue to provide advertising and communications services in the amount of $2,871,750, increasing the contract value from $1,579,463 to $4,451,213.

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

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

46. SUBJECT: CONTRACT MODIFICATIONS FOR EXISTING RENEWABLE NATURAL GAS (RNG) CONTRACTS 2026-0437

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 9 to Contract No. OP73960000 with Clean Energy Renewable Fuels, LLC to extend the contract performance end date by eleven months from July 31, 2026, to June 30, 2027;

B. EXECUTE Modification No. 9 to Contract No. OP59812000A with Clean Energy Renewable Fuels to extend the contract performance end date by eleven months from July 31, 2026, to June 30, 2027;

C. EXECUTE Modification No. 6 to Contract No. OP59812000B with Shell

Energy North America (US) to increase the contract value by $3,615,292 from a Not-To-Exceed (NTE) amount of $15,112,295 to a NTE amount of $18,727,587 and extend the contract performance end date by eleven months from July 31, 2026, to June 30, 2027; and

D. EXECUTE Modification No. 5 to Contract No. OP59812000C with Trillium USA Company, LLC. to increase the contract value by $2,877,636 from a NTE amount of $19,492,426 to NTE amount of $22,370,062 and extend the contract performance end date by eleven months from July 31, 2026, to June 30, 2027.

Attachments:
Attachment A - Procurement Summary OP7396000 Clean Energy
Attachment B - Contract Mod/Chge Order Log OP7396000 Clean Energy
Attachment C - DEOD Summary OP7396000 Clean Energy
Attachment D - Procurement Summary OP59812000A Clean Energy
Attachment E - Contract Mod/Chge Order Log OP59812000A Clean Energy
Attachment F - DEOD Summary OP59812000A Clean Energy
Attachment G - Procurement Summary OP59812000B Shell Energy
Attachment H - Contract Mod/Chge Order Log OP59812000B Shell Energy
Attachment I - DEOD Summary OP59812000B Shell Energy
Attachment J - Procurement Summary OP59812000C Trillium USA
Attachment K - Contract Mod Chge Order Log OP59812000C Trillium USA
Attachment L - DEOD Summary OP59812000C Trillium USA
Presentation

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

48. SUBJECT: METRO BIKE SHARE CONTRACT MODIFICATION 2026-0501

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. EXECUTE Modification No. 24 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) to exercise up to six, one-month options, each separately as needed from December 1, 2026 to May 31, 2027, to continue Metro Bike Share (MBS) program services in the Not-To-Exceed (NTE) amount of $6,505,955, increasing the total contract value from $137,661,378 to $144,167,333; and

B. EXECUTE individual contract modifications for Contract No. PS272680011357 within the Board-approved contract modification authority.

Attachments: Attachment A - Board Motion Item No. 41
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary
Presentation

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

50. SUBJECT: SAN PEDRO TO LONG BEACH WATER TAXI: COLLABORATIVE FUNDING STRATEGY MOTION 2026-0521

RECOMMENDATION

APPROVE Motion by Hahn, Bass, and Richardson that the Board direct the Chief Executive Officer to convene regional partners, including Metro, the County of Los Angeles, the City of Los Angeles, the City of Long Beach to:

A. Determine each agency's willingness to participate in funding the implementation and operation of the San Pedro-Long Beach water taxi service;

B. Develop a proposed cost-sharing framework among Metro and participating regional partners to provide the funding certainty necessary to advance implementation of the service;

C. Continue pursuing grant, maritime, sponsorship, advertising, visitor pass, fare revenue, and other revenue opportunities to offset project costs and support long-term service sustainability;

D. Develop a framework under which participating agencies that contribute toward the initial costs of the service may be reimbursed on a proportional basis if grant funding, sponsorships, visitor pass revenues, fare revenues, or other external funding sources become available, consistent with applicable funding requirements;

E. Take the necessary steps to maintain the project schedule identified, including supporting the development and release of a Request for Proposals (RFP) by October 2026, in order to allow sufficient time for operator selection, contracting, and service preparation prior to the 2028 Olympic and Paralympic Games; and

F. Return to the Board no later than October 2026 with recommendations and actions necessary to advance implementation of the San Pedro-Long Beach water taxi service.

SUBJECT: GENERAL PUBLIC COMMENT 2026-0548

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 #: 2026-0544, **File Type:** Oral Report / Presentation **Agenda Number:** 3.

REGULAR BOARD MEETING
JULY 23, 2026

SUBJECT: REMARKS BY THE CHAIR

RECOMMENDATION

RECEIVE remarks by the Chair.

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

Metro

Board Report

File #: 2026-0545, **File Type:** Oral Report / Presentation **Agenda Number:** 4.

REGULAR BOARD MEETING
JULY 23, 2026

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

powered by Legistar™

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

Board Report

File #: 2026-0552, **File Type:** Oral Report / Presentation **Agenda Number:** 4.1.

REGULAR BOARD MEETING
JULY 23, 2026

SUBJECT: FAREWELL TO BOARD MEMBERS

RECOMMENDATION

RECEIVE remarks for outgoing Board Members Ara J. Najarian and Fernando Dutra.

powered by Legistar™

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

Metro

Board Report

File #: 2026-0550, **File Type:** Plan **Agenda Number:**

REGULAR BOARD MEETING
JULY 23, 2026

SUBJECT: METRO BOARD MEMBER COMPOSITION AND APPOINTMENT STRUCTURE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the staff recommendation on Metro's Board Member Composition and Appointment Structure to:

A. ADOPT "Alternative A (Flexible Appointments)" that would enable each Appointing Authority to have the flexibility to fill their allocated seats (County of Los Angeles - 5 seats, City of Los Angeles - 4 seats, City Selection Committee - 4 seats, Governor - 1 non-voting seat) with either elected officials or qualified public members, including special interest stakeholders, transit system users/riders, or subject matter experts; and

B. ADOPT the framework for guidelines that could be used by the Appointing Authorities to support their appointment process under "Alternative A" so that all members, regardless of prior ridership experience, build firsthand familiarity with the customer experience once appointed (Attachment A).

ISSUE

For over the past decade, Metro's State Legislative Platform has memorialized the position of the agency, that any decisions regarding Metro governance should be driven at the local level, and that legislation not sponsored by Metro that seeks to restructure the Metro Board of Directors should be opposed.

The Ad Hoc Board Composition Committee (Committee) was established in February 2026 to evaluate Metro's governance framework, considering Measure G, which expands the Los Angeles County Board of Supervisors from five to nine members in 2032.

A key policy question before the Committee is whether to modify the Metro Board composition following these changes to County governance. Following peer benchmarking, community outreach and engagement efforts, and recent Committee deliberations, five alternatives have been developed, proposing new changes to the Board's composition for the Board’s consideration.

BACKGROUND

Metro's Legislative Platform, adopted annually by the Metro Board, has memorialized the position of the agency that any decisions regarding Metro governance should be driven at the local level, and that legislation not sponsored by Metro that seeks to restructure the Metro Board should be opposed.

The establishment of the Ad Hoc Board Composition Committee was driven by two objectives: ensuring that a locally-driven recommendation on Board composition changes could be presented for legislative memorialization in light of recent attempts from the legislature to prescribe a governance change without the input of the Metro Board, and responding to the existing statutory requirement that Metro submit a plan to the Legislature for revising the composition of the Metro Board within 60 days of any increase in the membership of the County Board of Supervisors (although technically not required until January 2033).

Following the establishment of the Ad Hoc Committee by then Chair of the Board Dutra in early January 2026, the Board approved Motion 33.1 by Directors Dutra, Barger, Horvath, Padilla, Najarian and Dupont-Walker (Attachment B), which directed that deliberations and recommendations be informed by relevant comparative, historical, and demographic context as well as community outreach and stakeholder engagement. The motion further enforced that the Board should continue to reflect the diversity and geographic breadth of the County it serves, and that any consideration of potential changes be guided by principles of geographic equity, balanced representation, cost neutrality, and jurisdictional inclusion.

Since its first meeting in February 2026, the Committee has reviewed Metro's governance history and statutory framework (February 2026), completed a benchmarking analysis of 12 peer and reference transit agencies (March 2026), reviewed Metro's advisory body network, and adopted Guiding Governance Values (April 2026).

A multi-pronged countywide engagement effort took place between February and mid-May 2026. It included presentations to 25 stakeholder organizations (over 900 attendees), nine hybrid listening sessions hosted by Metro's five service councils, PSAC, and the CAC, a countywide virtual listening session, a North County listening session, and 13 pop-up transit intercepts at locations across the County. Staff also established a dedicated website, online surveys, live polling, and community comment channels via email and phone. Collectively, these efforts generated 1,300 engagement touchpoints and 900 survey responses, reflecting broad participation across the County.

At its May 27th meeting, the Committee received a comprehensive community outreach report and presentation on four new governance alternatives - Alternative A (Flexible Appointments), Alternative B (Directly Elected Board), Alternative C (Non-Voting Rider Representative), and Alternative D (Maintaining Board Appointments).

- **Alternative A - Flexible Appointments**: This alternative would introduce a new appointment option within Metro's existing structure, expanding the pool of individuals each appointing authority - the County, City of Los Angeles, and the City Selection Committee - may draw from to fill their allocated seats to include qualified public members, including transit system riders/users, special interest stakeholders, or subject matter experts, alongside elected officials. This

alternative maintains intergovernmental balance and functional effectiveness, responds to the outreach theme of inclusion of a rider voice, and adapts to Measure G by preserving the County's flexibility to designate the future elected County CEO as one of its five seats. However, its ability to advance regional equity and customer experience depends on each appointing authority's adoption of criteria.

- **Alternative B - Directly Elected Board:** This alternative would fundamentally reconstitute the Board by replacing all appointment tiers with direct elections from newly drawn geographic districts across Los Angeles County. This alternative most directly advances electoral accountability, as Board members would be chosen by voters on transportation issues alone. In doing so, this alternative also responds to the outreach theme of inclusion of a rider voice. However, it would significantly alter intergovernmental balance by removing appointment authority from the County, City of LA, and other cities, potentially weakening the intergovernmental relationships that support state and federal funding advocacy. Staff also noted concerns regarding the administrative cost of countywide elections and the structural rigidity of district-based representation, which would require additional legislative action to redraw in response to demographic or governance changes.
- **Alternative C - Non-Voting Rider Representative**: This alternative adds a designated seat in response to the outreach theme calling for inclusion of a rider voice, bringing a rider perspective into Board deliberations. However, the experience of Metro's ridership is not uniform, and a single appointee cannot be expected to represent the full range of rider experience across geography, income, and mode.
- **Alternative D - Maintain Existing Board Appointments:** This alternative would retain the current appointment structure, with a new feature: once the elected County CEO position takes effect under Measure G, the County would have the flexibility to designate the CEO as one of its five Board of Supervisors-appointed seats. All other appointment authorities would remain consistent with current statutory requirements. This alternative preserves intergovernmental balance, transparency, functional effectiveness, and electoral accountability, consistent with peer agency practice, and is directly responsive to Measure G. When the Board of Supervisors expands to nine members in 2032, five of those members, potentially including the elected County CEO, would be eligible to serve on the Metro Board.

The alternatives reflected community outreach findings, aligned with the Guiding Governance Values adopted by the Committee (Attachment C), and were informed by peer agency practice. All four alternatives proposed new changes to the composition of the Board structure while maintaining the number of voting members, and all would require an amendment to Metro's enabling State statute to implement.

Board expansion, under any alternative, is not recommended. Peer agencies average approximately 10 voting members, and expansion would risk disrupting intergovernmental balance while imposing additional administrative and compensation costs. Community outreach also did not surface advocacy for a larger Board; participants instead called for greater accountability and inclusion of a rider voice.

At its May 2026 meeting, several Committee members requested additional context on the

community outreach and stakeholder engagement, as well as further analysis on a broader set of governance structure questions raised during the discussion, including rider representation, labor representation, the County Chief Executive Officer seat, City of Long Beach representation, proportional representation for the 87 cities, and voting alternates.

DISCUSSION

At its June 2026 meeting, the Committee members shared their perspectives, provided comments about Alternative A, and asked for additional information related to topics below.

Outreach Data

The Committee requested additional detail regarding the distribution of engagement activities and survey responses, to confirm that there was a concerted effort to engage respondents in South Los Angeles, East Los Angeles, and Central Los Angeles.

In response to this request, Metro cross-referenced ridership data with respondent zip codes. The analysis confirms that outreach successfully targeted the highest-ridership corridors within South, East, and Central Los Angeles. As shown in Attachment D, the majority of outreach activities occurred within the zip codes where there is the highest concentration of bus and rail ridership. In addition, Metro staff collected surveys from approximately 90% of zip codes across LA County - and those zip codes that were not represented correspond with areas of LA County that are not reliant on Metro transit service. During the June Committee Meeting, staff confirmed that approximately 43% of listening session participants, and approximately 73% of in-person transit intercept respondents in the Central and Southeast Los Angeles corridors, identified as City of Los Angeles residents.

Between February and May, Metro staff engaged residents through both direct transit-rider outreach and broader community partnerships, including:

- Direct Transit Outreach: Targeted engagement at Metro transit centers and high-traffic bus and transit hubs.
- Community Events & Activations: Tabling and interactive pop-ups at regional events, such as the Santa Clarita Cowboy Festival and the Pomona Night Market (hosted through Metro's Station Activation programs).
- Listening Sessions & Partner Networks: Dedicated sessions with Metro Service Councils and Advisory Committees, alongside localized flyer distribution through trusted partners like the Metro LIFE program at L.A. Care community centers.

Formal Subregional Agency Feedback

At its May meeting, the Committee had confirmed its interest in seeking feedback from the eight subregional entities, which is comprised of Councils of Governments (COG) and joint power authorities. As of July 17, 2026, five of the eight subregional entities had submitted formal positions.. As reported at the June Ad Hoc Committee, since the Committee was formed, Metro staff have consistently engaged with all the subregional entities to make announcements, deliver presentations, answer questions and ensure COG and JPA staff were kept updated on Committee meeting dates

and the process for submitting their positions and public comment. The following summarizes feedback received from the subregional agencies as of the printing of this report.

- South Bay Cities COG - Opposes any changes to Metro Board governance, arguing that Measure G does not justify board expansion and that if Supervisorial seats increase, the Board of Supervisors should select five of its nine members to sit on the Metro Board rather than adding new seats, and that there should not be an additional dedicated seat for the County's future elected CEO.
- Las Virgenes-Malibu COG - Opposes any modifications to Metro Board governance, contending that Measure G's creation of new Supervisorial seats does not warrant board expansion and that the County should designate five of its nine future Supervisors to serve, without adding a dedicated seat for the elected County CEO.
- San Fernando Valley COG - Supports maintaining the current governance structure and urges that any changes do not diminish regional representation or diminish the voice of the San Fernando Valley.
- San Gabriel Valley COG - Endorses Alternative D (Maintaining Board Appointments), arguing it best preserves the existing subregional representation framework, maintains accountability to local jurisdictions through representation by elected officials, provides continuity and governance stability during the implementation of Measure G; avoids unintended consequences that could diminish the voice of local governments and subregions within Metro governance; and accommodates the future elected County Executive without disrupting the established balance between countywide and subregional interests. Emphasizes that future consideration of Board expansion should enhance not diminish subregional representation, geographic equity, and local government accountability.
- Westside Council of Governments (WSCCOG) - Supports a substantive review of Metro Board composition in light of Measure G, arguing that a 13-member Board falls short of peer representational standards given Metro's scale. Recommends that any expansion of County representation be matched by a corresponding expansion of city and COG representation, including direct WSCCOG representation, and encourages the Committee to consider a fully voting Board seat dedicated to transit rider representation.
- Gateway Cities COG: Supports the creation of a dedicated Metro Board seat for the City of Long Beach based on the City’s population, economic importance and role in the regional transportation network, arguing that a seat for Long Beach would create more equitable representation for the other cities of the Gateway Cities subregion to compete for a seat on the Metro Board through the City Selection Committee process. Recommends the County maintain its existing five seats on the Board and determine how to fill them.

Committee Requested Governance Structure Considerations

The following sections address the specific issues raised during the May and June Committee meetings, including the rider representative's voting status, labor representation, a designated seat for the County CEO, representation for the City of Long Beach, proportional representation for the 87 cities, and the reinstatement of Board Member alternates.

Rider Representation on the Metro Board

The Committee discussion focused on whether a rider representative on the Metro Board should serve as a voting or non-voting member. Staff evaluated this issue against the Committee's adopted values, the findings from Metro's countywide outreach effort, and the peer agency benchmarking analysis.

- Community Outreach: The single most consistent finding across Metro's countywide outreach effort was a desire for the Metro Board to include members who understand the day-to-day experience of riding Metro. Across all engagement channels - listening sessions, transit intercepts, online surveys, and stakeholder presentations - participants emphasized that board members should reflect the communities and riders the system serves. This theme emerged consistently from riders in South Los Angeles, the San Fernando Valley, the Gateway Cities corridor, and the North County. Community outreach consistently surfaced a desire for a formal rider voice on the Metro Board, understood broadly as Board members who engage with and have firsthand familiarity with Metro's system.
- Peer Benchmarking and Guiding Values: The following summarizes three scenarios for incorporating rider representation on the Metro Board, each analyzed against the Committee's adopted values and in relation to the completed peer benchmarking.

1. **Voting Rider Representative:** A voting rider seat would give rider perspectives equal weight in Board decisions on service, fares, and capital investment, and follows precedent at peer agencies such as the MBTA and WMATA. At MBTA, which is a state agency of Massachusetts, the Governor appoints a voting rider representative who must also be a resident of an environmental justice population. At WMATA, which is an interstate compact agency with federal agency involvement, one of the two federal seats must be held by an individual with rider qualifications.

2. **Non-Voting Rider Representative:** A non-voting seat would guarantee a rider voice in deliberations while preserving the Board's existing intergovernmental balance and functional structure, consistent with precedent at the NY MTA. In NY MTA, the New York Governor makes all formal nominations for Board seats.

3. **Voting Rider Through an Existing Appointed Seat:** Under Alternative A, each appointing authority may choose to fill its existing seats with riders or rider-experienced individuals, or individuals who would foster engagement with transit users.

Staff does not recommend Scenarios 1 or 2, as both would require expansion of the Board, creating administrative and financial burdens on the agency. This would be inconsistent with the Board's direction that any governance changes be cost neutral. Scenario 3 does not create a new seat; rather, it reflects a new proposed change -- that, under Alternative A, each appointing authority may choose to fill its existing seats with riders or rider-experienced individuals.

Appointment Guidelines Framework

Given that Alternative A enables, but does not require, any appointing authority to appoint a rider, staff recommends incorporation of accountability mechanisms through the adoption of an appointment framework for all members (Attachment A). If implemented by an Appointing Authority, the framework would create transparency and accountability in ensuring a thoughtful appointment process.

A flexible model also raises a second, related question: whether it could reduce the number of elected officials among appointees, given that Appointing Authorities would no longer be required to select one. Metro's experience with a comparable flexible-appointment structure suggests this concern is unlikely to materialize in practice. The Service Councils, which similarly permit - but do not require - appointing authorities to select non-elected members, have drawn more than a third of their overall membership (79 of 219, 36%) from city elected officials since their creation in 2002, reaching as high as two-thirds on the Gateway Cities and San Gabriel Valley Service Councils. Conversely, these elected officials typically also have a transit or special interest stakeholder background. This suggests that Appointing Authorities that value elected representation have continued to provide it even where the structure does not require it.

In developing this framework, staff drew upon best practices and lessons learned from the agency's selection processes for Metro-led advisory bodies, including the Service Councils, the Public Safety Advisory Committee, and the Youth Council. These selection processes, which consist of a publicly promoted application, interview, and vetting process, have yielded appointees with substantial ridership experience, reinforcing that a well-designed administrative process, not a mandatory rider requirement, can reliably produce riders who are well positioned to engage on governance issues. These efforts have yielded broad interest (PSAC received 580 applications, the Youth Council received 200 applications) and resulted in appointees with diverse perspectives and meaningful ridership and subject matter expertise.

While the appointment process would continue to lie with the Appointing Authorities, Metro could collect information from each on how it considered the guidelines in making its appointments and issue an annual report documenting those practices across all Appointing Authorities.

New Proposal from June Committee

At its June committee, Chair Najarian requested that staff analyze the following proposal by Committee Member Fasana seconded by Director Horvath:

Add 3 members to the staff recommendation: a rider appointed by the county supervisors residing in an unincorporated area, a labor representative, the county executive, and that we revise the 35% threshold in statute for the City of Los Angeles seats to 43.75%. The analysis of each of these elements is below.

Designation for Unincorporated Area Rider

The Alternative raised at the June Committee meeting proposed designating one of the rider representative seats specifically for a rider residing in an unincorporated area of Los Angeles County. Under this approach, the seat would carry a geographic qualification in addition to the rider qualification, on the premise that residents of unincorporated communities are not represented through the City Selection Committee process and therefore warrant a dedicated voice on the Board.

Staff evaluated this proposal against the Committee's adopted values, feedback received through the community outreach process, peer agency practice, and the representational structure that applies to Metro's existing Board Members. This concept was not raised during community outreach, is not a practice consistently used by peer agencies, and would establish a narrower representational scope than applied to any other Board seat.

Staff further notes that unincorporated communities are not without representation under the current structure. Metro's Board Members appointed by the Los Angeles Mayor and the City Selection Committee are responsible for representing the broad constituency they were appointed to represent --- which includes unincorporated portions of the *subregions* and is not limited to their specific constituents. The same expectation should apply to the subset of representatives from the County, if and when the entire Board of Supervisors no longer serves by virtue of elected office. Therefore, a rider representative appointed to represent only unincorporated areas would be inconsistent with the broader representational expectation that applies to all other appointed Board Members and would be unnecessarily narrow in scope.

In the event that the Board opts to designate a dedicated rider seat on the Board, staff recommends the appointing authority for the rider seat rotate every four years among the three appointing authorities and authorizing Metro to conduct a robust and transparent selection process that would include a publicly accessible application and interview process.

Labor Representation

The Committee raised the question of whether Metro's governance structure should include formal representation for labor - specifically, whether a voting seat should be designated for a representative from organized labor, given labor's central role in Metro's construction, operations, and service delivery.

- Community Outreach: Metro's three-month community engagement effort, which generated nearly 900 survey responses and more than 1,300 engagement touchpoints, did not surface explicit public support for formal labor representation or any other specific interest or stakeholder group (beyond rider representation) on the Board. Community feedback focused broadly on the need for rider experience, subject matter expertise, and accountability in governance. In fact, one piece of feedback from the Bizfed-distributed survey explicitly opposed a labor representative and instead called for a representative from the business community.
- Peer Agency Benchmarking and Guiding Values: The following summarizes three scenarios for incorporating Labor representation on the Metro Board, each analyzed against the Committee's adopted values and in relation to the completed peer benchmarking.

1. **Voting Labor Representative:** A voting labor seat would give labor perspectives equal weight in Board decisions. The MBTA, which is a state-run agency, is the only agency identified with a voting labor seat. Under Mass. Gen. Laws ch. 161A, § 7(a), the Governor appoints one of the MBTA's nine directors from a list of three persons recommended by the president of the Massachusetts State Labor Council, AFL-CIO; the member serves a four-year term subject to a two-term limit. The seat, created in 2021, belongs to the state

labor federation rather than to the agency's own transit unions.

2. **Non-Voting Labor Representative:** A non-voting seat would provide a labor voice in deliberations while preserving the Board's existing intergovernmental balance and functional structure, consistent with precedent at the NY MTA. Among peer agencies where labor representation exists, it takes the form of a non-voting seat, typically tied to the agency's own bargaining units rather than to organized labor broadly. At the NY MTA, the Governor makes all formal Board nominations, which are subject to State Senate confirmation. N.Y. Public Authorities Law § 1263(1)(a)(2) provides for a non-voting labor member recommended to the Governor (with the advice and consent of the state senate) by the union representing the majority of Long Island Railroad employees, with NYC Transit and Metro-North union designees serving as alternates on eighteen-month rotating terms. At NY MTA, the chair may exclude the member from meetings on labor negotiations, and the provision sunsets June 30, 2028 unless renewed. Committee members had also requested that staff review agencies in Washington State, where RCW 36.57A.050(3)(c) and parallel statutes (RCW 36.57.030; RCW 35.58.270) have required since 2010 that local transit authorities seat one non-voting member recommended by the labor organization(s) representing the agency's own transit workforce (selected by majority vote where more than one union is present), serving a four-year term. Under these statutes, the chair must exclude the member from executive sessions concerning labor negotiations. During the 2023-24 legislative session, HB 1219 proposed, but did not enact, conversion to a voting seat.

3. **Voting Labor Through an Existing Appointed Seat:** Under Alternative A, each appointing authority may choose to fill its existing seats with a labor representative (or other special interest stakeholder).

Staff has reviewed this question against the Committee's adopted values, the findings from Metro's countywide outreach effort, and the peer agency benchmarking analysis. Metro has a strong and productive working relationship with organized labor across multiple domains, and this relationship is reflected in concrete policy commitments that are among the most progressive in the country. Metro's agencywide Project Labor Agreement - negotiated with the Los Angeles/Orange Counties Building and Construction Trades Council and covering all construction projects valued above $2.5 million - is among the most progressive labor agreements adopted by any transit agency in the nation, and notably the first transit agency in the country to secure FTA approval for national targeted hiring goals on federally funded projects. These commitments reflect a meaningful and durable partnership between Metro and organized labor.

Metro has a strong and productive working relationship with organized labor across multiple domains,and this relationship is reflected in concrete policy commitments that are among the most progressive in the country. Metro's agencywide Project Labor Agreement - negotiated with the Los Angeles/Orange Counties Building and Construction Trades Council and covering all construction projects valued above $2.5 million - is among the most progressive labor agreements adopted by any transit agency in the nation, and notably the first transit agency in the country to secure FTA approval for national targeted hiring goals on federally funded projects. These commitments reflect a

meaningful and durable partnership between Metro and organized labor.

At the June Committee meeting, County Counsel and Metro's Chief Ethics Officer advised that service by a labor representative would not constitute a categorical conflict of interest. As with any Board member, potential conflicts - including campaign contributions, sources of income, and financial interests in matters before the Board - would be evaluated on an item-by-item basis, with recusal available where required. Matters directly affecting collective bargaining or contracts impacting a member's own trades would likely require recusal, adding some administrative complexity to conflict screening. Metro's ethics officer notes there are additional considerations that apply to a potential union or labor representative on a future Board:

- Conflicts of Interest: particularly on any collective bargaining agreement decision, labor representatives employed by a union with a source of income from the union, may be disqualified from participation or vote under state law. There may be other union related decisions not explicitly involving agreements, that could fall under the prohibitions mandated by state conflicts laws as well.
- Confidentiality: especially during sensitive labor negotiations where the Board considers status during closed sessions, there would be significant risk in exposing a labor representative to this information, potentially compromising agency positioning and its best interests.

Duty of Loyalty: although Board members representing interest groups (e.g., labor) may be a viable option for future Board composition, the more specialized the representation, particularly with private entities, the more likely that a Board Member may feel compelled to adhere to duties to those groups, rather than to Metro when those duties conflict. Further, beyond the ethics considerations, the proposal lacks alignment with community feedback, peer agency models and the Board-adopted values. Staff is further concerned that designating a formal seat for labor specifically---rather than for any of the County's other major interest groups, such as business, environmental, disability, or public health stakeholders---would raise questions of equity without a clear basis in community outreach or peer practice for treating labor differently from these other constituencies. Finally, staff notes that the labor perspective continues to be well represented on the Board, and that under the Flexible Appointment structure, Appointing Authorities would retain the flexibility to appoint individuals with labor-oriented perspectives, including the Governor's appointee.

Incorporation of a Specified Seat for and Appointing Authority by the County's Chief Executive Officer (post 2028)

Two related questions were raised at the May Committee meeting: first, whether the elected County CEO should be statutorily appointed to the Metro Board; and second, whether the County CEO, rather than the Board of Supervisors, should hold appointing authority over the County's Metro delegation. Staff has reviewed this question against the findings from Metro's countywide outreach effort and the peer agency benchmarking analysis.

- Community Outreach: Metro's countywide outreach to the general public did not yield explicit input on the CEO seat. The summary of feedback from outreach activities notes that no organization, listening session participant, rider, or survey respondent explicitly called for including the County's future CEO in the Board's composition or granting them appointing

authority. Among institutional stakeholders, three councils of governments - the South Bay Cities COG, Gateway Cities COG and the Las Virgenes-Malibu COG - took formal positions opposing any dedicated CEO seat, citing concerns about diluting city representation.

- Peer Agency Benchmarking: While the peer agency review did not identify peer agencies in which the County CEO served on the governing board, there were reference agencies in which a county executive or their designee held a seat on the governing board.

- Sound Transit's board is a three-county federated body of 17 locally elected officials (allocated to King, Pierce, and Snohomish by population) plus the WSDOT Secretary, in which each county's executive is an automatic board member who also nominates that county's other delegates, subject to confirmation by that county's council. Sound Transit's enabling statute (RCW 81.112.040) affirmatively requires each county executive to ensure that their county's board delegation includes representation from unincorporated areas of the service area, as a condition of the executive's nominating authority. At Pittsburgh Regional Transit, the Allegheny County Executive appoints a majority of the board but does not serve on it. Pittsburgh Regional Transit's enabling statute contains no comparable requirement; its criteria for the County Executive's appointees address residency and subject-matter background but not unincorporated area representation.

Measure G defines the County CEO's powers as supervising department heads, preparing the county budget, executing laws and ordinances, and emergency management, which are internal to county government operations. Measure G assigns the CEO no explicit role in intergovernmental relations, regional representation, or external governance, and is silent on the question of CEO appointment authority over external agencies. Metro is an independent regional agency, not a county department; extending the CEO's authority to Metro Board appointments would go beyond anything voters sanctioned when they passed Measure G.

The scope of the County CEO's authority over external bodies and appointments remains an open question under the ongoing Measure G implementation process. The Governance Reform Task Force is actively working through how the CEO's appointment powers apply to non-county agencies.

While the County CEO may be the only elected official to directly represent all County residents, every Metro appointee is responsible for representing the broad constituency of the jurisdiction they represent, and of Los Angeles County at large - not just their own constituents. Given that there was no community advocacy for a direct County CEO appointment or for the CEO to select the County's delegation, and that County executives do not play this role among peer agencies, staff recommends Alternative A, under which the Board of Supervisors may choose to fill one of its existing seats with the elected CEO.

Staff's most significant concern is one of timing and jurisdiction: the County's own Governance Reform Task Force, is actively defining the CEO's external-agency role, and their work is not anticipated to conclude until December 3, 2028. Measure G is also silent on any intergovernmental function for the position, in contrast to the Los Angeles City Charter, which expressly directs the Mayor to "represent the City in intergovernmental relations." Staff's recommendations do not exclude

the County elected CEO from the Board: under Alternative A, the Board of Supervisors may designate the elected CEO to one of the County's five seats at any time, preserving the County's discretion on its own timeline.

Additional Concepts Discussed

Direct Appointment of Long Beach Representation

Testimony at the May 27 meeting included advocacy from nine speakers, including three elected officials representing Long Beach, one elected official from the City of Bell, the Gateway Cities COG, and three stakeholders representing Long Beach organizations, advocating for the creation of a dedicated Metro Board seat for the City of Long Beach. Proponents shared that Long Beach, as the second-largest city in Los Angeles County with a population of approximately 455,000, plays a distinct regional transportation role and that a dedicated seat would simultaneously create greater opportunity for smaller Gateway cities to secure their own representation. While this theme was not raised at any of Metro's community outreach activities, Director Hahn separately sent a letter advocating for a dedicated Long Beach seat.

A population-based equity analysis raises questions about why Long Beach (approximately 455,000 residents) would warrant a dedicated seat as the City of Los Angeles (approximately 4 million+ residents) when significantly larger population clusters in other COG areas do not have dedicated representation. Any dedicated city seat should be evaluated in the context of overall city representation on the Board, not in isolation. The existing COG ratification process provides a form of regional accountability across the 87 cities, and the historical record demonstrates that this process has produced geographic diversity in sector representation. A dedicated seat for a single city - at the expense of the broader COG-based selection process - may be difficult to explain and defend to other municipalities that have not received comparable treatment, and would disrupt the balance that the City Selection Committee structure is designed to maintain.

Opportunities for Small Cities to Participate

The role of population-weighted voting within COG subregions was also noted as making it structurally difficult for smaller cities to win a sector seat when larger cities compete. It should be noted that the City Selection committee process has yielded diverse representation from Cities across the region. Attachment E provides a summary of all of the Cities which have been represented on the Board since 1993, when the agency was established.

These governance questions may be most appropriately addressed within the City Selection Committee and League of Cities processes, where the 87 cities collectively govern how their seats are apportioned and how selection processes are structured. The Committee could encourage the City Selection Committee and the League of California Cities (Los Angeles Division) to study how the current weighted voting and sector structure affects representation equity across the 87-cities - and whether process reforms at that level, rather than a statutory dedicated seat, better address the underlying concern.

Proportional Representation for the 87 Cities

The Committee's discussion at the May meeting also raised a longstanding structural question: under

Public Utilities Code §130051, the 87 cities currently hold approximately 31% of Metro's voting seats (4 of 13), while representing more than 50% of Los Angeles County's population - a gap that committee members noted has persisted since the mid-1990s without adjustment. On a population basis, the City of Los Angeles likewise holds approximately 31% of voting seats (4 of 13) while comprising approximately 39% of the County's population (2020 Census, approximately 3.9 million of 10 million); on this measure the City of Los Angeles is also under-represented relative to population. However, it should be noted that under the current structure, all constituents living in Cities are also represented by their respective County Supervisor, and the five County seats collectively represent every resident of the County, including unincorporated areas.

This population-to-seat comparison, however, does not account for the fact that many of the 87 cities operate their own municipal transit systems with their own separate governance models - including Long Beach Transit, Foothill Transit, Culver CityBus, Santa Monica's Big Blue Bus, Santa Clarita Transit, and others. Residents of these cities already have a direct local governance channel over a portion of their transit service that is not reflected in a Metro-seats-to-population ratio. As a result, while the raw percentages are accurate, the comparison may overstate the degree to which city residents lack a voice on the Metro Board, and in transit governance overall. Committee discussion noted that LADOT serves City of Los Angeles residents, so the presence of municipal operators is not a distinction unique to the 87 cities.

Public Utilities Code §130051 establishes a 35% population threshold governing the allocation of seats between the City of Los Angeles and the remaining cities. Specifically, under subdivision (e), if the population of the City of Los Angeles at any time becomes less than 35 percent of the combined population of all cities in the County, one of the two public-member positions appointed by the Mayor of Los Angeles is vacated, and the vacancy is filled by the City Selection Committee from a city not otherwise represented on the Board. At its June meeting, a committee member also proposed that “the proportional threshold should be 43.75%, not 35%; characterizing 43.75% as "exact for an 8-member board." The derivation is the standard rounding midpoint for the eight non-County seats that are divided between the City of Los Angeles (4) and the City Selection Committee (4): under proportional allocation, the City of Los Angeles is entitled to 4 of those 8 seats only while its population share equates to at least 3.5 seats, and 3.5 ÷ 8 = 43.75%. Below that share, the nearest-integer allocation is 3 seats, and the fourth seat would shift to the City Selection Committee. “

Based on the 2020 Census, there were 3,898,747 residents in LA City and 5,093,095 residents in all other Cities (8,991,842 combined). Under this alternative proposal, a shift of seat from the City of Los Angeles to the City Selection Committee would be triggered immediately given that LA City's share of the combined population of all cities in the County is approximately 43.4% (3,898,747 of 8,991,842), which falls just below the proposed 43.75% threshold.

It should be noted that LA City's share of the combined city population has remained within a band of approximately 43.2% to 44.2% at every decennial census since 1960 --- straddling the proposed 43.75% breakpoint. A threshold set at the exact proportional midpoint would create the potential for the seat to transfer and revert with successive census counts.

A population-to-seat comparison is one of several measures to determine appropriate proportional representation. The following summarizes other aspects to consider:

- Service: Metro's service is disproportionately concentrated within the City of Los Angeles:

approximately 64.8% of weekly bus revenue-miles (approximately 897,000 of 1.38 million) and 66.5% of weekly bus revenue-hours operate within the City, as do approximately 49.8% of weekly rail revenue-hours and 43.4% of rail revenue-miles. Combined, approximately 62.2% of Metro's weekly bus and rail revenue-miles operate within the City.

- Ridership: Metro data for the first quarter of 2026 indicates that approximately 74% of system ridership originates within the City of Los Angeles, and Attachment D shows ridership heavily concentrated in Central, South, and East Los Angeles.

- Transit- Dependency of Population: LA City contains approximately 41% of County jobs and 42% of County households, but approximately 56% of the County's zero-vehicle households. LA City's zero-vehicle household rate (approximately 12%) is roughly double that of the balance of the County (approximately 6%).

- Agency Revenue Generation: At the June 29 meeting, a committee member argued that because two cents of sales tax is collected on every dollar of taxable sales countywide, every area of the County should be proportionally represented on the Board --- likening under-representation to "paying a tax without representation." However, sales tax follows transactions, not residents: it is levied at the point of sale, and a substantial share of countywide receipts is generated within the City of Los Angeles --- home to approximately 41% of County jobs --- by commuters, visitors, and businesses as well as residents. Moreover, geographic equity in the use of these revenues is already secured by the tax ordinances themselves rather than by board composition: Measures R and M direct local return funds to every jurisdiction on a per-capita basis, and Measure M's expenditure plan, approved by two-thirds of voters countywide, hardwires subregional equity programs and project sequencing into the ordinance. It should also be noted that sales tax is regressive, with its burden falling hardest on low-income households which disproportionately live in LA City. Finally, sales tax is only one component of Metro's budget, which also relies on fares, tolls, and state and federal funding; fare revenue is generated predominantly within the City of Los Angeles, consistent with the ridership data cited above, and discretionary state and federal grants are won in part on the strength of the ridership and service metrics produced by the dense central network.

In summary, "proportionality" varies materially depending on whether population, service supply, transit dependence, ridership, or jurisdictional balance is used as the measure, and a recommendation to the Legislature should consider multiple lenses. If a population threshold is retained in statute, the legislation should state explicitly the population base and data source against which it is measured, the timing of measurement, and the mechanism and transition provisions by which any seat transfer would occur.

Terms of Appointment

PUC §130051.6 provides that each member of the Metro Board serves a four-year term, or until a successor is appointed and qualified; may be removed at the pleasure of the appointing authority;

and may be reappointed for additional terms without limitation on the number of reappointments. Consistent with the Appointment Guidelines Framework summarized in Attachment A, staff recommend retaining fixed four-year terms, including for any non-elected appointees, which would be renewable or terminable at the appointing authority's discretion, with each appointing authority retaining the ability to replace its appointee. Multi-year terms reflect the time new members need to develop familiarity with Metro's portfolio, while the renewal and replacement mechanisms preserve accountability to the appointing authority.

Reinstitution of Voting Alternates

The alternate system was discontinued largely due to the concern that alternates could hold different policy positions than the members they represented, and that accountability was diffused when it was not the appointed elected member voting on major policy and financial decisions. Reinstituting alternates would also impose a significant administrative burden on staff, who would need to manage additional briefings, noticing, and recordkeeping for a second tier of Board-eligible individuals across every appointing authority, as well as potential additional cost to the agency to support stipends and related expenses for the expanded roster. Accordingly, staff does not recommend reinstating voting alternates.

Summary of Recommendations

Based on the outreach and engagement feedback, review of peer agencies, and the objective of aligning future board composition with the adopted Governance Values, staff recommend that the Committee advance Alternative A (Flexible Appointments) as a proposed new governance structure that includes the following attributes:

- Five (5) appointees selected by the Los Angeles County Board of Supervisors, effective January 1, [2029], who, at the discretion of the Board of Supervisors, may be members of the Board of Supervisors, the County CEO, or member(s) of the public, but each of whom shall be a resident of a different supervisorial district;
- The Mayor of Los Angeles, and three (3) designees of the Mayor, who may be members of the City Council or member(s) of the public, but each of whom shall be a resident of a different council district;
- Four (4) appointees from the City Selection Committee, who may be elected representatives or member(s) of the public.
- One (1) non-voting designee of the Governor, who may be elected representatives or member (s) of the public.

Consistent with the flexible design of Alternative A, appointing authorities are not required to select transit users or riders when filling these seats. If Alternative A is advanced by the Board, staff will transmit Appointment Guidelines to the Board following coordination with the Appointing Authorities in order to foster ongoing engagement between Board members and transit, including bus, rail, Metrolink, bike share, and municipal operator services, so that all members, regardless of prior ridership experience, build firsthand familiarity with the customer experience once appointed.

DETERMINATION OF SAFETY IMPACT

This board action will not have an impact on safety standards for Metro.

FINANCIAL IMPACT

Staff's recommended option, Alternative A (Flexible Appointments), would not result in an additional number of Board Members and would therefore not have a financial impact. Options that would add a new or designated Board seat would carry additional administrative and compensation costs, as discussed above.

EQUITY PLATFORM

The evaluation of governance alternatives through a transparent, community-informed process supports Metro's equity principles by helping ensure that rider, community, stakeholder, and regional perspectives are meaningfully incorporated into discussions of potential governance changes. The outreach conducted as part of this process included engagement with riders, transit-dependent communities, local jurisdictions, advisory bodies, youth organizations, business and community stakeholders, and members of the public from 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.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations. Because the Metro Board has adopted an agency -wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent 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 recommendations in this report advances Goal 5 - Provide responsive, accountable, and trustworthy governance within the Metro organization - by formally embedding rider representation into the Board's appointment criteria. The recommendation also supports Goal 2, Deliver outstanding trip experiences for all users of the transportation system, and Goal 3, Enhance communities and lives through mobility and access to opportunity, by ensuring that the perspectives of regular riders are present across multiple Board seats and inform decisions on service planning, fares, and capital investment. Finally, by preserving the existing intergovernmental appointment structure rather than introducing administrative disruption or additional cost, the recommendation supports Goal 4,

Transform Los Angeles County through regional collaboration and national leadership, by maintaining the interagency balance that underpins Metro's regional and federal funding relationships.

ALTERNATIVES CONSIDERED

The Board could decide to expand the Board with designated seats for the elected County CEO, special interest stakeholders, or rider representatives. This approach is not recommended for the following reasons: (1) expanding the Board would impose additional administrative and compensation costs, inconsistent with the Board-adopted governance value of fiscal stewardship and the Board's direction that any governance changes be cost neutral; (2) neither Board expansion nor designated stakeholder seats surfaced as a priority in Metro's countywide outreach, and designated seats of this kind are not a consistent practice among peer agencies; and (3) designating seats for particular offices or constituencies would narrow the representational scope applied to other Board seats and could invite competing claims from other stakeholder groups.

Alternative A (Flexible Appointments) achieves the underlying objectives - including a rider voice, potential service by the elected County CEO, and stakeholder perspectives - within the existing seat allocation among Appointing Authorities, consistent with the full set of Board-adopted Governance Values, including intergovernmental balance, fiscal stewardship, and functional effectiveness.

Based on the analysis provided above, staff does not recommend this alternative approach, and continues to recommend Alternative A.

NEXT STEPS

Upon approval, staff will, pursuant to State law, submit the report to the Legislature and work to memorialize the changes to governance in the Public Utilities Code.

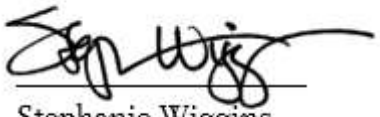
ATTACHMENTS

Attachment A - Proposed Framework to Guide Appointments by Appointing Authorities
Attachment B - Motion 33.1
Attachment C - Board Adopted Governance Values
Attachment D - Ridership and Outreach Maps
Attachment E - Summary of Board Representation by City Affiliation and Size since 1993

Prepared by: Madeleine Moore, Deputy Executive Officer, Government Relations, (213) 922-4604

Marisa Perez, Deputy Chief Community Relations Officer, (213) 922-3808

Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950



Stephanie Wiggins
Chief Executive Officer

Attachment A: Proposed Framework to Guide Appointments by Appointing Authorities

To support consistency and transparency across the Board's diverse appointment processes, the Committee recommends that each appointing authority — the Mayor of Los Angeles, the Los Angeles City Council, the Los Angeles County Board of Supervisors, and the City Selection Committee — be guided by the following framework when selecting Board appointees.

This framework is intended as guidance to inform, not constrain, each appointing authority's exercise of its independent appointment discretion.

A. Appointee Qualifications and Experience

1. A broad, inclusive definition of rider experience should be utilized that allows the Appointing Authority to gauge familiarity and use with bus, rail, Metrolink, bike share, and municipal operator services
2. The Appoint Authority should seek an understanding of subject matter qualifications of the potential appointee that is relevant to the Board's work (including, without limitation, finance, law, planning, engineering, construction, housing, sustainability, procurement, and ethics)
3. A pledge that the appointee commits to utilizing transit multiple times a month

B. Appointment Structure

4. The Appointing Authority should prevent duplicative coverage from within its jurisdiction (i.e., multiple appointees from the same council district in the City of Los Angeles, supervisorial district at the County of Los Angeles, or city from the City Selection Committee)
5. There should be fixed multi-year terms for non-elected appointees (four years, renewable and terminable)

C. Accountability and Implementation

6. Each appointing authority should publicly document how the guidelines, specifically including the rider perspective and the recommended qualifications, were considered in each appointment

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

Metro

Board Report

File #: 2026-0035, **File Type:** Motion / Motion Response **Agenda Number:** 33.1.

EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 15, 2026

Motion by:

DIRECTORS DUTRA, BARGER, HORVATH, PADILLA, NAJARIAN, AND DUPONT-WALKER

Metro Governance Review Motion

In November 2024, voters in Los Angeles County (County) approved Measure G, a voter-initiated charter amendment that significantly restructured County governance by providing for the creation of an elected County Executive, the expansion of the Los Angeles County Board of Supervisors, and related reforms. Under existing law, if the number of members of the County Board of Supervisors is increased, the Los Angeles County Metropolitan Transportation Authority (Metro) is required to submit a plan to the legislature for revising the composition of the Metro Board within 60 days of the increase.

The passage of Measure G has prompted renewed discussion regarding the structure, composition, and representational frameworks of major regional governing bodies operating within the County.

Metro serves a geographically expansive and demographically diverse constituency encompassing 88 incorporated cities and extensive unincorporated areas, and its Board of Directors exercises critical oversight of regionwide transportation planning, investment, and policy decisions that affect residents across the County.

Accordingly, it is essential that Metro's Board composition continue to reflect the diversity and geographic breadth of the County it serves, and that any consideration of potential changes be guided by principles of geographic equity, balanced representation, cost neutrality and jurisdictional inclusion.

Any review of Metro's Board structure should be conducted in a transparent manner and led by Metro itself, consistent with its statutory authority and regional role. In this context, an Ad Hoc Committee has been established to review the current Board composition in a transparent and locally-driven manner. The Committee's deliberations and recommendations should be informed by relevant comparative, historical, and demographic context.

SUBJECT: METRO GOVERNANCE REVIEW MOTION

RECOMMENDATION

APPROVE Motion by Dutra, Barger, Horvath, Padilla, Najarian, and Dupont-Walker that the Board direct the Chief Executive Officer to:

A. A benchmarking analysis of peer transit agencies of comparable size, scope, and governance complexity, including a summary of each agency's governing board composition, appointment or selection structure, voting authority, and any relevant statutory or local governance provisions;

B. An overview of the governing body composition of other major public agencies operating within the Los Angeles Metropolitan region, particularly those with regionwide responsibilities or significant public investment oversight, to provide local context on common approaches to representation and jurisdictional participation;

C. An explanation of the historical context for Metro's current Board composition, including agency consolidation and the evolution of the agency's governance structure and key considerations that shaped representation;

D. A compilation of basic demographic and jurisdictional context for Los Angeles County, including a snapshot of incorporated cities and unincorporated areas, population distribution, and governance geography, presented for informational purposes to support the Committee's understanding of regional representation; and

E. A plan for community and stakeholder engagement, including but not limited to Los Angeles County Councils of Government, to ensure any recommendation reflects the diverse viewpoints of local residents, organizations, and municipalities.

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.

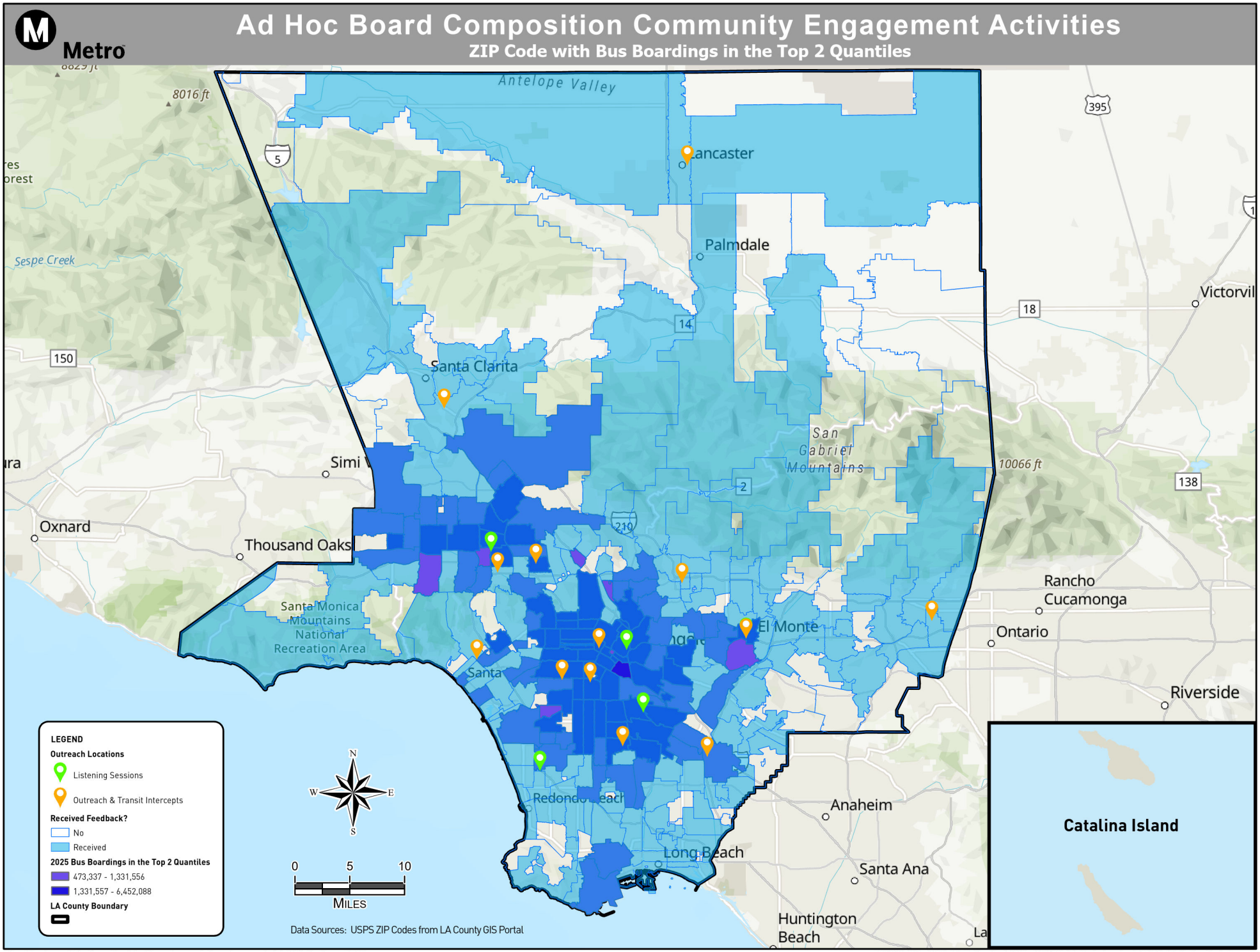
- **Functional Effectiveness** – Governance should support stable oversight, institutional memory, and the Board's ability to make timely, informed, and high-quality decisions, particularly for multi-decade investments and programs.

- **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.

Ad Hoc Board Composition Community Engagement Activities

ZIP Code with Bus Boardings in the Top 2 Quantiles



Map Produced By Countywide Planning and Development, LACMTA, June 2026
Thomas Bros. Data Used With Permission

R:\Y26110_SFV_DataAnalysis\WorkDir\SFV_DataAnalysis\SFV_DataAnalysis2.aprx

Attachment E: Cities Represented on the Metro Board, 1993–Present (Chronological by Start of Service)

Board Member	City	2020 Population[1]	2026 Population[2]	Years of Service
John Fasana	Duarte	21,727	24,841	1993–2020
James Cragin	Gardena	61,027	61,187	1993–2000
Larry Zarian	Glendale	196,543	193,286	1993–1998
Evan Braude	Long Beach	466,742	462,193	1993–1994
Raul Perez	Huntington Park	54,883	52,961	1995–1996
Jenny Oropeza	Long Beach	466,742	462,193	1997–2000
Frank Roberts	Lancaster	173,516	178,159	1999–2005
Beatrice Proo	Pico Rivera	62,088	60,966	2001–2005
Pam O'Connor	Santa Monica	93,076	94,237	2001–2014
Bonnie Lowenthal	Long Beach	466,742	462,193	2005–2009
Ara Najarian	Glendale	196,543	193,286	2006–current
Diane DuBois	Lakewood	82,496	80,585	2009–2016
James Butts	Inglewood	107,762	105,986	2015–current
Robert Garcia	Long Beach	466,742	462,193	2017–2020
Tim Sandoval	Pomona	151,713	154,680	2021–current
Fernando Dutra	Whittier	87,306	88,029	2021–2026
Rex Richardson	Long Beach	466,742	462,193	2026–current

[1] U.S. Census Bureau 2020 Data

[2] California Department of Finance - Demographic Research Unit - Population and Housing Estimates for Cities, Counties and the State - January 1, 2025 and 2026

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

File #: 2025-1040, **File Type:** Contract **Agenda Number:** 47.

REVISED
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 16, 2026

SUBJECT: BUS ACQUISITION OF 40' BATTERY ELECTRIC BUSES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD Contract No. OP118576(2)000 with El Dorado National (California), Inc. (ENC), for the manufacturing and delivery of a base order of 220 Battery Electric Buses (BEBs) in the amount of $337,698,727.58 for the base contract, including taxes and delivery; exclusive of any contract option buses, subject to the resolution of any properly submitted protest(s), if any;

B. INCREASE the Life-Of-Project (LOP) for Capital Project 201078 from $52,000,000, established to purchase up to 40 BEBs under the Washington State contract, by $382,355,185 to purchase up to 220 Battery Electric Buses (BEBs) and provide funding for professional and technical support, internal labor, and contingencies, for a total LOP of $434,355,185; and

C. NEGOTIATE AND EXECUTE future contract modifications to the contract up to $1,000,000.

ISSUE

New zero-emission buses are required to help Metro transition to a ZEB fleet and replace Compressed Natural Gas (CNG) buses that have reached the end of their useful life. To support this goal, the contract award will authorize the purchase of 220 BEBs and increase the LOP budget to fund the acquisition of the BEBs.

BACKGROUND

At its July 2017 meeting, the Board approved Motion 50, issued by Directors Bonin, Garcetti, Najarian, Hahn, and Solis (Attachment A), which endorsed a ZEB Strategic Plan to transition Metro's entire bus fleet to zero-emission by 2030. This was contingent on cost and performance being equivalent to CNG buses and on continued advancements in charging infrastructure.

In 2018, the California Air Resources Board (CARB)'s Innovative Clean Transit (ICT) regulation

mandated that all transit agencies in the state operate zero-emission fleets by 2040. In addition, ICT ZEB purchase requirements for large transit agencies require 25% of bus purchases to be zero emissions by 2023, 50% by 2026, and 100% by 2029. Metro has met all state-mandated program requirements a decade earlier than the ICT mandate of 2029.

At its January 2023 meeting, the Board authorized staff to issue a federally funded Best Value Request for Proposals (RFP) using competitive negotiations pursuant to PCC § 20217 for the procurement of new BEBs and charging infrastructure. In April 2024, Metro released an RFP for zero-emission buses, with a base order of 260 battery-electric buses (BEBs) and 20 hydrogen fuel cell electric buses (FCEBs), and options to purchase up to 1,980 ZEBs.

In November 2025, staff canceled the RFP for several reasons, including the proposers not meeting certain safety requirements, deviations sought on Metro's Terms and Conditions and the Manufacturing Careers Policy (MCP), high price of the BEB (7.4% over the Independent Cost Estimate (ICE) per bus), as well as the entry of new battery electric bus manufacturers in the US market.

In December 2025, Metro issued two solicitations: OP118576(2), for a base order of 220 battery-electric buses (BEBs) with options for up to 1,600 additional BEBs, representing a potential total of 1,820 vehicles, as well as OP139029, for 20 BEBs. The technical specifications in these solicitations were refined by eliminating prescriptive requirements for less critical features while ensuring a continued focus on safety for both operators and riders.

The first solicitation, OP118576(2), included a delivery schedule designed to align bus deliveries with the retirement of CNG buses and depot electrification projects at Divisions 9 and 18. The second solicitation, OP139029, was issued to encourage participation by newer manufacturers and support continued growth within the U.S. bus manufacturing industry.

DISCUSSION

The decision to cancel and re-release solicitations has led to an increase in the number of proposers, the submission of proposals with lower costs than the Independent Cost Estimate (ICE), reduced lead times for bus deliveries, and the incorporation of critical safety requirements into the bus design by proposers.

The staff recommendation presents the contractor who is most advantageous to Metro for the purchase of a base order of 220 battery-electric buses. ENC's offer represents the highest-rated offer to Metro for BEBs when all technical and pricing factors are considered in accordance with the RFP evaluation criteria, including U.S. content and the U.S. Employment Plan. The Procurement Summary (Attachment B) provides detailed evaluation results and rankings for all proposers, including the weighted scores for each evaluation factor.

ENC was originally founded in 1975 as National Coach Corporation and went through many changes throughout the years, with facilities in Gardena, CA, Chino, CA, Carson, CA and other manufacturing facilities in Kansas. In 2003, El Dorado National, California opened their Riverside, CA manufacturing facility where they still operate today. As part of their parent company REV Group, formerly Allied

Specialty Vehicles, ENC was awarded a 40' CNG bus contract by LA Metro in October of 2017. The total quantity of ENC buses purchased by LA Metro through base and option contracts is 554. These buses continue to operate in revenue service and serve many areas throughout the Metro service area.

In January 2024, REV Group declared its intention to cease operations at ENC due to supplier challenges and a highly competitive transit bus market. Although ENC was initially scheduled to close in October, Rivaz Inc. announced on October 18, 2024, that it had acquired ENC from REV Group. Rivaz Inc. is a clean-tech company based in Pasadena involved in extracting critical battery materials and manufacturing zero-emission commercial vehicles.

A few notable agencies that also operate ENC buses are PACE Suburban Bus, City of Gardena, and Victor Valley Transit.

The new BEBs will include new technology and safety enhancements, such as an integrated operator compartment, an advanced driver assistance system (collision avoidance), an acoustic vehicle alerting system, and an optional mirrorless driver assistance camera system. The BEB range is estimated at 174-250 miles on a single charge.

The base order of 220 BEBs will be assigned primarily to Divisions 9 (El Monte) and 18 (Carson) to support the electrification of North Hollywood to Pasadena BRT and other local routes. Bus deliveries will begin in Spring 2028. The Contract also includes options for up to an additional 1,600 BEBs. The contract will include an assignment clause that allows Metro to assign any unused bus options to any municipal operator that would like to purchase buses under Metro's contract.

Metro's Manufacturing Careers Policy (MCP) was applied to this procurement. By applying MCP, ENC must attract and retain skilled workers, support workforce development, and ensure compliance with labor standards.

DETERMINATION OF SAFETY IMPACT

The new BEB buses incorporate several features that will improve operator, passenger, and pedestrian safety. Some of the safety enhancements that may be on new buses include self-leveling ADA boarding ramps, improved vehicle monitoring, pedestrian warning systems, video monitors, real-time video security system accessibility, and improved passenger door sensors. Operator compartments will also be integrated into the bus design to improve operator safety and security. In addition, the buses will offer increased space for strollers, reducing the need to fold them. This enhancement will facilitate easier entry and bolster safety for young children and their caregivers.

FINANCIAL IMPACT

The total requested LOP increase is a combination of the contract amount for the 220 BEB base order of $337,698,727.58, 10% contract modification authority, and internal labor, professional, and technical support, for a total of $382,355,185.34. Available project funds will be budgeted under project 201078 in cost center 3320 Zero Emission Acquisition and Implementation. The initial LOP for $52,000,000 was approved in November 2025 for the purchase of up to 40 BEBs on the Washington

State Department of Enterprise Services contract. This is a multi-year contract, and the cost center manager, project manager(s), and Sr. Executive Officer of Vehicle Engineering and Acquisition will be responsible for budgeting the costs in future years.

Impact to Budget

Funding for base order buses will come from a combination of state, federal, and local funds. $42.5M local funds are eligible for bus and rail operating and capital projects. Funding and expenditures for the project are detailed in Attachment D.

EQUITY PLATFORM

The acquisition of 220 BEBs will operate on routes restructured under the NextGen transit service plan, with service provided by Division 9 in El Monte and Division 18 in Carson. The service areas of the corridors are 147 square miles, encompassing 2.2 million people in 650,000 households and 750,000 employees. Therefore, the corridors contain approximately 21% of the County's population and approximately 20% of the County's employment.

Priority populations are defined as disadvantaged or low-income communities under Senate Bill 535 (SB 535) and Assembly Bill 1550 (AB 1550). There is great overlap between these areas and areas that Metro defines as Equity Focus Communities. The zero-emission bus program projects are targeted at benefiting communities with some of the greatest mobility needs in Los Angeles County. The projects' service corridors are composed of 88% in Low-Income Communities as identified by AB 1550, 73% in Disadvantaged Communities as identified by SB 535, and 61% in Equity Focus Communities as defined by Metro's EFC definition. EFCs benefiting from the zero-emission bus transit acquired as part of this project or located in, but are not limited to, El Monte, Rosemead, Paramount, Willowbrook, Bellflower, and Hawthorne.

El Dorado National (California), Inc. (ENC), a Transit Vehicle Manufacturer (TVM), is on the Federal Transit Administration's (FTA) list of eligible TVMs. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program and pauses the reporting and submission requirements for DBE goals. Until further notice, TVMs are not required to submit DBE goals. However, as referenced above, Metro's MCP will apply to this contract.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these improving 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 capital investments and operational purchase activities that will improve and further encourage transit ridership, ridesharing,

and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support Goal #3, Enhance communities and lives through mobility and access to opportunity, and Goal #4 Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board may choose not to purchase BEB buses and continue using CNG buses, which is not recommended because the current bus fleets have reached or are expected to exceed their useful life. Operating CNG buses past their useful life requires additional investment to replace costly components on aged chassis. Extending vehicle life also adversely impacts fleet reliability and diminishes the quality of service provided to Metro's passengers. Lastly, extending CNG bus operations conflicts with Metro's Zero-Emissions Goal.

NEXT STEPS

Upon Board approval, staff will execute the contract award with ENC and issue a Notice to Proceed.

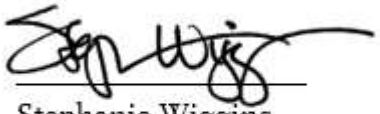
ATTACHMENTS

Attachment A - Board Motion 50
Attachment B - Procurement Summary
Attachment C - DEOD Summary
Attachment D - Expenditure and Funding Plan

Prepared by:

Daniel Surmenian, Senior Director, Project Delivery Team (213) 922-5830
Amy Romero, Deputy Executive Officer, Project Management, (213) 922-5709
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

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

File #: 2017-0524, **File Type:** Motion / Motion Response **Agenda Number:** 50

REVISED
REGULAR BOARD MEETING
JULY 27, 2017

Motion by:

DIRECTORS BONIN, GARCETTI, NAJARIAN, HAHN and SOLIS
AS AMENDED BY SOLIS, KUEHL and BARGER

FRIENDLY AMENDMENT BY FASANA

July 27, 2017

Strategic Plan for Metro's Transition to Zero Emission Buses

LA Metro has developed a comprehensive plan to deliver a complete transition to zero emission electric buses by 2030. The transition plan is contingent on two primary factors: continuous advancements in electric bus technology (which must increase range, reduce bus weights, reduce charging times, extend battery life cycles), as well as a drop in prices as the technology develops.

As electric bus technology continues to advance, our electric grid is becoming cleaner by gradually eliminating coal from our energy portfolio and replacing it with renewable sources. A full transition to electric buses coupled with renewable energy sources promises mobility with significantly lower environmental impacts from this form of transportation.

In order to maintain our bus fleet in a state of good repair, Metro plans to continue replacing its aging bus fleet at approximately 200 buses per year. With firm local hiring requirements in Metro bus procurement, routine bus procurement presents a recurring opportunity that bolsters our local labor force in perpetuity.

In 2012, Metro's U.S. Employment Plan resulted in the award of an $890 million contract to Kinkisharyo, a factory in Los Angeles County, and 404 quality railcar manufacturing jobs. Similarly, Metro can leverage recurring bus replacements to bolster labor throughout Los Angeles County

Metro plans to spend nearly one billion dollars on bus procurements in the next ten years That level of investment, coupled with a transition to all electric buses, presents an opportunity for LA County to demonstrate leadership on combating climate change, and can make Los Angeles the central marketplace for new electric bus technology: a County rich with quality manufacturing jobs rooted in technologies that provide mobility, sustain a healthy environment and create career paths in clean

energy technologies.

SUBJECT: MOTION BY BONIN, GARCETTI, NAJARIAN, HAHN AND SOLIS AS AMENDED BY SOLIS, KUEHL AND BARGER

RECOMMENDATION

WE THEREFORE MOVE that the Board:

A. ENDORSE the Strategic Plan for Metro's Transition to Zero Emission Buses;

B. DIRECT the CEO to create a zero emission bus infrastructure working group comprised of Metro staff, federal and state regulators and local utility companies to track market availability and to cultivate ongoing collaboration among stakeholders. The working group will monitor market rates for emerging zero emission bus technology to support Metro's 2030 transition plan:

1. Working group to report to the Board annually with the latest technology innovations to support the cost/benefit analysis of fleet conversion

2. MTA to host an industry forum to solicit innovative solutions to delivering the 2030 plan;

C. AMEND the Metro federal legislative plan to advocate for local jobs as a critical factor in the evaluation criteria of MTA procurements; and

D. DEVELOP an equity threshold consistent with Title VI regulations for priority deployment of electric buses in underserved communities.

FURTHER MOVE that the Board direct staff to:

A. As part of establishing a working group:

1. EXPAND the invitation to regional air quality regulators (e.g. South Coast Air Quality Management District), the American Public Transportation Association and California Transit;

2. EXAMINE and TRACK vehicle technology and performance, energy production and pricing, infrastructure needs and life-cycle analysis and creative funding opportunities.

B. COORDINATE with the County of Los Angeles to explore opportunities to develop a countywide incentive structure to promote and attract more companies to manufacture, assemble and produce zero-emission transit vehicles and related technologies and infrastructure in Los Angeles County;

C. Widely PROMOTE and ENCOURAGE municipal transit agencies/operators to participate in the established process by which to co-procure ("piggyback procurement" provisions) zero-

emission transit vehicles;

D. ENSURE that MTA maintains the flexibility to explore the best available technologies that contributes to zero-emissions and/or net-negative emissions in the Los Angeles County public transit sector.

FRIENDLY AMENDMENT BY FASANA that staff report back to the board with a timeline and any commitments by parties before we undertake our next bus purchase and answers to the following questions:

A. Will electric buses and their batteries deliver the guaranteed range and service?

B. Can municipal and electric utilities timely invest in the grid in order to power electric buses?

C. Which strategies will maximize Metro's ability to receive cap and trade credits?

D. How and when can charging infrastructure be deployed at our bus divisions? More importantly, how will such infrastructure be paid for?

E. Why is Metro's role critical for the adoption of low NOX engines in the trucking industry? What assurances do we have that this will take place when Metro has operated cleaner engines since the 1990s without adoption of these technologies by the trucking industry?

F. What are the resiliency impacts to our service if electricity or natural gas service is disrupted? What is our back-up plan?

G. Metro can intervene in regulatory proceedings at the California Public Utilities Commission for investor owned utilities regarding transportation electrification and equivalent natural gas proceedings as appropriate. Metro needs to assess the current regulatory schedule for such proceedings, develop advocacy position, and indicate that our adoption of electrification may be affected if electric transportation infrastructure is funded by shareholders, recovered through rates, and implemented on a timely basis.

H. Conversely, how will Metro undertake the capital investments directly? Foothill Transit has intervened in the active proceeding. Antelope Valley and other providers are engaged. Metro needs to be more actively engaged and needs to report back to our Board on what is at stake. In SCE's service area, demand charges make the operating costs of electric buses more costly than natural gas vehicles. Are we working to influence changes to the rate schedules?

I. Can RNG be adopted without direct Metro involvement by substituting RNG for natural gas purchased out of state? We should participate in any state framework that could create linkages between Metro's adoption of RNG and RNG implementation by the trucking industry.

REVISED
ATTACHMENT B

PROCUREMENT SUMMARY

BUS ACQUISITION OF 40' BATTERYELECTRIC BUSES (BEBs)- /OP118576(2)000

1.	**Contract Number**: **OP118576(2)000**	
2.	**Recommended Vendor**: ElDorado National (California), Inc. (ENC)	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: December 22, 2025	
	B. Advertised/Publicized: December 20, 2025- December 25, 2025	
	C. Pre-Proposal Conference: January 13, 2026	
	D. Proposals Due: March 6, 2026	
	E. Pre-Qualification Completed: April 9, 2026	
	F. Ethics Declaration Forms submitted to Ethics: March 10, 2026	
	G. Protest Period End Date: July 22, 2026	
5.	**Solicitations Downloaded**: 76	**Bids/Proposals Received**: 3
6.	**Contract Administrator**: **Ani Pogossian**	**Telephone Number**: **213-922-2874**
7.	**Project Manager**: **Daniel Surmenian**	**Telephone Number**: **213-922-5830**

A. Procurement Background

This Board Action is to approve Contract No. OP118576(2)000 issued in support of the manufacturing and delivery of a base buy of two hundred and twenty (220) Battery Electric Buses (BEBs). Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. OP118576(2) was issued in accordance with Metro's Acquisition Policy, and the contract type is a firm fixed price. The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement, as it is not applicable. This procurement falls under the Federal Transit Administration's (FTA) Transit Vehicle Manufacturer (TVM) goal in accordance with 49 Code of Federal Regulations (CFR) Part 26.49. However, Metro's Manufacturing Careers Policy will apply to this procurement.

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

- Amendment No. 1, issued on 12/24/2025 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 2, issued on 1/9/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 3, issued on 1/9/2026 clarified and modified the Technical Specification and Solicitation Terms;

- Amendment No. 4, issued on 1/16/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 5, issued on 1/23/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 6, issued on 1/30/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 7, issued on 2/6/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 8, issued on 2/13/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 9, issued on 2/24/2026 clarified and modified the Technical Specification and Solicitation Terms;
- Amendment No. 10, issued on 5/11/2026, BAFO.

The solicitation was advertised across six different platforms: The Wave, Los Angeles Daily News, Los Angeles Times, La Opinion, Transit Magazine and Passenger Transport. A total of 76 firms downloaded the RFP and were included in the planholders' list. A virtual pre-proposal conference was held on January 13, 2026, and was attended by 59 participants representing 13 firms. Additionally, a virtual Technical Q&A session was held on January 29, 2026, with 40 participants representing seven firms. There were 254 questions received for this RFP and responses were provided prior to the proposal due date.

A total of three proposals were received on March 6, 2026.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Bus Acquisitions and Construction Management/ Alternative Delivery was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were initially evaluated based on the pass/fail minimum qualifications criteria outlined in the RFP. Part of the pass/fail requirements included proposers demonstrating that they are a transit manufacturer that will comply with the final assembly requirements in the United States (U.S.); have past experience manufacturing Buy America-compliant transit buses for the U.S. public transit market; and demonstrate successful past experience manufacturing buses that utilize key components and subsystems similar to those in the proposed vehicle, particularly BEB propulsion systems.

The PET determined that all three proposals met the minimum qualification requirements and were further evaluated based on the following weighted evaluation criteria:

- Project Management Experience 300 Points
- Experience and Past Performance 200 Points

- Price 200 Points
- Technical Compliance 200 Points
- Availability Framework 50 Points
- U.S. Employment Program 50 Points

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Rolling Stock acquisition procurements. Several factors were considered when developing these weights, giving the greatest importance to Project Management Experience.

On March 13, 2026, the PET met to review the evaluation criteria package, complete confidentiality and conflict of interest forms and receive the three proposals to initiate the evaluation phase. Evaluations were conducted from March 13, 2026, to March 25, 2026.

On April 3, 2026, the Contract Administrator requested clarifications and/or supplemental information necessary to fully evaluate all three firms. On April 13, 2026, the firms submitted their responses to the clarification requests and provided supplemental information as requested. The PET subsequently re-evaluated the proposals based on the additional information provided and established a competitive range.

Of the three proposals received, all three were determined to be within the competitive range. The three firms within the competitive range are listed below in alphabetical order:

1. ElDorado National (California), Inc. (ENC)
2. New Flyer of America Inc. (New Flyer)
3. RIDE Mobility, LLC. (RIDE)

No firms were determined to be outside the competitive range.

From May 4, 2026 to May 7, 2026, the evaluation committee conducted negotiations with the firms in the competitive range. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions.

An invitation to submit a Best and Final Offer (BAFO) was issued on May 11, 2026 to all firms in the competitive range. BAFO submittals were received on May 22, 2026, and were reviewed and evaluated by the PET. The PET reviewed the BAFOs and prepared a recommendation-for-award memorandum on June 2, 2026.

Qualifications Summary of Firms within the Competitive Range:

ElDorado National (California), Inc.

ElDorado National (California), Inc. is based in Riverside, California. The company was founded as National Coach Corporation in 1975. In 1991, the company was combined with the Kansas-based bus builder ElDorado Motors, operating as ElDorado National until its rebranding to ENC.

ENC proposes to build the LACMTA bus orders in its Riverside, California facility. ENC's transit agency clients include City of Gardena, Franmar Leasing LLC, Salt Lake City Airport, Pace-Headquarters, and LACMTA.

New Flyer of America Inc.

New Flyer of America Inc. is a Winnipeg, Manitoba, Canada based corporation, founded in 1930 and is a subsidiary of New Flyer Industries (NFI) Group.

New Flyer proposes to build the LACMTA bus orders in its Anniston, Alabama facility. New Flyer's transit agency clients include Maryland Transit, Miami-Dade Transit, New Jersey Transit, NYCTA, WMATA and LACMTA.

RIDE Mobility, LLC

RIDE Mobility, LLC is based in Pasadena, California and is the U.S. subsidiary of Build Your Dreams (BYD), a Chinese-based bus manufacturer.

RIDE proposes to build the LACMTA bus orders in its Lancaster, California facility. RIDE's transit agency clients include Antelope Valley Transit Authority, Los Angeles Department of Transportation, Long Beach Transit, San Francisco Municipal Transportation Agency, and LACMTA.

A summary of the PET scores for BEBs is provided below:

1	Firm	Average Score (%)	Factor Weight	Weighted Average Score	Rank
2	**ElDorado National (California), Inc.**				
3	Project Management Experience	81.06*	300	243.19*	
4	Experience and Past Performance	69.55	200	139.10	
5	Price	100.00	200	200.00	
6	Technical Compliance	82.17	200	164.34	
7	Availability Framework	100.00	50	50.00	
8	U.S. Employment Program	74.58 ~~50.74~~	50	37.29 ~~25.37~~	

9	**Total**		**1,000**	**833.92*** ~~**822.00***~~	**1**
10	**New Flyer of America Inc.**				
11	Project Management Experience	81.13	300	243.40*	
12	Experience and Past Performance	73.21*	200	146.43*	
13	Price	84.79	200	169.58	
14	Technical Compliance	77.17*	200	154.35*	
15	Availability Framework	100.00	50	50.00	
16	U.S. Employment Program	11.00	50	5.50	
17	**Total**		**1,000**	**769.26**	**2**
18	**RIDE Mobility LLC.**				
19	Project Management Experience	59.92*	300	179.78*	
20	Experience and Past Performance	23.79	200	47.58	
21	Price	89.73*	200	179.47*	
22	Technical Compliance	70.12	200	140.24	
23	Availability Framework	100.00	50	50.00	
24	U.S. Employment Program	73.00 ~~35.50~~	50	36.50 ~~17.75~~	
25	**Total**		**1,000**	**633.57*** ~~**614.82***~~	**3**

***To enhance readability, some figures have been rounded up to two decimal places.**

U.S. Employment Program (USEP) Evaluation Framework:

The Request for Proposals allocates 50 points to the USEP evaluation: (1) 25 qualitative points for Disadvantaged Worker Commitment, Workforce Training, Full-Time Equivalent (FTE) commitments, Minimum Fringe Benefits, and Minimum Hourly Wages; and (2) 25 quantitative points based on each proposer's Total Dollar Commitment relative to the highest commitment submitted. Proposals were evaluated in accordance with the Manufacturing Careers Policy (MCP), which requires measurable, contract-specific workforce commitments rather than general practices.

USEP Evaluation Summary:

- ENC received an overall score of 37.29/50 (21.40 pts for qualitative evaluation and 15.89 pts for quantitative evaluation). ENC provided a contract-specific USEP Total Dollar Commitment of $107,387,488 and the most comprehensive contract-specific workforce plan. ENC provided measurable commitments for hiring, workforce hours, wages, benefits, Disadvantaged Worker participation,

and workforce investment. ENC also demonstrated how it would achieve those commitments through structured employee training, mentorship, career development, and workforce retention. Additionally, the proposal included partnerships with community colleges, workforce agencies, veterans' organizations, and re-entry programs to strengthen recruitment and develop a skilled manufacturing workforce.

- Ride Mobility received an overall score of 36.50/50 (11.50 pts for qualitative evaluation and 25 pts for quantitative evaluation). Ride Mobility submitted the highest contract-specific USEP Total Dollar Commitment of $169,003,115, earning the maximum quantitative score. Although Ride Mobility provided contract-specific workforce commitments, the proposal provided minimal detail regarding workforce training, employee development, Disadvantaged Worker implementation, and supporting workforce initiatives. As a result, Ride Mobility received a lower qualitative score despite having the highest workforce investment.

- New Flyer of America received an overall score of 5.50/50 (5.50 pts for qualitative evaluation and 0 pts for quantitative evaluation). New Flyer's facility-based proposal required deviations from labor contract requirements by relying on its existing labor agreements. Additionally, New Flyer expressly stated that it was not making commitments for New Hires or Retained Workers and did not submit contract-specific Labor Value Forms. However, partial credit was given for the Minimum Hourly Wages and Minimum Fringe Benefits criteria based on the labor agreements that were provided as part of the proposal. New Flyer did not include any USEP commitments for the Disadvantaged Worker Commitment, Workforce Training, Full Time Equivalent (FTE) Commitments, or USEP Total Dollar Commitment criteria, resulting in the score of 0 for these criteria.

C. Cost/Price Analysis

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

The variance between Metro's ICE and the Negotiated or NTE Amount for the Base and Options for the recommended awardee's price is $1,140,345,789.70 (29.41%). The difference is primarily attributable to prevailing market conditions, such as inflation fluctuations and tariff-related impacts. These considerations were factored into the development of the ICE through an analysis of current market trends to assess their economic influence on pricing. Additionally, the reference data used in forming the ICE was limited to select vehicle Original Equipment Manufacturers (OEMs), resulting in a bias toward higher-end specifications. The data also included historical LACMTA procurement information, necessitating adjustments to reflect current year values. Given the age of some datasets, challenges may arise in accurately escalating figures to the present year despite the application of appropriate escalation rates. Another key reason for the difference between ICE and proposer values is increased competition in procurement. The entry of a new vehicle

OEM in the market encourages cost reduction to make proposals more competitive. This factor is hard to quantify, as each vehicle OEM assesses its own risk tolerance when striving for a winning bid.

Proposer Name	BAFO Amount Base Buy (220)	BAFO Amount Option Buy (1,600)	BAFO Amount Optional Vehicle Configuration	BAFO Negotiated or NTE Amount (Base Buy and All Options)
METRO ICE	$447,815,203.05	$3,429,866,837.89	$234,801.80	**$3,877,916,842.74**
ENC	$337,698,727.58	$2,392,437,288.45	$7,435,037.02	**$2,737,571,053.05**
New Flyer	$402,195,890.19	$2,817,737,238.89	$11,525,088.49	**$3,231,458,217.57**
RIDE	$374,093,055.59	$2,668,352,447.92	$35,129,109.40	**$3,077,574,612.91**

Based on the cost analysis, staff determined that all three proposers submitted fair and reasonable pricing, with ENC offering the best value to LACMTA.

D. Background on Recommended Contractor

The recommended firm, ElDorado National (California), Inc., located in Riverside, California, has been in business for 51 years and is a leader in manufacturing buses for transit agencies. ENC temporarily paused operations in late 2024 during an ownership transition, then fully restarted production and deliveries in Apri 2025 under new ownership by Rivaz Inc. ENC serves diverse markets including public transit, paratransit, airports, parking facilities, and universities.

ENC has provided services for Metro, and its performance has been satisfactory.

DEOD SUMMARY

BUS ACQUISTION OF BATTERY ELEXTRIC BUSES (BEBs)- OP118576(2)

A. Small Business Participation

El Dorado National (California), Inc. (ENC), a Transit Vehicle Manufacturer (TVM), is on the Federal Transit Administration's (FTA) list of eligible TVMs. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program and paused the reporting and submission requirements of the DBE goals. Until further notice TVMs are not required to submit DBE goals.

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) applies to this contract and is required for Metro Rolling Stock procurements with an Independent Cost Estimate of $50 million or greater. Based on the funding, Metro will implement the applicable United States Employment Plan (USEP). The MCP requires contractors to support quality job creation and retention, invest in U.S. and Los Angeles County manufacturing facilities, provide workforce training opportunities, and expand career pathways for low-income residents and individuals facing barriers to employment.

ATTACHMENT D

EXPENDITURE AND FUNDING PLAN

CP 201078

EXPENDITURE TABLE	ITD thru FY26	FY27	FY28	FY29	FY30	FY31	FY32	Total LOP	% of Total
220 BEB Acquisition (LOP Increase)									
Vehicle: Battery Electric Buses		$10,000,000	$87,869,526	$204,829,202	$35,000,000			$337,698,728	77.7%
Prof Services / Consultants	$2,990,807	$1,375,000	$1,375,000	$1,200,000	$1,000,000	$500,000	$500,000	$8,940,807	2.1%
Staff Labor / Admin / Travel	$422,644	$1,117,582	$1,256,779	$1,010,983	$1,010,983	$1,010,983	$600,000	$6,429,953	1.5%
Contingency					$29,285,698			$29,285,698	6.7%
Subtotal	**$3,413,450**	**$12,492,582**	**$90,501,305**	**$207,040,184**	**$66,296,681**	**$1,510,983**	**$1,100,000**	**$382,355,185**	**88.0%**
Washington State DES Contract (31 BEBs)									
Vehicle: Battery Electric Buses			$49,500,000	$500,000				$50,000,000	11.5%
Prof Services / Consultants		$125,000	$425,000	$500,000				$1,050,000	0.2%
Staff Labor / Admin / Travel		$150,000	$450,000	$350,000				$950,000	0.2%
Subtotal		**$275,000**	**$50,375,000**	**$1,350,000**				**$52,000,000**	**12.0%**
Total Project Costs (Uses of Funds)	**$3,413,450**	**$12,767,582**	**$140,876,305**	**$208,390,184**	**$66,296,681**	**$1,510,983**	**$1,100,000**	**$434,355,185**	**100%**

220 Bus Buy Costs								
Source of Funds for 220 Bus Buy	**ITD thru FY26**	**FY27**	**FY28**	**FY29**	**FY30**	**FY31**	**FY32**	**FY26-FY31 Total**
STIP-RIP - 5737			$ 10,000,000					$ 10,000,000
STIP-RIP - 5431			$ 17,096,000					$ 17,096,000
STIP-RIP -5738			$ 29,279,751	$ 11,469,249				$ 40,749,000
TIRCP 2022				$ 142,693,050				$ 142,693,050
FTA LoNo 2022		$ 10,368,843	$ 10,742,293					$ 21,111,136
SCCP FY 23			$ 23,383,261		$ 2,123,739			$ 25,507,000
Carbon Reduction Program (CRP) FY23				$ 17,915,334				$ 17,915,334
Measure M		$ 2,123,739		$ 34,962,551	$ 37,913,710			$ 75,000,000
Local Funds	$ 3,413,450				$ 23,259,232	$ 1,510,983	$ 1,100,000	$ 29,283,665
MSRC 2026 - Pending					$ 3,000,000			$ 3,000,000
Total Project Funding	**$ 3,413,450**	**$ 12,492,582**	**$ 90,501,305**	**$ 207,040,184**	**$ 66,296,681**	**$ 1,510,983**	**$ 1,100,000**	**$ 382,355,185**

State Contract Bus Buy Costs							
Source of Funds for State Contract Bus Buy	**ITD thru FY26**	**FY27**	**FY28**	**FY29**	**FY30**	**FY31**	**FY26-FY31 Total**
TIRCP 2022			$ 15,745,440				$ 15,745,440
CMAQ		$ 243,458	$ 8,728,542				$ 8,972,000
FTA Transit Infrastructure FY23			$ 5,000,000				$ 5,000,000
AHSC			$ 9,080,480				$ 9,080,480
Local Funds		$ 31,542	$ 11,820,538	$ 1,350,000			$ 13,202,080
Total Project Funding	**$ -**	**$ 275,000**	**$ 50,375,000**	**$ 1,350,000**	**$ -**	**$ -**	**$ 52,000,000**

VEHICLE ENGINEERING AND ACQUISITION

BUS ACQUISITION OF 40’ BATTERY ELECTRIC BUSES (BEBs)

Operations, Safety, and Customer Experience Committee
July 16, 2026

Metro

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD Contract No. OP118576(2)000 with ElDorado National (California), Inc. (ENC), for the manufacture and delivery of two hundred and twenty (220) battery electric buses (BEBs) in the amount of $337,698,727.58 for the base contract, including taxes and delivery; exclusive of any contract option buses, subject to the resolution of any properly submitted protest(s),if any;

B. INCREASE the Life-Of-Project (LOP) for Capital Project 201078 from $52,000,000, established to purchase up to 40 BEBs under the Washington State contract, by $382,355,185 to purchase two hundred and twenty (220) Battery Electric Buses (BEBs) and provide funding for professional and technical support, internal labor, and contingencies, for a total LOP of $434,355,185; and

C. NEGOTIATE AND EXECUTE future contract modifications to the contract up to $1,000,000.

Metro

PROPOSAL EVALUATION

Evaluation Criteria	Max Points	ElDorado National (California), Inc. Weighted Score	New Flyer of America Inc. Weighted Score	RIDE Mobility LLC. Weighted Score
Project Management Experience	300	243.19*	243.40*	179.78*
Experience and Past Performance	200	139.10	146.43*	47.58
Price	200	200.00	169.58	179.47*
Technical Compliance	200	164.34	154.35*	140.24
Availability Framework	50	50.00	50.00	50.00
U.S. Employment Program	50	25.37	5.50	17.75
Total Score	1000	822.00	769.26	614.82
Negotiated Amount for Base Buy		$337,698,727.58	$402,195,890.19	$374,093,055.59

*To enhance readability, some figures have been rounded up to two decimal places.

Metro

ISSUE

New BEBs are needed to support Metro's transition to a zero-emission (ZE) fleet and to replace CNG buses that have reached the end of their useful life.

Staff recommends approving the contract award for 220 BEBs and increasing the life-of-project budget to support Metro’s ZE goal and maintain safe, reliable bus service.

In November 2025, the staff canceled the first RFP for ZE buses due to multiple reasons, including unmet safety requirements, deviations from Metro’s Terms and Conditions and the Manufacturing Careers Policy (MCP), and the BEB pricing being 7.4% above the Independent Cost Estimate (ICE). The entry of new battery-electric bus manufacturers into the U.S. market also contributed to the decision.

Metro

DISCUSSION

The staff's recommendation identifies the firm that offers Metro the greatest advantages. ENC's offer represents the highest rating and the best value for Metro when all technical and price factors are considered in accordance with the RFP evaluation criteria. Metro's Manufacturing Careers Policy (MCP) was applied to this procurement.

The order of 220 BEBs will mainly go to Divisions 9 (El Monte) and 18 (Carson) to help electrify routes from North Hollywood to Pasadena BRT and nearby areas. Bus deliveries will start in spring 2028 to align with infrastructure projects. The contract also offers options to buy up to 1,600 more BEBs.

The LOP increase includes funding for 220 BEBs, contract modification authority not to exceed 10%, internal Metro labor, and professional and technical consulting support.

Metro

File #: 2026-0554, **File Type:** Motion / Motion Response **Agenda Number:** 55.

REGULAR BOARD MEETING
JULY 23, 2026

Motion by:

DIRECTORS BASS, NAJARIAN, BARGER, AND DUPONT-WALKER

Inclusion of Two Voting Transit Rider/Advocates on the Metro Board and Maintaining Regional Equity and Intergovernmental Balance

The Ad Hoc Board Composition Committee (Committee) was established in February 2026 to evaluate Metro's governance framework, with Measure G in mind, which expands the Los Angeles County Board of Supervisors (BOS) from five to nine members in 2032, elects a CEO in 2028, and introduces other County governance reforms. The voting membership of Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors (Board) established by State statute, includes the five members of the Los Angeles County Board of Supervisors, the Mayor of the City of Los Angeles, three additional representatives appointed by the Mayor of Los Angeles, and four representatives selected through the City Selection Committee process representing four quadrants of the County of Los Angeles a) Arroyo Verdugo, Las Virgenes - Malibu, San Fernando and North County; b) San Gabriel Valley; c) Gateway Cities; d) Westside, South Bay Cities. In addition, the Board includes one non-voting member appointed by the Governor of California. It is the Board's responsibility to evaluate and make recommendations to the State on Board composition when the number of seats on the BOS changes.

On June 29, 2026, the Committee received staff's report on Metro Board Member Composition and Appointment Structure prepared in response to Measure G and the Committee's broader governance review. That report confirmed that the single most consistent finding across Metro's four-month countywide outreach effort, comprising more than 1,300 engagement touch points and approximately 900 survey responses, was a desire for the Metro Board to include members who understand the day-to-day experience of riding Metro and are transit advocates. In other words, the overwhelming response was to have a transit rider/advocate sit on the board. Additionally, a nationwide review of transit agencies found that other major transit agencies currently include rider representation on their governing boards, demonstrating that having a seat at the table is feasible.

Staff developed several Board composition alternatives for the Committee's consideration. In developing and evaluating these alternatives, staff thoroughly reviewed community outreach findings, examined the practices of peer agencies, and considered the need to maintain intergovernmental balance and regional equity.

The most pressing finding was the need for greater representation from the transit rider/advocate community. Having rider/advocate representation on the Board is the most direct way to act on that finding.

Additionally, having a stronger advisory committee framework complements the addition of a voting rider seat. Metro currently maintains a network of advisory bodies that provide structured channels for riders, stakeholders, and community input into agency planning, programs, and policy, including the five regional Service Councils, the Community Advisory Council (CAC), the Public Safety Advisory Committee (PSAC), and other advisory bodies. Collectively, these bodies are well-positioned to contribute to and evaluate the lived experiences of riders and communities across Los Angeles County. Opportunities may exist to strengthen how their input informs Board deliberations.

SUBJECT: INCLUSION OF TWO VOTING TRANSIT RIDER/ADVOCATES ON THE METRO BOARD AND MAINTAINING REGIONAL EQUITY AND INTERGOVERNMENTAL BALANCE MOTION

RECOMMENDATION

APPROVE Motion by Bass, Najarian, Barger, and Dupont-Walker that the Board adopt the following amended alternative:

Amend Alternative D as follows:

A. Once the elected Los Angeles County CEO position is seated through Measure G, the BOS would have the flexibility to designate the CEO as one of its five Board members and establish the structure for appointing the five seats;

B. Beginning in 2032, when the BOS expands to nine members, the County of Los Angeles shall continue to hold no more than five seats on the Metro Board. The nine members of the BOS and the elected County CEO shall constitute the pool of County officials eligible for appointment to those five seats; and

C. Once the elected Los Angeles County CEO position is seated as a result of Measure G:

1. The Mayor of Los Angeles would make one of their public appointees a transit

advocate/rider;

2. A voting Rider Representative will be added to the Metro Board; and

3. All other appointment authorities would remain consistent with current statutory requirements, except for changes resulting from the above items.

WE FURTHER MOVE THAT THE BOARD DIRECT THE CHIEF EXECUTIVE OFFICER TO:

D. Evaluate Metro's existing advisory committee structure, including, but not limited to, the Service Councils, Community Advisory Council (CAC), Public Safety Advisory Committee (PSAC), and other standing advisory bodies, to strengthen rider and customer representation, improve coordination and accountability, and enhance the integration of advisory committee input into Board decision-making; and

E. Return to the Board within 90 days with a report on the items directed above including a framework on the eligibility and process to select the rider representative.

Board Report

File #: 2026-0553, **File Type:** Motion / Motion Response **Agenda Number:** 56.

REGULAR BOARD MEETING
JULY 23, 2026

Motion by:

DIRECTORS HAHN, RICHARDSON, AND SANDOVAL

Metro Board Member Composition and Appointment Structure: Establishing Designated Rider Seat and Small City Seat

With the passage of Measure G in 2024, Los Angeles County voters approved significant reforms to County governance, including expanding the Board of Supervisors from five to nine members in 2032 and establishing an elected County Chief Executive Officer in 2028. As one of the most significant governance reforms in generations, Measure G also presents an opportunity to consider how the Board of Directors of the nation's second-largest transit agency can evolve to better reflect and represent the communities it serves.

In February 2026, the Board established the Ad Hoc Board Composition Committee and, through Motion 33.1, directed that any recommendations be informed by comparative, historical, and demographic context and grounded in robust community outreach - guided by principles of geographic equity, balanced representation, and jurisdictional inclusion. Over four months, Metro conducted presentations to 25 stakeholder organizations, nine hybrid listening sessions, a countywide virtual town hall, and 13 pop-up transit intercepts, generating more than 1,300 engagement touchpoints and nearly 900 survey responses.

The single most consistent finding across every listening session, survey, and transit intercept, from South Los Angeles to the San Fernando Valley to the Gateway Cities and North County, was that Metro's Board should include members who understand the day-to-day experience of riding the system. Metro serves one of the most diverse populations in the nation, and its governance structure should reflect the communities that depend on, and are impacted by, the agency's services and investments.

The concept of reserving a board seat for a transit rider is not unprecedented. As documented in staff's benchmarking analysis, the Massachusetts Bay Transportation Authority (MBTA) includes a dedicated voting board seat for a rider representative, ensuring that the perspective of transit users is directly represented in board decisions. A dedicated rider representative would bring the lived experiences of daily transit users into Board deliberations, strengthen accountability, and help advance policies that better serve riders across Los Angeles County, especially the communities most dependent on public transportation. While the staff-recommended "Alternative A (Flexible

Appointments)" permits appointing authorities to select riders, it does not guarantee that a single rider will ever be seated; a dedicated seat does.

As Metro considers opportunities to strengthen its Board composition and ensure that all communities served by the agency have a meaningful voice in decision-making, this moment also presents an opportunity to address a longstanding challenge in city representation. The City Selection Committee's population-based voting structure appropriately recognizes differences in population among jurisdictions. At the same time, the structure can create challenges for smaller cities, which may have fewer weighted votes and face greater difficulty securing sector representation when competing with larger jurisdictions. Ensuring that smaller cities have a meaningful voice is important because they are integral parts of the region's transportation network and represent communities that rely on effective and equitable transit solutions.

The Los Angeles County Affordable Housing Solutions Agency (LACAHSA) addressed a similar challenge by establishing a Board seat designated for smaller cities, providing a potential model for ensuring balanced representation across jurisdictions of varying sizes. Metro should evaluate whether a similar approach could be applied to its governance structure and recommend an appropriate eligibility threshold for a small-cities representative seat based on population, representation, and governance considerations. A review of Los Angeles County's incorporated cities and existing representation structures can help inform a practical, equitable, and administratively feasible standard for participation.

SUBJECT: METRO BOARD MEMBER COMPOSITION AND APPOINTMENT STRUCTURE: ESTABLISHING DESIGNATED RIDER SEAT AND SMALL CITY SEAT MOTION

RECOMMENDATION

APPROVE Motion by Hahn, Richardson, and Sandoval that the Board directs the Chief Executive Officer to:

A. ESTABLISH a minimum of one (1) additional voting seat(s) on the Metro Board of Directors for a regular transit rider.

1. Coordinate with Metro's community advisory councils, community-based organizations, and other stakeholder groups to develop a transparent, inclusive, and accessible process for selecting the regular transit rider representative.

2. Report back on recommendations for implementation of the selected model, including eligibility criteria, a definition of "regular transit rider," appointment procedures, term length, and any necessary statutory or governance changes.

3. Include recommendations that include a framework to ensure the selected transit rider representative has access to appropriate technical resources, training, staff support, and other tools necessary to meaningfully and equitably participate in Board deliberations and decision-making.

B. ESTABLISH one (1) additional voting seat on the Metro Board of Directors to represent small cities.

1. The additional seat shall rotate among each of the City Selection Committee sectors.

2. Metro staff shall recommend a maximum population eligibility threshold within a range of 50,000 to 70,000 residents, with no minimum population eligibility threshold, subject to approval by the Metro Board of Directors.

3. Metro staff shall report back with recommendations regarding the appropriate population threshold, as well as the implementation structure for the small-cities seat, the rotation schedule among the City Selection Committee sectors, nomination and appointment process, term length, and any necessary statutory, legislative, or governance changes required for implementation.

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

Metro

Board Report

File #: 2026-0556, **File Type:** Motion / Motion Response **Agenda Number:** 57.

REGULAR BOARD MEETING
JULY 23, 2026

SUBJECT: PROPOSAL INTRODUCED AT THE JUNE AD-HOC COMMITTEE

PROPOSAL

At its June committee, Chair Najarian requested that the Board consider the following proposal by Committee Member Fasana seconded by Director Horvath, without further endorsement:

Add the following 3 members to the staff recommendation

- a rider appointed by the county supervisors residing in an unincorporated area
- a labor representative
- the county executive

Additionally, Member Fasana asked that the Board revise the 35% threshold in statute for the City of Los Angeles seats to 43.75%.

powered by Legistar™

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

Metro

Board Report

File #: 2026-0546, **File Type:** Closed Session **Agenda Number:** 58.

REGULAR BOARD MEETING
JULY 23, 2026

SUBJECT: CLOSED SESSION

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

1. Hong Lee v. LACMTA, LASC Case No. 24STCV05962
2. Trell Walker v. LACMTA, LASC Case No. 23STCV08553
3. Raul Estrada v. LACMTA, LASC Case No. 23STCV30173
4. Justin Chanski v. LACMTA, et al., LASC Case No. 23STCV26187

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

Hugo Sipaque, et al. v. LACMTA,
U.S.D.C. Case No. 2:25-CV-7001-JLS-AJR;
LASC Case No. 25STCV36965

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

Title: Chief Executive Officer

powered by Legistar™

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

Metro

Board Report

File #: 2026-0547, **File Type:** Minutes **Agenda Number:** 2.

REGULAR BOARD MEETING
JULY 23, 2026

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held May 28, 2026.

Metro

MINUTES

Thursday, May 28, 2026

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:
Fernando Dutra, Chair
Jacquelyn Dupont-Walker, 1st Vice Chair
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

CALLED TO ORDER: 10:23 A.M.

ROLL CALL

1. APPROVED 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 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	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Voting Deviations:
Item 8 – the following Director voted no: LH
Item 10 – the following Director was conflicted: HS
Item 12 – the following Director was conflicted: KRB
Item 25 – the following Director was conflicted: KY
Item 36 – the following Director was conflicted: KRB

2. SUBJECT: MINUTES **2026-0400**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held April 23, 2026.

3. SUBJECT: REMARKS BY THE CHAIR **2026-0401**

RECEIVED remarks by the Chair.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	P	P	P	P	P	P	P	P	P	P	P	P

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

RECEIVED report by the Chief Executive Officer.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	P	P	P	P	P	A	P	P	P	P	A	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: BOARD OFFICERS **2026-0410**

ELECTED Director Karen Bass as Chair, Director Kathryn Barger as First Vice Chair, and Director Tim Sandoval as Second Vice Chair for FY27, effective July 1, 2026.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

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

ADOPTED ON CONSENT CALENDAR the guiding values to support and inform the Ad Hoc Board Committee's deliberations regarding governance considerations.

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

APPROVED ON CONSENT CALENDAR:

A. $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.

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

APPROVED ON CONSENT CALENDAR:

A. 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.

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

APPROVED ON CONSENT CALENDAR:

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;

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); and

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

10. SUBJECT: SEPULVEDA TRANSIT CORRIDOR **2026-0250**

AUTHORIZED ON CONSENT CALENDAR 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

(continued on next page)

(Item 10 – continued from previous page)

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.

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

AUTHORIZED ON CONSENT CALENDAR 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.

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

AUTHORIZED ON CONSENT CALENDAR 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.

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

AUTHORIZED ON CONSENT CALENDAR 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.

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

APPROVED ON CONSENT CALENDAR:

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.

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

AUTHORIZED ON CONSENT CALENDAR 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.

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

AUTHORIZED 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.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	C	Y	Y	Y	A	Y	Y	Y	Y	A	Y

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

APPROVED ON CONSENT CALENDAR:

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.

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

AUTHORIZED ON CONSENT CALENDAR 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)

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

APPROVED:

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;

(continued on next page)

(Item 22 – continued from previous page)

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;

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;

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

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	A	Y	Y	A	Y	Y	Y	A	A	Y

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

APPROVED ON CONSENT CALENDAR:

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

B. 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. 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. 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. 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;

F. project selection and programming of $6,062,927 for the Local Transit Services Subcommittee (LTSS) Zero Emission Vehicle (ZEV) Call for Projects;

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; 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.

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

ADOPTED ON CONSENT CALENDAR the Fiscal Year 2027 (FY27) Proposed Annual Audit Plan.

25. SUBJECT: SUSTAINABILITY PROGRAM ASSISTANCE SERVICES **2025-0890**

AUTHORIZED ON CONSENT CALENDAR 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.

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

RECEIVED AND FILED ON CONSENT CALENDAR the FY2027 Committee and Board Meeting Calendar.

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

AUTHORIZED ON CONSENT CALENDAR 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.

31. SUBJECT: RECRUITMENT SERVICES BENCH **2026-0272**

AUTHORIZED ON CONSENT CALENDAR 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.

32. SUBJECT: DRONE SECURITY MONITORING SERVICES **2026-0246**

AUTHORIZED ON CONSENT CALENDAR 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.

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

APPROVED ON CONSENT CALENDAR nominees for membership on Metro's Gateway Cities, San Fernando Valley, San Gabriel Valley, South Bay Cities, and Westside Central Service Councils.

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

AUTHORIZED ON CONSENT CALDNAR 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.

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

FAILED:

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.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
N	ABS	N	A	N	N	A	N	A	N	A	A	N

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

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD 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 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."

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	Y	Y	Y	Y	Y	A	Y	Y	Y	Y	A	Y

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

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

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	A	P	A	P	P	A	P	A	A	A	A	P

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

APPROVED Motion by Bass, Solis, Horvath, Hahn, and Padilla 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.

(continued on next page)

(Item 46 – continued from previous page)

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;

(continued on next page)

(Item 46 – continued from previous page)

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.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	A	Y	Y	A	Y	A	A	A	A	Y

47. SUBJECT: CLOSED SESSION **2026-0415**

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

1. Shaun Guttridge v. LACMTA, LASC Case No. 23SMCV03151

   APPROVED settlement in the sum of $995,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	A	Y	Y	A	Y	A	A	A	A	Y

2. MD Jamal Hossen v. LACMTA, LASC Case No. 23STCV07223

   APPROVED settlement in the sum of $800,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	A	Y	Y	A	Y	A	A	A	A	Y

(continued on next page)

(Item 47 – continued from previous page)

3. Mary Ann Yabut v. LACMTA, LASC Case No. 24CMCV00325

APPROVED settlement in the sum of $275,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	A	Y	Y	A	Y	A	A	A	A	Y

B. <u>Conference with Real Estate Negotiator - Government Code 54956.8</u>
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

APPROVED staff to negotiate a lease extension.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	A	Y	Y	A	Y	A	A	A	A	Y

C. <u>Conference with Labor Negotiator - Government Code 54957.6</u>
Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins
Employee organizations: SMART, AFSCME, ATU, TCU, and Teamsters

No report.

D. <u>Public Employee Performance Evaluation - Government Code Section 54957(b)(1)</u>
Title: Chief Executive Officer

No report.

ADJOURNED AT 3:55 P.M.

Prepared by: Jennifer Avelar
Sr. Administrative Analyst, Board Administration

Collette Langston, Board Clerk

May 21st, 2026

The Honorable Tim Sandoval, Chair
Finance, Budget, and Audit Committee
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room

Re: Metro Budget Public Hearing Item 27 - Fiscal Year 2027 Budget

Dear Chair Sandoval,

Californians for Electric Rail is a statewide, grassroots organization that advocates for improving regional transportation via fast, frequent, zero-emissions electric regional and intercity rail, with members in Los Angeles County and throughout Southern California. We write in opposition to proposed 3% reductions to Metrolink funding. Metro must maintain or increase its operational support from 2025-2026 for upcoming budget years.

Metrolink is the nation's third-largest regional rail system, serving 6 million annual riders. It is a vital lifeline for residents outside of the City of Los Angeles to access job centers in the city, as well as for Angelinos to access high-paying jobs in Orange County. Metro Los Angeles has more than 300,000 super-commuters, one of the highest rates in the country. For residents of Orange, Riverside, San Bernardino, and Ventura counties, as well as residents of the Antelope Valley, Santa Clarita, and the northern San Fernando and southern San Gabriel Valleys, Metrolink the best or only transit option to reach LA. And with Southern California home to some of the nation's worst traffic and air pollution and rapidly rising gas prices, viable alternatives to driving are not optional.

Metrolink currently has a $30 M budget deficit. Since 2020, costs have increased gradually with record inflation, while ridership is still below 2019 levels, as 9-5 office commuters work from home and Los Angeles' population has declined. LA Metro rail is in a similar situation, with about 65% ridership recovery compared to 60% for Metrolink. Now, pandemic-era emergency funding has run out. Metro's budget proposal offers further 3% cuts that exacerbate a dire situation. Metrolink is facing dramatic service cuts that could reduce weekday service on the San Bernardino Line by 50%. Eliminating weekend or evening service, or terminating lines (such as the Antelope Valley Line at Santa Clarita) is also on the table.

These cuts would be a disaster for Metrolink and for the region. This level of cuts could lead to the transit death spiral, causing a ridership decline that begets further deficits and cuts that threaten the continued viability of the system, echoing the recent demise of Minneapolis' Northstar service. With bare bones service, the 73% of Metrolink riders who own cars will be forced back onto the roads, increasing traffic, air pollution, and average transportation costs

amidst an energy crisis (the last Gulf Oil shipment arrived nearly three weeks ago). Meanwhile, Los Angeles is actively planning for the 2028 Olympics, which will massively increase off-peak and regional travel demand - including to Olympics venues accessible by Metrolink outside of Los Angeles County. How does Metro plan to accommodate these riders if Metrolink is nonexistent or running bare-bones service?

We understand that Metro wants to prioritize Metrolink service within Los Angeles County even as it cuts funding. This is simply not workable. Metrolink is a regional rail system designed to transport people across county lines. Metrolink transports riders from outside the county onto local Metro service, and these same riders pay LA County sales taxes that support transit. Metro's budget decisions affect the entire region. Why should riders in Riverside and San Bernardino Counties, whose leaders are committed to maintaining Metrolink funding and service, suffer for decisions made by Metro that they have no meaningful influence on?

Metrolink provides incredibly cost effective service - particularly with its move to a regional rail model that better fits today's travel patterns. Metrolink Reimagined, the move towards all-day, clockface, pulsed schedules, resulted in a *decrease* in subsidy because it boosted service for very little cost by making more efficient use of equipment and staffing. The full buildout of Metrolink reimagined would increase train miles by 93% while only increasing needed support by 21%. Cutting service and returning to peak-only schedules will reduce ridership while increasing costs per rider.

Meanwhile, Metro continues to invest staff time and billions of dollars in state money to advance capital projects like the SCORE program and LinkUS that are intended to boost Metrolink capacity. Metrolink service cuts considerably reduce the value of these projects and could jeopardize slots on BNSF-owned tracks, which will add costs later if service is eventually restored. The SCORE program promised 30 minute systemwide service, but this may never be fulfilled if cuts go through. Against the vast cost of these projects, Metro cannot find $5B to maintain support for Metrolink?

We understand that Metro has lower than expected sales tax revenue and has its own important service expansions, such as the D line expansion. Nevertheless, the choice to cut Metrolink budget but not other items speaks to misplaced priorities. Metro plans to spend $900 million on widening highways and recently approved additional spending to widen the 5 directly parallel to Metrolink near Norwalk. Widening freeways worsens traffic and air pollution and directly competes with Metrolink for riders. The proposed budget plans to *increase* funding for Metro Micro, which has received widespread criticism for its high cost and low ridership. Metro Micro transports as many people far shorter distances in a week as Metrolink does in a day, at a higher cost per rider. A modest 25% cut to Metro Micro would allow Metro to maintain previous funding levels, while eliminating the program would nearly fill Metrolink's budget deficit. Finally, Metro committed nearly $800M in flexible SB 125 emergency funding for the capital costs of the A line extension to Claremont which duplicates Metrolink. While the A line extension may be worth doing, it is a not an appropriate use of SB 125 funds, which were intended to stave off

service cuts like those now facing Metrolink. We urge Metro to seek options other than Metrolink cuts to maintain a balanced budget.

We understand that Metro has concerns about the management and cost effectiveness of Metrolink operations. We share some of these concerns and are interested in working with Metro on meaningful reforms, which will take more time than available in the budget season. However, cutting Metrolink's budget does not address and even exacerbates these issues.

Electrifying Metrolink would reduce operating costs per rider and make Metrolink more efficient. Electric trains, such as those recently debuted on Caltrain, have lower operating costs because they require less maintenance and are efficiently powered by electricity. Electric trains can also provide more frequent service with the same amount of staff and equipment because they accelerate faster than diesel trains, resulting in shorter trip times. These benefits, along with major service expansions associated with electrification, made Caltrain the fastest-growing transit agency in 2025. However, continued investment in service and growth is a necessary prerequisite for electrification, and Metro's cuts take the system in the wrong direction.

Metrolink's governance is clearly not working. The 5 county Joint Powers Authority structure, where each county has absolute control over their portion of funding and capital projects but limited oversight over the *system,* is not producing the service and ridership growth our system needs. Californians for Electric Rail supports consolidating Metrolink governance into a single regional entity with dedicated funding, unified control over public right of way, and a full time board that can provide meaningful oversight. We encourage Metro to lend their support to reform efforts to increase coordination, oversight, and public access, while maintaining funding until such reforms can be achieved.

In the short term, we request you approve Metrolink's request for a continuing resolution while they determine how to distribute service cuts throughout the system. For next year's budget, we urge you to reverse the 3% cuts and maintain previous levels of operational support for Metrolink through 2030.

Sincerely,
Adriana Rizzo
Founding Member, Californians for Electric Rail

May 27, 2026

Chair Dutra and Members of the Board
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza, 3rd Floor, Metro Board Room
Los Angeles, CA 90012

RE: Increase Investments in Zero-Emission Buses – GENERAL COMMENT on Item #22: Fiscal Year 2027 Proposed Budget and AGAINST Item #43: Renewable Natural Gas Provider

Dear Chair Dutra and Members of the Board:

As the Los Angeles County Electric Truck and Bus Coalition (LACETBC), we write regarding the urgent need for Metro to invest in zero-emission buses. **We urge Metro to increase its allocations in the Fiscal Year 2027 proposed budget for zero-emission buses (ZEBs) and the supporting charging infrastructure and to reconsider the proposed $250 million, 8-year contract with Shell for renewable natural gas (RNG).** These critical actions will enable Metro to deliver cleaner, safer rides to the 80 percent of its ridership that relies on transit buses.

Our coalition is committed to achieving zero-emission electric bus and truck adoption with robust workforce standards so that communities can breathe clean air and enjoy family-sustaining, high-wage careers.

First, we commend Metro for increasing its investment in ZEB procurement by $11 million compared to the Fiscal Year 2026 budget. However, the proposed allocation of $47 million does not go far enough. Metro staff has estimated that "transitioning the entire fleet and all ten divisions to zero emission no later than 2035 will require nearly three times [the current] average annual investment."[1] Accordingly, we request that Metro increase this investment to at least $105 million—triple the FY 26 amount.

An increased allocation to ZEB procurement would better reflect Metro's own stated values, as well as the values of its ridership. In the introductory remarks to the proposed budget, Metro

[1] 2024-0470.pdf

CEO Stephanie Wiggins noted that, "budgets are statements of values - and Metro's values are focused on delivering a transit experience that is better for everyone - safer, cleaner, more reliable and easier to use."[2] Emissions are a significant factor in both safety and cleanliness, as pollution from gas-powered buses produces dangerous health and environmental impacts. Furthermore, in Metro's public outreach report, "earth-friendly buses" were identified as a top ten priority for its riders.[3] Despite this, a $47 million allocation totals only about 0.5 percent of the total budget.

We also strongly oppose the proposed contract with Shell to provide RNG to Metro. Metro should under no circumstances be supporting Shell with a contract of this magnitude. Shell has caused significant harm to communities here and across the globe. Notably, the company is named in the State of California's lawsuit against giant oil companies for engaging in a decades-long campaign of deception and creating statewide climate change-related harms in California. Consequently, California has spent tens of billions of dollars to adapt to climate change and address the damages climate change has caused so far, including health and environmental impacts, and the state will need to spend multiples of that in the years to come.[4] Los Angeles is not immune to Shell's misconduct. As home to the country's largest urban oil field, many communities here—especially the low-income and minority communities in Carson[5]—are within close proximity of active, idle, and leaking wells and tanks that have been strongly correlated with higher rates of asthma, cancer, and other long-term respiratory issues.[6]

In general, RNG needs to be phased out. Metro claims that its RNG buses are "clean air vehicles," but in reality, RNG is a dirty and dangerous fuel that is functionally equivalent to burning fossil fuels in terms of unhealthy air pollution impacts to our communities in Los Angeles. Burning RNG produces nitrogen oxides (NO_X) emissions and contributes to particulate matter and ozone (smog) formation. Exposure to these pollutants is linked to health impacts such as respiratory illness, heart disease, cancer, reproductive issues, and even early

---

[2] Fiscal Year 2027 Proposed Budget Book Summary.pdf

[3] Metro Board Report to the Finance, Budget, and Audit Committee, Attachment D, May 21, 2026. We would also like to draw attention to the vague term "earth-friendly" and the absence of specificity to zero-emission buses in the My Metro Priorities initiative. It is critical that Metro does not consider biofuels such as RNG as "earth-friendly," because they release dangerous co-pollutants into the air that our communities breathe.

[4] Attorney General Bonta Announces Lawsuit Against Oil and Gas Companies for Misleading Public About Climate Change | State of California - Department of Justice - Office of the Attorney General

[5] City of Carson Takes on Shell Oil, Courthouse News Service, January 28, 2013

[6] Assessing the Health and Community Impacts of Oil Drilling Near Homes in South Los Angeles — Institute of the Environment and Sustainability at UCLA

death.[7]

Metro staff asserts that RNG is an important bridge fuel to electrification, and that the Low Carbon Fuel Standard (LCFS) credits Shell will provide Metro is a major factor in the contract decision. We feel that these factors do not warrant the award to Shell. While we appreciate that 80 percent of the revenue from LCFS is used toward ZEBs, Metro will only start receiving those credits in 2031—after the original 2030 deadline for electrifying its buses. The transition to ZEBs is too urgent and critical to rely on these future LCFS credits with value that is uncertain and changing as credit intensity scoring is adjusted. Metro needs to act now to increase its budget for ZEBs and build a more sustainable funding stream for the transition. Electrifying as fast as possible will also provide the most benefit in the long term, as it will allow for capturing maximum credits for ZEBs as cleaner fuels will lose value in the market every year as the benchmarks decrease.

Metro must catalyze increased electric bus deployments so we can get ZEBs on the road, cut air pollution, build the infrastructure we need to support the transition, create good manufacturing jobs, and foster community benefits for the Los Angeles region. We can do all of this and still provide reliable bus service.

We look forward to working with you on this effort and continuing to be engaged.

Sincerely,
The Los Angeles County Electric Truck and Bus Coalition

[7] Health Impact of Pollution | State of the Air | American Lung Association

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Board Meeting Agenda Item #22 - Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:56:48 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 Board Clerk,

Dear Metrolink Board,

Stop the transit death spiral.

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.

A dollar invested in transit has been demonstrated to return five dollars--not to corporations, not to special interests--to cities and communities. Yet for some reason, the State of California routinely underinvests in transit, and the results are utterly predictable and manifest. Our roads are clogged, our air is polluted, and our communities are poorly connected. At the same time, families across California who currently 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. These proposed cuts are not only ill-advised; they are callous and cruel.

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,
Daniel Henderson
[redacted]

[redacted]

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Board Mtg 5/28 - Agenda Item 22 - NEEDS MORE CONSIDERATION
Date: Wednesday, May 27, 2026 4:36:21 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.

1. Please reverse the 3.4 percent cut and RESTORE FULL FUNDING for Metrolink, a vital part of the regional transit system.

REGIONAL RAIL					
Metro Regional Rail	$ 114.5	$ 239.6	$ 125.1	109.2%
Metrolink [1]	181.4	175.3	(6.1)	-3.4%
Regional Rail Total	$ 295.9	$ 415.0	$ 119.0	40.2%

I have a car but use Metrolink's San Bernardino line to Claremont, and the OC Line to Anaheim. Recent cuts to Metrolink service due to reliability problems – including a major reduction in service frequency - have already complicated my ride, and if made permanent would put me on the road instead.

At a time of high gasoline prices, the recommended cut to Metro's contribution to the Metrolink Budget is particularly shortsighted and tone-deaf.

I can accept a modest fare increase. But I would urge Metro to insist that Metrolink first ENFORCE FARES on all riders. Many riders note that fare enforcement is not consistent.

Los Angeles needs a world class regional high frequency train service, like other Olympic host cities have.

2. I support a larger increase in funding for security and system reliability and cleanliness, including a resumption of system wide fare enforcement and installation of entry barriers.

The proposed budget increase for security is only 1.9 percent, and the proposed increase for MTS only represents MTS' annual salary and wage adjustments per the CBAs - not for hiring the additional MTS officers that would improve security. ***The small increases do not adequately respond to Metro's own public surveys finding riders clearly place security as their top priority (see below).***

Attachment D to Agenda Item, states that Metro's own analysis of public feedback states that "core themes, validated by riders year after year, will be central to Metro's budgetary decision-making."

These themes include findings on Public Safety (prioritizing enhanced security measures) and Service Frequency & Reliability (committing resources to ensure transit remains efficient, frequent, and accessible).

As the survey of public views found, there are very clear and explicit linkages between fare evasion, crime and antisocial behavior on Metro.

The budget needs to fully fund routine fare inspections systemwide, and the installation of fare gates and tap to exit at every station on every line.

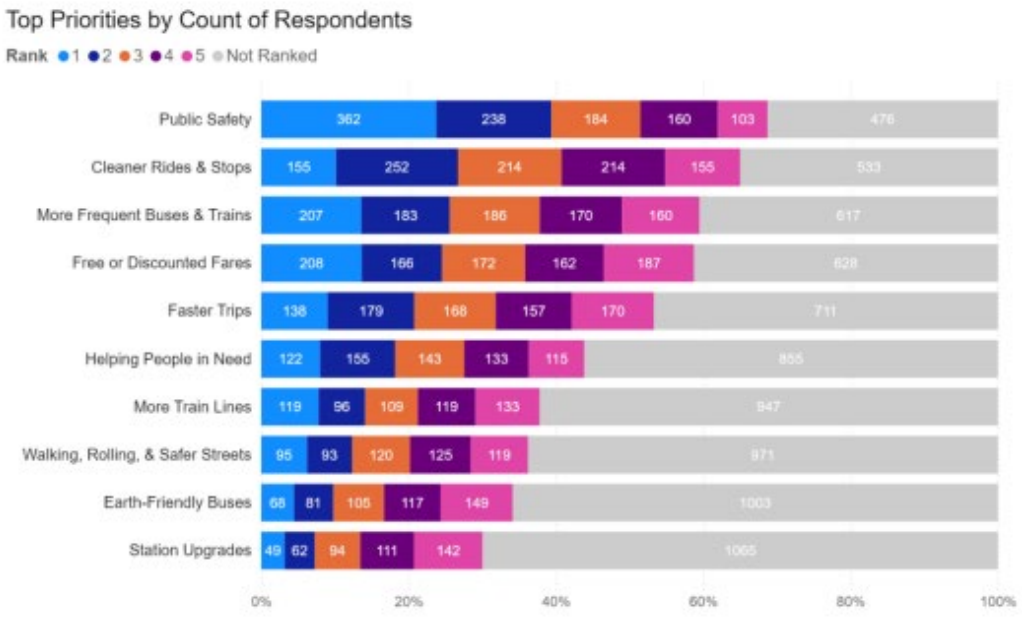
That investment will pay great dividends: more ridership as people feel safer and more badly needed fare revenue.

We know Metro can conduct effective fare enforcement – it did

so before 2018 – and other progressive cities with proof of payment systems successfully conduct fare enforcement.

Denver RTD did over five million fare checks on its system in 2025 - over 400,000 a month, compared to Metro's approximately 6,000 in February 2026.

At a minimum, and consistent with the letter to the Board by Metro's own San Gabriel Valley Service Advisory Council, Metro should resume full fare enforcement systemwide by deploying existing MTS officers to conduct fare enforcement.



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.

ATTACHMENT D

- **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.

Thank you

P.A. Brown
San Gabriel Valley

From: [redacted]
To: Board Clerk; tim.sandoval@pomonaca.gov
Subject: (EXTERNAL) Budget Public Hearing Item 22: Fiscal Year 2027 Proposed Budget
Date: Wednesday, May 20, 2026 5:08:13 PM
Attachments: Metro Budget Hearing comment letter-1.pdf

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 Chair Sandoval and Metro board clerk,
Please find the attached comment from Californians for Electric Rail regarding the Fiscal Year 2027 proposed budget.

Sincerely,
Adriana Rizzo

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Do not cut funding for the Metrolink in Socal
Date: Wednesday, May 20, 2026 10:07:34 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 Board Clerk,

Hello,

My family rode the Metrolink today and experienced some disruptions in my commute back to Redlands. Though there were a lot of people — more than most people would think! — traveling on the SB line, it happens time and time again; almost half the time that we ride, the trains are delayed.
Transit is a large part of infrastructure for more resilient living. Arrow is great, but if Metrolink doesn't improve its timetables and schedules it is very hard to use, and especially the Redlands connection, which most people use to connect to the SB and IE lines for long distance travel to other areas (LA, OC, etc.).

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 — 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.

Sincerely,
Sara

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Do Not Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:25:24 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 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.

For a state that prides itself on being forward-thinking and progressive, California continues to fall far behind when it comes to building a world-class public transportation system. Instead of expanding and improving transit, we are debating cuts that move us in the opposite direction of where we should be headed. Californians deserve transportation that is safe, reliable, fast, and accessible — a system that gives people a real alternative to sitting in traffic for hours every day. Rather than reducing funding, the state should be investing more in modern rail and transit infrastructure that connects communities, reduces emissions, and supports the millions of residents who depend on public transportation every day

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,

Edenilson Ruiz

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) DO NOT Cut Funding to Metrolink!
Date: Monday, May 25, 2026 12:44:53 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.

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,

Muffy Bolding

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) DO NOT cut Funding to Metrolink
Date: Sunday, May 24, 2026 4:36:07 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 Board Clerk,

Hello,

I'm a long time inland empire resident who grew up without a car. Metrolink was the only way for me to get from my hometown to LA to visit friends, family, museums, and local events.

In a time where gas prices are on astronomical rise while wages of everyday working people stay stagnant (if they're not suffering from layoff and the economic instability), it's unconscionable to be cutting public transit. Especially if you think about the environmental impact more cars added to the climate crisis we're in now.

With the upcoming Olympics, now is literally the worst time to cut public transit.

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.

For the fourth largest economy in the world, this $30M budget gap is laughable. We deserve better. Southern California can be a leader in serving people and public transit as a move to a more equitable world.

We deserve better. Please do better. Please save Metrolink and give it a permanent funding source.

Thank You,

Peggy Lien
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink PLEASE
Date: Wednesday, May 20, 2026 10:04:39 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 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. Make CA a leader is public transportation-- for the people and for the planet.

Thank You,

susan pelican
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink!!!
Date: Wednesday, May 20, 2026 8:35:05 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 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,
Mishell

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink!
Date: Thursday, May 21, 2026 1:26:51 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 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,

Daniel Goldberg
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink!
Date: Thursday, May 21, 2026 10:45:29 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 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,

Tracy Gutierrez
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink!
Date: Monday, May 25, 2026 4:02:37 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 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.

Sincerely,

Grace Ukoha
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 4:04:48 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 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,

AJ cho
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 3:01:14 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.

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,

Ismael Gonzalez
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 12:21:41 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 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.

I would urge you to oppose the funding cuts to Metrolink and wish for expanded service in the future.

Thank You,
Charlie

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 11:29:33 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 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,

Amanda Salas
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 7:17:12 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 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,

Zlata Figurina
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 7:07:21 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 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,

Rodolfo Cortes
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 6:11:56 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 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,

Leslie Benitez Ruiz
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 1:30:37 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 Board Clerk,

Metro Link is a vital public transportation resource. It's critical that Southern California maintains this service. Public transportation is critical to the economy. If Metro Link has to cut service it will have a devastating impact on workers.

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,
Simone

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 12:30:35 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 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,

Angelica Puentes
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 11:54:38 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 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,

Gary Stewart
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 9:38:24 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 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,

Alain Chau
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 9:24:51 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 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,

Maria Do
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 9:23:22 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 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,

Tina Dang
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 9:22:11 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 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,

Diana Dang-Chau
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 8:24:37 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 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,

Satya Vayu
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 5:57:20 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.

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,

Kat N
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 5:38:18 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 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,

Timothy Biley
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 5:14:25 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 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: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 5:12:15 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 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,

Rebecca Berlant
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 4:21:52 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 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,

Roman Pe'a
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 3:42:09 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 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,

Sofie Dooley
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 3:40:22 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 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,

Jaden Lednum
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 3:39:26 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 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,

Orion F
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 3:18:42 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 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,

Karen McCaw
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 2:48:33 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 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,

Maria Osorto
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 11:03:35 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 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.

Regional rail service is not a luxury; it is a structural necessity for the Southern California megaregion. Metrolink spans six counties, seamlessly moving thousands of daily commuters across vast distances that would otherwise be spent idling on our oversaturated freeway network. By providing a viable, high-capacity alternative to driving, regional rail serves as a foundational pillar for regional economic mobility and equity.

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.

Furthermore, starving Metrolink of operational support directly conflicts with California's ambitious climate policy goals. The state cannot realistically achieve its statutory mandates for greenhouse gas reduction and carbon neutrality without aggressively shifting drivers off the road and onto electrified or low-emission rail networks. Dismantling regional transit service right now guarantees a spike in vehicle miles traveled (VMT), worsening our air quality and pushing our climate targets entirely out of reach. If California is serious about its environmental leadership, it must safeguard the financial stability of the transit systems that clean our air

We deserve better.

Thank You,

Will Howard
[redacted]

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 10:57:14 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 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,

Christine Gilbert
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 3:31:24 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 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,

Hannah McCarthy
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 2:44:51 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 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,

Charles Tippie
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, May 26, 2026 2:19:52 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 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,

Bridget De La Torre
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 10:47:19 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 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,

Paul Cockrell
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 10:35:52 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 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,

Margaret McCarty
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 9:56:01 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 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,

Anthony Mascarenas
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 9:53:21 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 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,

Marcel Duruisseau
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 8:32:25 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 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,

Mason Rafferty
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 7:51:53 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.

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,

Elizabeth Nguyen
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 7:51:38 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 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,

Daniel Gilbert
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 7:47:06 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 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,

Annie Bolding
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 7:42:09 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 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,

Audrey Little
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 7:09:01 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 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,

Briana Gonzales
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 6:52:31 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 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,

Tracy Cockrell
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 6:40:45 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 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,

Curtis Ulrich
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 5:33:32 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 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,

Jennifer O'Rourke
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 5:10:59 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 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,Robert H. Gilbert

Robert Gilbert
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 3:39:35 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 Board Clerk,

My best friend uses Metrolink to get to her job as a forensic scientist, serving justice in Los Angeles.
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,

Caitlin Mansur
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 3:00:44 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.

Metro Board Clerk,

The cost of living in California continues to rise, and transportation is one of the highest. Car payments, gas, and insurance are too expensive, and with the extreme cost of gas prices, costs aren't coming down anytime soon. We need to protect transit access for thousands of California and make it a better option for everyone.

The State of California routinely underinvests in its transit services, and the results are highly noticeable. It shows through our clogged roads, our polluted air, and our poorly connected communities. I'm one of the California's that currently rely on cheap transit. Reliable access is crucial to go to school, work, the store, other cities, and other places that we won't be able to go to with the 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. This would make it impossible to go to different cities that public busses don't cover. 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,
Matthew Guzman

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 1:56:28 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 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,

Karla Alonso
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 1:51:22 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 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,

Emily Gomez
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 12:53:32 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 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,

Alex Wenz
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 12:40:47 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 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,

Hunter Bolding
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 12:32:34 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 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.

Personally, I depend on Metrolink to get to work every day in downtown LA at my job as a forensic scientist for LAPD. The building I work in does not have easy or free parking in or nearby, so driving is not a reliable option for me. In addition, the rising cost of gas and the stress of driving are not something I want to reintroduce to my routine. Metrolink offers me a reliable and relaxing trip to work every day, improving my quality of life and overall happiness and wellbeing as I work in the public sector to keep our city safe.

We deserve better.

Thank You,

Katie Cockrell
[redacted]

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 12:31:13 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 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,

Beatriz Sanchez
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 12:10:00 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 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,

Amber Dudkowski
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 10:05:16 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 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,
Janna Cieslak

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 9:05:17 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 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,

Leonardo Serrano
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 8:52:36 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 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,

Daniel Moreno
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 8:36:01 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 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,

Amairani Cortez
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Sunday, May 24, 2026 11:55:55 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 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,

Tony Hoang
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Sunday, May 24, 2026 10:45:48 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 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,

Quyen Sugiyama
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Sunday, May 24, 2026 10:37:38 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 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 and we can do better.

Thank You,

Melissa Waters
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Sunday, May 24, 2026 8:12:01 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 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,

Janak Chadha
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Sunday, May 24, 2026 3:44:02 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 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,

Shahab

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Sunday, May 24, 2026 3:09:55 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 Board Clerk,

The State of California routinely under-invests in transit, and the results show.

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,

Mark Li
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Sunday, May 24, 2026 2:07:10 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 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,

Catrina Choudhry
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Sunday, May 24, 2026 10:50:53 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 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,

Sydney Garretson
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Sunday, May 24, 2026 10:22:09 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 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,

C. Rey Koo
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Sunday, May 24, 2026 9:14:50 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 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,

Cynthia Robbins
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Sunday, May 24, 2026 8:30:33 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 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,

humaira Afzal
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Sunday, May 24, 2026 2:08:29 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 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,

Sergio Perez
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 10:52:37 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 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,

Maria Friesen
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 10:27:33 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 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,

Mireya Reyes
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 10:27:29 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 Board Clerk,

As prices of gas and all other things rise, Californians are draining their wallets faster than they could speak. Cutting funding to Metrolink a service Californians use for affordable transport isn't gonna make this any better. Cars are also costing chronic pollution and congestion. Many people in southern California often have to rely on cars to commute to and from work. Metrolink is an escape from driving and sitting in traffic all week. Cutting funding leads to cutting weekend service. The trains headways are also just gonna get even more horrible. And for me I love trains and not having to drive an automobile so I urge your board oppose these cuts.

Thank you.

Justin Au
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 10:07:17 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 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,

Alex Rodriguez
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 9:22:39 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 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,

Connie Raper
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 6:20:59 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 Board Clerk,

Addendum: I'm a college student, and depend heavily on metrolink. The transportation is instrumental to my living here. The more policies I hear about the more I get the message loud and clear: California does not want me here.

Original Message: 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,

Jacob Reed

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 3:56:19 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 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,

Lyndon de la Torre
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 3:51:10 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 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,

Roberto Gonzalez
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 2:19:46 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.

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,

Ada Bevacqua
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 1:50:23 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.

Metro Board Clerk,

I am a parent of 5 3 of which rely on Metrolink for work and school I myself travel between A. and Oceanside on Metro to see my kids NO 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, Rachel Montanez

Rachel Montanez
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 1:47:32 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 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: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 12:30:09 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 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,

Dustie McLaughlin
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 11:14:57 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 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,

Arnolfo Bringas
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 11:13:52 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 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,

Daniel Velasquez
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 11:04:36 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 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,

Aviv Schifrin
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 10:30:59 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 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,

Seth Reyes
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 10:20:56 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 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,

Isaac Poplin
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 10:05:11 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 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,

Rachel Zayar
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 9:55:50 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 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,

Jasmine Nguyen
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 8:41:56 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 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,

Cheryl Militello
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Saturday, May 23, 2026 7:36:24 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 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,

Katherine Vega
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 9:12:07 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 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. LOVE YA METROLINK (Dont discounte the octa line)

We deserve better.

Thank You,

Pedro Villarreal
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 8:20:28 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 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,

Kaden Umana
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 7:47:45 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 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,

Kevin Quihuiz
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 7:33:43 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.

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,

Jennifer Le
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 7:16:23 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.

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,

Gabriela Flores
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 7:16:12 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 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,

Joanna Fuerte
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 6:23:38 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 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,

Nickolis Amador
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 5:31:29 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 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,

Emily Norman
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 5:29:06 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 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,

Sunny Lan
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 5:28:28 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 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,

Sunny Lan
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 3:38:25 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 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,

Tanner Cline
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 3:24:13 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 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,

Amanda Yuan
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 3:13:53 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.

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,

Ben Hillman
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 2:18:29 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 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,

Aminata Diop
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 1:31:33 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 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,

Linda Ferland
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 1:25:29 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 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,

gabe gonzalez
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 1:21:37 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 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,

Maggie Chen
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 12:22:27 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 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,

Angely Andrade vallarta
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 12:21:44 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.

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,

Rita Foyle
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 11:49:11 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 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,

Wren Islas
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 11:47:34 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 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,

Graciela Pandy
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 11:01:01 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 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.

And for those of us in LA County, we don't live in a vacuum. LA County Metro doesn't even serve the whole county, and many of us rely on Metrolink as an important regional connection to our local metro lines. Otherwise there are few ways to get anywhere in the other parts of our metropolitan region without a car.

We deserve better.

Thank You,

Caelan Rafferty
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 10:40:29 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 Board Clerk,

I am a Southern California native. When I graduated from Pasadena City College, I started my career in the insurance industry, commuting from Burbank to downtown L.A. daily via Metrolink. Work has since moved me to the Bay Area but I return to So Cal regularly for family visits and business trips. When I led a corporate training in Anaheim, I glad to return to Burbank for the weekend via Metrolink. When I attended a business conference in Newport Beach, I went back to Burbank for the weekend via taxi to Irvine and then via Metrolink.

Mass transit is amazing because whenever a train needs more capacity, it's easy to add more railcars. The throughput capacity of a single track of railroad is incredible, compared to the space taken up by automobiles carrying a similar number of passengers (usually just 1 or 2 people in a car). Steel wheels rolling on steel rails are able to move passengers while producing far lower carbon emissions - even using diesel trains. If the trains were electrified, like Caltrain in the Bay Area, or on Amtrak's Northeast Corridor, it would be even better, since the California electrical grid uses so much renewable energy.

I grew up in Burbank in the 1980s when it was still possible to get around So Cal relatively quickly via car. The world that we see in movies like Fletch is gone. The only way the So Cal region can continue to grow, and metabolize the growth that has already occurred, is to build up a multimodal public transportation network. Funding Metrolink even improves quality of life for committed auto drivers, because the one thing every auto driver wants is for there to be fewer other autos on the road.

L.A. needs Metrolink. L.A.'s growth needs Metrolink to grow too.

Michael Escobar
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 10:39:49 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 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,
Sarah Bruce

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 9:59:10 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.

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,

Luis Mendez
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 9:48:27 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 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,

Alexandria Tor
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 9:18:03 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 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,

Stevie Ruiz
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 9:17:05 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 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: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 9:14:25 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 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,

DAVID Nguyen
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 9:03:14 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 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,

Katie Weber
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 8:27:35 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 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,

Zhe Yu
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 8:09:48 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 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,

William Ingram
[redacted]

From: Jason Longsworth
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 8:06:26 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 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,

Jason Longsworth
[redacted]

From: Ruth M
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 8:05:31 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.

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,

Ruth M
[redacted]

From: Isabella Reyes
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 7:50:43 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 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,

Isabella Reyes
[redacted]

From: Leslie Jimenez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 6:20:03 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 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,

Leslie Jimenez
[redacted]

From: Lacey Hicks
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 6:11:33 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 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,

Lacey Hicks
[redacted]

From: Christian Barron
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 5:59:33 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 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,

Christian Barron
[redacted]

From: John Linares
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 2:39:28 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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,

John Linares
[redacted]

From: Joseline Gonzalez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 2:38:37 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 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,

Joseline Gonzalez
[redacted]

From: flo guevara
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 2:27:11 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 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,

flo guevara
[redacted]

From: Joel Gemino
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 2:08:54 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 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,

Joel Gemino
[redacted]

From: Josue antonio
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 1:54:01 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 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,

Josue antonio
[redacted]

From: Bilal Karim
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 12:18:25 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 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,

Bilal Karim
[redacted]

From: Jesus Pulido-Castro
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 12:10:03 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 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,

Jesus Pulido-Castro
[redacted]

From: Leila Rosado
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 11:25:35 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 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,

Leila Rosado
[redacted]

From: Vanessa Medina
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 11:01:51 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 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,

Vanessa Medina
[redacted]

From: Jonathan Solis
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:42:31 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 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,

Jonathan Solis
[redacted]

From: sully bautista
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:09:38 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 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,

sully bautista
[redacted]

From: Lilith Ferreira
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:03:51 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 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,

Lilith Ferreira
[redacted]

From: Claudia Rico
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 9:54:29 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 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,

Claudia Rico
[redacted]

From: Kimberly Riley
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 9:20:55 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 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,

Kimberly Riley
[redacted]

From: Oliver Krutosik
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:08:52 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 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,
Oliver Krutosik

Oliver Krutosik
[redacted]

From: Mallory Furnier
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:00:35 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 Board Clerk,

Metrolink was so important for me for commuting to Northridge. It's a fantastic and vital service to help keep more cars off the road and provide an affordable transportation alternative across multiple counties.

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,

Mallory Furnier
[redacted]

From: ingrid hernandez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:39:08 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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,

ingrid hernandez
[redacted]

From: Kieran Sukachevin
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:29:35 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 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,
Kieran Sukachevin

[redacted]

From: D. Fachko
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:25:29 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 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,

D. Fachko
[redacted]

From: Savana Ammons
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:19:47 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 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,

Savana Ammons
[redacted]

From: Edward Katynski
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 5:19:33 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 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,

Edward Katynski
[redacted]

From: Isabel Poon
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 4:57:53 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.

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,

Isabel Poon
[redacted]

From: John Comer
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 4:45:39 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 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,

John Comer
[redacted]

From: Krystina Borak
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 3:24:41 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 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,

Krystina Borak
[redacted]

From: Paul Lewis III
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 3:23:30 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 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,

Paul Lewis III
[redacted]

From: Bryce Randle
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 2:55:27 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 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,

Bryce Randle
[redacted]

From: Greta Meyerhof
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 2:48:14 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.

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,

Greta Meyerhof
[redacted]

From: R G
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 2:17:00 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 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,
R

[redacted]

From: Josue Ruiz
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 2:14:22 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 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.

I personally rely on Metrolink to commute to work because I find it a far better option than driving on the freeway. It is less stressful, more reliable for my routine, and makes commuting more manageable. I would love to see more frequent departure times so that Metrolink can work even better for people like me who want a practical alternative to driving.

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,

Josue Ruiz
[redacted]

From: Berenice Lopez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 1:20:39 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 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,

Berenice Lopez
[redacted]

From: Nathalie Arenas
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 1:19:03 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 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,

Nathalie Arenas
[redacted]

From: Laura Rivas
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 1:05:27 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 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,

Laura Rivas
[redacted]

From: Eliza Garcia
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 12:31:46 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.

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,

Eliza Garcia
[redacted]

From: Angela Brown
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 12:25:37 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 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,

Angela Brown
[redacted]

From: Tina HUNG
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 12:10:33 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 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,

Tina HUNG
[redacted]

From: Greg C.
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 12:06:35 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 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,

Greg C.
[redacted]

From: Elizabeth Traub
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 11:23:17 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 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,

Elizabeth Traub
[redacted]

From: Matt Takahashi
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 11:16:33 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 Board Clerk,

Hello everyone,

I'm sure you are all used to receiving these form letters for all sorts of public comments. While I agree with the statements of the form letter, my hope is to add a bit of personal context at the top to explain why this service is so vital.

We are living in an era of transportation uncertainty. If the past three months have taught us anything, it's that we need more robust transportation options that are a true alternative to single vehicle use now more than ever.

My wife and I live in Orange County so you may think we have no stakes in whether or not LA Metro continues to fund Metrolink. That could not be further from the truth. On top of the service being multi-county and therefore critical for all communities, my wife also commutes from Anaheim to Burbank for work, usually by train. To reduce service options for her makes it more likely that she will need to take our one and only car to the office, adding another solo trip in a vehicle taking up space on the already crowded highways (which should also stop adding more lanes, we know that no longer works).

We also would love to visit the Los Angeles areas more. We have family, friends, and love to visit the many wonderful attractions and food locations. Yet we routinely decide against it because we don't want to fight the traffic and hunt for parking. Anytime we can utilize the Metrolink and then the Metro system is our preferred way to visit. Cutting back on service outside the 9-5 crowd and on weekends, when those service options were recently improving, would be yet another deterrent for us to visit the Los Angeles area.

I understand times are difficult. Costs are through the roof, inflation isn't going down as much as we'd hope, and there is uncertainty at the state and federal levels. Yet now is the time, more than ever, to take a stand for something worth fighting for. The status quo is no longer sustainable. We must think differently about our future transportation network. The fights will be hard, but if not now, when?

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 Takahashi
[redacted]

From: Angelica Santacruz
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 11:07:33 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 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,

Angelica Santacruz
[redacted]

From: Geoffrey Ciccarelli
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 11:04:40 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 Board Clerk,

People use metro systems when they are robust and connected. Cutting services will lead to less riders and more cuts until our system is bare bones and unusable. Which is why we should be investing in transit that gives people a real alternative. Not to mention when the Olympics come around we're going to want as many trains running as possible!

As someone living car-free in Los Angeles, I rely on Metrolink to visit family in Oceanside. And honestly, who wants to be stuck in traffic on the 5 when you can relax on a train instead?

Metrolink is a vital connection for communities across Southern California, but a $30 million budget deficit now threatens service cuts that would make getting around even harder. OCTA and Metro should reverse these cuts to Metrolink operational support, and the state should continue investing in expanded service instead of forcing the system backward. Also if there's any way we can secure funding for metrolink, similar to how Metro has funding so we don't have to beg for funding routinely, that would be great as well.

Please don't underfund metrolink!

Thank You,

Geoffrey Ciccarelli
[redacted]

From: Joseph Levy
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:59:52 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 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,

Joseph Levy
[redacted]

From: cristina korzon
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:57:22 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 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,

cristina korzon
[redacted]

From: Nicolas Silva
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:40:57 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 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,

Nicolas Silva
[redacted]

From: Abby Parker
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:39:23 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 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,

Abby Parker
[redacted]

From: Luis Miguel
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:38:42 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 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,

Luis Miguel
[redacted]

From: Gaby Escobar
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:36:07 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 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,

Gaby Escobar
[redacted]

From: Yui Saito
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:15:02 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 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,

Yui Saito
[redacted]

From: Karen Castillo
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:11:08 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 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,

Karen Castillo
[redacted]

From: Nancy Verdin
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:03:56 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 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,

Nancy Verdin
[redacted]

From: Sebastian Reyes
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 10:00:37 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 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,

Sebastian Reyes

[redacted]

From: Abigail Koshollek
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 9:48:15 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 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,

Abigail Koshollek
[redacted]

From: Morgan Hunlen
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 9:21:26 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 Board Clerk,

Good morning.

I'm writing this e-mail from a Metrolink Orange County line train. There's a group of schoolchildren going on a field trip. Countless people on their computers working, like me. Without Metrolink, my commute from Inglewood to the City of Orange would be nearly impossible. Amtrak tickets are too expensive for me and my bicycle. Metrolink needs so little of the money we dedicate to roads to survive and yet provides a service that has an truly outsized impact on our entire region.

I'm begging you to please save Metrolink.

Morgan Hunlen

Morgan Hunlen
[redacted]

From: ben salazar
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 9:13:00 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 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,

Ben Salazar

[redacted]

From: Jacob Pineda
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 9:01:48 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 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,

Jacob Pineda
[redacted]

From: Amanda Calderon
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:51:07 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 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,

Amanda Calderon
[redacted]

From: Gilberto Mendez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:49:39 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 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 not helpful – 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,

Gilberto Mendez
[redacted]

From: Hulices Murillo
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:46:36 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 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,

Hulices Murillo
[redacted]

From: Alice Stastny
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:10:21 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 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,

Alice Stastny
[redacted]

From: Annie Guzman
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:09:50 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 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,

Annie Guzman
[redacted]

From: Joanna Tang
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:57:57 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 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,

Joanna Tang
[redacted]

From: Elizabeth Meza
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:50:58 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 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,

Elizabeth Meza
[redacted]

From: Nicole Canedo
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:46:07 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 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,

Nicole Canedo
[redacted]

From: ray dobson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:38:37 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 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,

ray dobson
[redacted]

From: Thania Delgado
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:36:15 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 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,

Thania Delgado
[redacted]

From: Eric Espino
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:35:25 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 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,

Eric Espino
[redacted]

From: Jasmine Jimenez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:18:58 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 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,

Jasmine Jimenez
[redacted]

From: Ama H
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:13:29 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 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,

Ama H
[redacted]

From: Ruby Urquiza
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:10:21 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 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,

Ruby Urquiza
[redacted]

From: Deborah Crussell
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:43:37 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 Board Clerk,

As a soon to be 75 year old retiree I depend on Metrolink to take me to LA twice a week to explore your beautiful and exciting city. I love to explore the city's history, museum, and theaters. I am an urban hiker and can think of no better city than LA to hike to a new exhibit, stop in at Central Library, and take a break at one of the many coffee shops or sample the latest taco craze or new donuts. I do very little driving and would never be able to visit the city that I love so much. I made a commitment almost fifteen years ago to travel to LA by train and walk to different places leaving as small a carbon footprint as I can. Metrolink allows me to do just that. Please continue to fund this vital lifeline to the many work commuters and fellow seniors who want nothing more than to experience the beauty of Los Angeles and all it offers.

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,

Deborah Crussell
[redacted]

From: Rachel Weeks
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:42:03 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 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,

Rachel Weeks
[redacted]

From: Abby Urquiza
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:40:20 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 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. My family relies on Metrolink as commuters and it is one of the few public transportation options available to us. It is extremely critical to commute to Los Angeles and losing service would be devastating.

Thank You,

Abby Urquiza
[redacted]

From: Lynn Le
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:37:00 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 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,

Lynn Le
[redacted]

From: Jocelyn Berenice Cervantes
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 6:14:49 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 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,

Jocelyn Berenice Cervantes
[redacted]

From: Richard Stern
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 5:26:28 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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,

Richard Stern
[redacted]

From: Eric Garcia
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 5:17:50 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 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,

Eric Garcia
[redacted]

From: Antonio Narino
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 2:30:20 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 Board Clerk,

Under no circumstances should Metrolink funding be cut. Metrolink is an essential service for the people in our communities that do not drive due to preference, age, disability, or cost.

At this time, buying and maintaining a car has become prohibitively expensive for many. Gasoline prices continue to rise, car manufacturers and dealerships inflate the prices of cars, shortage of parts raise the prices of mechanical maintenance. Not only that, commuting on the freeways comes with the risk of encountering reckless drivers and being involved in serious accidents.

People in our communities rely on Metrolink for a variety of reasons. To get to work, to get to doctor's appointments, to get to school, to visit friends and family, to explore the cities around them, to participate in society with some semblance of freedom. Without Metrolink, those who cannot or are unable to drive are essentially being forced to stay in place.

Any cuts to Metrolink mean that you deny the people of their basic rights and needs. You deny them access to financial opportunities, to healthcare, to education, to community. Metro and OCTA must provide funding for Metrolink or face the fact that they have contributed to the deprivation of the people's right to live and travel affordably and safely.

Sincerely,
Antonio Narino

[redacted]

From: Eva Hedberg Gerber
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 2:19:10 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.

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,

Eva Hedberg Gerber
[redacted]

From: Brianna Rivera
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 12:08:13 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 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,

Brianna Rivera
[redacted]

From: Alex Vargas
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 11:57:29 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 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,

Alex Vargas
[redacted]

From: Robert Lamont
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 11:39:36 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 Board Clerk,

I am writing to try and save Metrolink. I take it regularly to downtown to meet friends and go to events. In the last few months I've had to cancel, or experience multi hour delays due to improper management and underinvest that caused service disruptions. I'm sick and tired of politicians treating are vital instructors like it's garbage. A good rail network isn't something foreigners get to have but Americans don't. It's obvious looking at the state of affairs and California and greater Los Angeles that we need good transit instructors. Instead we get poor governance and failure. But if a highway needs (or doesn't actually need) expanding man is the government there. And after generations of investment we no longer have traffic jams and gas is cheap…. Oh wait it's exactly the opposite! Seriously don't let Metrolink die. We need to keep it going so we can built on it for the better future our next generation deserves. Speaking of the next generation, by not building housing we have made it illegal to have a family unless you are rich. (I know, technically it's the home building that's illegal but its to same end effect). When we finally fix that problem we better have the transportation infrastructure in place to help people move about, both for jobs and for pleasure.

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 Lamont
[redacted]

From: Henry Lie
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 11:13:25 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 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.

The new Metro station at Pomona-North risks losing its designed potential if we lose Metrolink. Please vote to continue funding

We deserve better.

Thank You,

Henry

[redacted]

From: Issa Nasatir
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 11:10:04 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.

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,

Issa Nasatir
[redacted]

From: Genevieve Bruno
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 11:09:15 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 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,

Genevieve Bruno
[redacted]

From: Renata Hennell
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 11:07:53 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.

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,

Renata Hennell
[redacted]

From: Genevieve Bruno
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 11:06:22 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 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,

Genevieve Bruno
[redacted]

From: Naydelin C
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 11:05:31 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 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.

These services, especially services through OC help communities like mine connect despite the distances. Commuting southern to San Diego through Metrolink ensures it is affordable, despite raising cost in gas prices.

Cutting funding to OCTA or any Metrolink services reinforces disinvestment into communities that are purposely divided and enforcing walls between communities.

We deserve better.

Thank You,

Naydelin C
[redacted]

From: Sam Aguilar
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 10:48:24 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 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,

Sam

Sam Aguilar
[redacted]

From: Ana Reyes
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 10:30:55 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 Board Clerk,

Many students rely on Metrolink! As someone who is unable to afford a car, I found my commute much easier to Call State LA via Metrolink. Thankfully I recently graduated however I met many peers that find Metrolink as their best mode of transportation to campus. Please consider ongoing funding towards 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.

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 Reyes
[redacted]

From: Des Ruggels
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 10:22:26 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 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,

Des Ruggels
[redacted]

From: Brandon Dennewitz
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 10:12:58 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 Board Clerk,

I use Metrolink an a frequent basis to vary my transit options between Van Nuys and Fullerton. Seeing cuts to the system are something that would be very disappointing and likely put me back onto freeways to commute each week. While it would be cheaper to drive on electricity in my personal vehicle, I find taking the train to be a far more enjoyable experience despite it taking longer sometime.

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,

Brandon Dennewitz

[redacted]

[redacted]

From: Jennifer Carrillo
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 10:08:44 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.

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,

Jennifer Carrillo
[redacted]

From: ELIZABETH LEE
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 10:05:11 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 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,

ELIZABETH LEE
[redacted]

From: Aditya Biswas
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:46:43 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.

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.

Aditya Biswas
[redacted]

From: Christopher Vu
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:41:32 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 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,

Christopher Vu
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:39:49 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 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,
Kali K.

[redacted]

From: Erin Hoops
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:36:08 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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,

Erin Hoops
[redacted]

From: Domonique Villalobos
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:35:56 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 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,

Domonique Villalobos
[redacted]

From: Bruce Coston
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:29:33 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 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.

Enough grasping at symptoms .
&:
Stop all the insanity . Use Minimum Income and Marcus Schulze 2x Condorcet Compliant Vote Counting to meet the United Nations Universal Declaration of Human Rights part 21.3 . Get at the cause too .
Did you notice that mathematically Kamala H. beat Donald T.in the popular vote after correcting for disenfranchisements . You'all are not fooling me .

Thank You,

Bruce Coston

[redacted]

From: Nik Magalong
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:26:05 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 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,

Nik Magalong
[redacted]

From: JUAN CORNEJO
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:23:18 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 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,

JUAN CORNEJO
[redacted]

From: Nico De Leon
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:21:07 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 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,

Nico De Leon
[redacted]

From: Alejandra De La Fuente Sibert
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:19:40 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 Board Clerk,

I rely on public transportation to get to and from work. People also work during the weekends you'd be cutting off thousands of people from potentially earning an honest living. 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,

Alejandra De La Fuente Sibert
[redacted]

From: Julio Hernandez Rodriguez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:17:27 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 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,

Julio Hernandez Rodriguez
[redacted]

From: Sam Orlich
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 9:16:56 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 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,

Sam Orlich
[redacted]

From: Cristina Perez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 8:56:30 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 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,

Cristina Perez
[redacted]

From: Aimee Diaz
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 8:34:29 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 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 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,
Aimee Diaz, Resident of Orange County

Aimee Diaz
[redacted]

From: Alan Vejdani
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 8:33:57 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 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,

Alan Vejdani
[redacted]

From: Valerie Vejdani
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 8:32:00 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 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,

Valerie Vejdani
[redacted]

From: Alexander Fierro-Clarke
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 8:27:25 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 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,

Alexander Fierro-Clarke
[redacted]

From: Colleen Owen
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 8:07:56 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 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,

Colleen Owen
[redacted]

From: Liz Rhodes
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 8:01:57 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 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,

Liz Rhodes
[redacted]

From: James Youngman
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 7:28:45 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 Board Clerk,

California is suffering from both a cost of living crisis, and a climate crisis. Removing funding from Metrolink would exacerbate both of these, moving our region away from being a vibrant and healthy place for people to create art and businesses, and to raise families, and toward and unaffordable and unlivable shell of its former self.

We must increase, not decrease, the funding Metrolink receives.

Thank You,

James Youngman
[redacted]

From: Briana Meza
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 7:10:59 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 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,

Briana Meza
[redacted]

From: Alex Beran
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 7:07:24 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 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,

Alex Beran
[redacted]

From: Filomeno Narvios
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 7:05:17 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 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,

Filomeno Narvios
[redacted]

From: Jonathan Hale
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 6:24:41 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 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,

Jonathan Hale
[redacted]

From: Rebekah Shane
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 6:21:16 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 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,

Rebekah Shane
[redacted]

From: Jon O.
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 6:20:50 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 Board Clerk,

I need Metrolink to get around Los Angeles - LA needs transport - otherwise the streets will get even more crowded. Do not cut funding for Metrolink.

Thank You,
-Jon

Jon O.
[redacted]

From: Yonah Gereboff
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 6:20:18 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 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,
Yonah
90035

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 6:05:08 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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: Christian Garland
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 5:54:54 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 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,

Christian Garland
[redacted]

From: Monte Pilling
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 5:50:22 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 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,

Monte Pilling
[redacted]

From: Kylea-Rose Pearse
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 5:22:39 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 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, Kylea-Rose Pearse

Kylea-Rose Pearse
[redacted]

From: E. Joclyn Rabbitt-Sire
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 20, 2026 5:11:12 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 Board Clerk,

I'm a mother living with grave concern for the safe climate future of my kids and grandkids. Mass transit is one very effective tool for combating the climate crisis, as tailpipe emissions are a major source of greenhouse gases warming the planet.

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,

E. Joclyn Rabbitt-Sire
[redacted]

From: Nicholas Lidster
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink, I Ride It!
Date: Thursday, May 21, 2026 7:27:15 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 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,

Nicholas Lidster, a Pico Union resident and regular Metrolink rider.

Nicholas Lidster
[redacted]

From: ALEXIS LANGELOTTI
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, May 27, 2026 4:05:44 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.

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,

ALEXIS LANGELOTTI
[redacted]

From: Andrea Wilson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Metrolink
Date: Thursday, May 21, 2026 9:22:20 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.

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 – protection from rising transportation costs are needed. Making mass transit a better option for everyone could help.

California routinely underinvests in transit, and it shows. It shows through clogged roads, polluted air, and 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 they need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across Southern California, but a budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their cuts to Metrolink. 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,

Andrea Wilson
[redacted]

From: Erik Patt
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Metrolink"s Funding Its My LIFELINE!
Date: Friday, May 22, 2026 2:25:37 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 Board Clerk,

Hello to whom it may concern,

My name is Erik Patt, I commute daily from OC to LA via the Tustin station due to the nature of my work I never have a set schedule and the loss of the off-peak trains has detrimentally been affecting me financially having to subsidize for Amtrak or hitch a ride or even $80 UBERS! This system is a massive reliance for so many for getting to work either it be 9-5ers or even once a week office personnel or even for students getting to class with strange class hours and with connections to California State University, Los Angeles, University of Southern California, California State University, Fullerton, Chapman University, or even Pasadena City College.

I cannot express how useful and versatile this system is to so many, and with our recently and ever-expanding system and growing ridership numbers with the current gas and even the electrical market, finding alternative transit is vital to SoCal's future as a whole. I know there is a budget deficit and there is an idea floating around of reallocating funding from the Metro Red Bus 270 over to Metrolink due to the D Line just opening its new stations, this line of bus is now obsolete.

Please consider alternative funding opportunities, I'll be fighting for this cause both via the LA Metro Board and the OCTA committee to keep our regional rail system alive, if we are not able to come up with the funds then please look at increasing the wage time of Amtrak's rideshare program to 4 AM-11 PM as I know we're also facing aging equipment and alternatives to finding a way for this system to get back on its feet would be much appreciated.

Sincerely,
Erik Patt

Erik Patt
[redacted]

From: Holly Carpenter
To: Board Clerk
Subject: (EXTERNAL) Fund Metrolink
Date: Monday, May 25, 2026 9:36:12 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 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,

Holly Carpenter
[redacted]

From: anella aquino
To: Board Clerk
Subject: (EXTERNAL) Help support everyday people, don"t Cut Funding to Metrolink!
Date: Saturday, May 23, 2026 10:43:15 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 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,

anella aquino
[redacted]

From: Catalin Ayala
To: Board Clerk
Subject: (EXTERNAL) Hey you! Don"t Cut Funding to Metrolink
Date: Friday, May 22, 2026 6:43:19 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 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,

Catalin Ayala
[redacted]

From: Kindred Gottlieb
To: Board Clerk
Subject: (EXTERNAL) Idea for saving Metrolink
Date: Thursday, May 21, 2026 11:40:26 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 Board Clerk,

Most people don't know that a portion of Measure M money is allocated for freeways. People were voting for public transit not freeway projects!!

We need a ballot referendum that re-allocates the Measure M freeway money towards metrolink instead and integrates the two systems better. The Norwalk metro and metrolink stations need to be connected-- ideally with a people mover or free grade-separated bus. Also, trains need to run in both directions!! We do not live in a typical commuter city where people work in downtown and live in the suburbs. The most transit dependent people live around downtown and we need to provide real options for them to get to the industrial jobs in the suburbs-- which means Metrolink running in both directions at peak hours.

Duh.
Like really, people, Duh.

If Metrolink ridership is not meeting expectations, the solution is running the train more often, not less.

Sincerely,
Kindred (The Transit Troll)

[redacted]

From: Kindred Gottlieb
To: Board Clerk
Subject: (EXTERNAL) Idea to save Metrolink
Date: Thursday, May 21, 2026 11:38:26 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 Board Clerk,

Most people don't know that a portion of Measure M money is allocated for freeways. People were voting for public transit not freeway projects!!

We need a ballot referendum that re-allocates the Measure M freeway money towards metrolink instead and integrates the two systems better. The Norwalk metro and metrolink stations need to be connected-- ideally with a people mover or free grade-separated bus. Also, trains need to run in both directions!! We do not live in a typical commuter city where people work in downtown and live in the suburbs. The most transit dependent people live around downtown and we need to provide real options for them to get to the industrial jobs in the suburbs-- which means Metrolink running in both directions at peak hours.

Duh.
Like really, people, Duh.

If Metrolink ridership is not meeting expectations, the solution is running the train more often, not less.

Sincerely,
Kindred (The Transit Troll)

[redacted]

From: Kaitlyn Luhm
To: Board Clerk
Subject: (EXTERNAL) Increase [Don"t Cut] Funding to Metrolink
Date: Saturday, May 23, 2026 10:46:23 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 Board Clerk,

To whom it may concern,

I write to you with the utmost concern over the proposed funding cuts for the Metrolink rail service.

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 keeping mass transit, like what Metrolink provides, an available option for everyone.

I cannot count the times that using the Metrolink rail service has helped me as a citizen of Orange County. This service has allowed me to stay in touch with friends with limited transportation options/budgets, I've been able to see our wonderful coastline is a safe and clean environment, and I have been able to bring my business to communities I would be under-incentivized to visit due to costs/inconveniences like expensive parking or excessive travel times by car.

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.

The timing of said service cuts may have a broader impact on our local communities as well. The 2028 Olympics are only a few years away and foriegners, who are most likely used to having regional transit available, will be cut off from our county and we will lose their business for the duration that they are in Southern California. Millions of potential dollars underutilized if people are unable to easily access our communities and the broader local services provided by OCTA. Metrolink should be in a preparation phase for this event. Practicing running more trains, as ridership is up, so that when it happens we are ready to handle it.

Metrolink is an essential lifeline connecting communities across the Southern California mega-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 cuts to Metrolink operational support. There is so much opportunity an ambitious service expansion plan can provide which can only benefit our communities and world over time.

Please deeply consider the short term savings versus the medium-long term impact these budget cuts will have.

Thank You,

Kaitlyn Luhm
[redacted]

From: Maja Krishnan
To: Board Clerk
Subject: (EXTERNAL) Increase Funding for the Metrolink
Date: Wednesday, May 20, 2026 10:04:55 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 Board Clerk,

Hello,

I rode the Metrolink today and experienced some disruptions in my commute back to Redlands. Though there were a lot of people — more than most people would think! — traveling on the SB line, it happens time and time again; almost half the time that I ride, the trains are delayed.
Transit is a large part of infrastructure for more resilient living. Arrow is great, but if Metrolink doesn't improve its timetables and schedules it is very hard to use, and especially the Redlands connection, which most people use to connect to the SB and IE lines for long distance travel to other areas (LA, OC, etc.).

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 — 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.

Sincerely,
Maja Krishnan

[redacted]

From: Jose Casillas
To: Board Clerk
Subject: (EXTERNAL) Keep funding for Metrolink
Date: Wednesday, May 20, 2026 10:37:15 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.

To Whom it May concern,
Again I write in attempts to help the board make the correct decision. We extend the local option and proceed to cut the regional option. What is wrong with the board?! Now more than ever we need to fund and expand rail. Gas prices are through the roof and ridership is higher than ever and if we continue to expand both local and regional rail the numbers will continue to rise. Provide the funding needed for the Metrolink before it falls into the death spiral. It is a great alternative to driving and if funding is cut it'll leave Americans families even more in the red given that you would effectively force transportation via car and continue to increase the burden of un affordability on the people. The answer is simple DO NOT cut funding and as a matter of fact expand metrolink! When this national administration is over and we finally get someone progressive and who's pro public transit in DC I want the metro link and eventually the CA HSR to be the shining light of this nation!

Best,
Jose Casillas

From: Leilani Garcia
To: Board Clerk
Subject: (EXTERNAL) Maintain Funding to Metrolink, Protect Californians & Keep Transit Alive!
Date: Thursday, May 21, 2026 9:56:56 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 Board Clerk,

Californians are fighting to live, to make rent, for insurance, and gas - all to afford the cost of living in our wonderful state. And prices STILL have yet to drop. As a state that prides itself on the people here, we need to protect Californians by funding and safeguarding public transit for all.

Gas won't be getting cheaper anytime soon; if anything, the next coming weeks forecast even greater expenses JUST to afford a gallon to drive.

By investing in transit like Metrolink, you won't only be saving Californian families from exorbitant gas prices and barely scraping by, you will make our state and cities more affordable with rippling effects across everyone's lives.

I urge the State of California not to underinvest. Protect us and our families from rising transportation costs and budget 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 for your time.

Sincerely,

Leilani Garcia
[redacted]

From: Ethan Haleblian
To: Board Clerk
Subject: (EXTERNAL) Metrolink Funding Cannot be Cut
Date: Wednesday, May 27, 2026 1:32:21 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 Board Clerk,

The proposed funding cuts to Metrolink would result in severe service reductions to the whole system, crippling regional rail access in greater Los Angeles. This comes at a time where reliable regional rail service is critical for LA, with gas prices skyrocketing due to war in Iran, and with the World Cup being hosted in LA this year, as well as the Olympics in 2028.

These budget cuts would also have general consequences of leaving hundreds of thousands of commuters stranded, worsen the area's already bad traffic problems, and lead to greater amounts of local greenhouse gas emissions. In the long term, these service cuts could lead to the agency going under completely, which would be a disaster for LA's transportation system. Therefore, the current Metrolink budget must be maintained in order to support Los Angeles's transportation needs.

Thank You,

Ethan Haleblian
[redacted]

From: Norma Salmhofer
To: Board Clerk
Subject: (EXTERNAL) Metrolink is an Essential Service!
Date: Wednesday, May 20, 2026 10:06:24 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 Board Clerk,

Hello,

We rode the Metrolink today and experienced some disruptions in my commute back to Redlands. Though there were a lot of people — more than most people would think! — traveling on the SB line, it happens time and time again; almost half the time that we ride, the trains are delayed.
Transit is a large part of infrastructure for more resilient living. Arrow is great, but if Metrolink doesn't improve its timetables and schedules it is very hard to use, and especially the Redlands connection, which most people use to connect to the SB and IE lines for long distance travel to other areas (LA, OC, etc.).

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 — 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.

Sincerely,
Norma Salmhofer

[redacted]

From: Christine Nguyen
To: Board Clerk
Subject: (EXTERNAL) Metrolink Serves the People
Date: Tuesday, May 26, 2026 6:16:53 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.

Metro Board Clerk,

I personally know friends and community members who would be irrevocably affected by the consequences of underfunding a crucial service to the people. It would be a severe impact upon the everyday lives of the generations of working class families and students striving for an education. This could threaten countless opportunities while creating distance between families and relationships. As a resident, I often question the state of California that continually fails to meet the needs of its diverse populations.

We deserve better.

Regards,

Christine Nguyen
[redacted]

From: Tara Niami
To: Board Clerk
Subject: (EXTERNAL) Please do not Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:29:44 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 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. I personally rely on Metrolink- I take it from Los Angeles to Orange for work.

The State of California routinely underinvests in transit, and the results show through traffic on the roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit and rely on it 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,
Best
Tara niami

[redacted]

From: Mari Fujii
To: Board Clerk
Subject: (EXTERNAL) PLEASE Don"t Cut Funding to Metrolink!!
Date: Wednesday, May 27, 2026 12:50:22 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 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,

Mari Fujii
[redacted]

From: Lisa Pedersen
To: Board Clerk
Subject: (EXTERNAL) Please Don"t Cut Funding to Metrolink
Date: Sunday, May 24, 2026 9:08:33 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 Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families and myself.

Car payments, gas, maintenance, 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.

Besides, it's a greener and cleaner way to travel.

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. Especially at a time gas is over $6.00 a gallon. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better and so do you.

Thank You,

Lisa Pedersen

[redacted]

[redacted]

From: Brittany White
To: Board Clerk
Subject: (EXTERNAL) Please Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 8:38:28 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Clerk,

To everyone this absolutely should concern:

We need to protect Californians from rising transportation costs by making transit a better option for everyone—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.

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. Cutting funding means less riders, increasing the deficit leading to more funding cut. It's a spiral that will end with a lot of people drowning, hurting the people you're supposed to fight for further. 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.

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.

We deserve better.

Thank You,

Brittany White

[redacted]

From: Rebecca Bird
To: Board Clerk
Subject: (EXTERNAL) Please Don"t Cut Funding to Metrolink
Date: Monday, May 25, 2026 4:51:05 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 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,

Rebecca Bird
[redacted]

From: Ashley Guillen
To: Board Clerk
Subject: (EXTERNAL) Protect and Don"t Cut Funding to Metrolink
Date: Thursday, May 21, 2026 7:58:31 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 Board Clerk,

Dear Whomever Reads This,

Before I begin, this may seem like just another budget-cut or environmental issue. But please remember: you do not live our lives, and those of us who rely on public transportation understand these challenges firsthand.

The cost of living in California continues to rise, and transportation remains the second-highest expense for many families. Car payments, gasoline, insurance, and maintenance costs are increasingly unaffordable, and prices are not expected to decrease anytime soon. Californians deserve protection from rising transportation costs by having access to reliable, accessible, and equitable public transit available throughout the day and night.

For many of us, public transportation is not simply an alternative — it is an economic necessity. If I can minimize my transportation expenses and rely on public transit, I can continue pursuing employment opportunities without being forced to relocate. Accessible transit allows people to work, study, attend appointments, and participate fully in society.

The State of California has routinely underinvested in public transportation, and the consequences are visible everywhere: congested roads, polluted air, and disconnected communities. At the same time, families who depend on reliable transit are now facing the possibility of severe service cuts that could prevent them from getting to work, grocery stores, medical appointments, and other essential destinations.

I am one of those people. I am a worker, employer, and researcher, and I depend on public transportation to travel to and from my responsibilities.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, yet a $30 million budget deficit now threatens service reductions that will make mobility even more difficult for residents. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. In addition, the State of California must provide sustained funding so Metrolink can continue expanding service instead of retreating to bare-bones

operations.

Lastly, I urge decision-makers to consult professionals capable of designing budget-conscious and effective transportation systems that prioritize both equity and environmental sustainability. GIS analysts, environmental scientists, urban planners, and transportation experts are among the many professionals who can contribute to cross-county solutions that better serve the public.

We deserve better.

Thank you for your time and consideration.

Ashley Guillen
[redacted]

From: Oscar Zarate
To: Board Clerk
Subject: (EXTERNAL) Reject Expanded Fare Enforcement Spending in Metro's FY27 Budget
Date: Thursday, May 21, 2026 10:38:50 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

My name is Oscar. I am urging Metro to reject Items 7 and 8 in the proposed FY27 Budget and instead prioritize investment into the expansion of the LIFE Program and move away from fare enforcement-based approaches to public safety.

The proposed budget acknowledges that fare revenues are decreasing because more riders are utilizing programs like LIFE, GoPass, and Fare Capping. This should be viewed as a success —not a problem. These programs help riders afford transportation during a time of rising housing and living costs across Los Angeles County.

Metro's own budget also states that safety should be "community-centered" and include a "care-based approach." However, Metro continues investing in fare enforcement, citations, removals, and expanded security deployment instead of fully investing in rider support and accessibility.

Fare enforcement disproportionately impacts low-income riders, youth, Black and Brown communities, immigrants, and unhoused people. Riders should not face punishment for being unable to afford fares.

I urge Metro to:
Increase LIFE enrollment to 40% and explore a LIFE to fare-less pilot program
Move toward fare-free transit for all riders
End fare enforcement practices, citations, and removals
Redirect funding toward frequent service, cleanliness, shade, lighting, accessibility, and ambassadors to be present on bus lines.
Invest in care-based safety strategies instead of punitive enforcement

If Metro truly wants riders to "feel safer," the solution is reliable service, clean stations, visible support staff, and affordable access—not increased enforcement presence.

As Metro prepares for the World Cup and Olympics, investments should create lasting benefits for the people who already rely on transit every day.

Public transit is a public good, and Metro's budget should reflect dignity, accessibility, and equity for all riders.

Thank you.

Best,
Oscar

From: Adam Mekrut
To: Board Clerk
Subject: (EXTERNAL) Reject Expanded Fare Enforcement Spending in Metro's FY27 Budget
Date: Wednesday, May 20, 2026 11:47:46 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.

Dear Metro Board Members,

My name is Adam Mekrut. I live in Mid City where I frequency take the 33 and also the D line. I am urging Metro to reject Items 7 and 8 in the proposed FY27 Budget and instead prioritize investment into the expansion of the LIFE Program, and move away from fare enforcement-based approaches to public safety.

The proposed budget acknowledges that fare revenues are decreasing because more riders are utilizing programs like LIFE, GoPass, and Fare Capping. This should be viewed as a success—not a problem. These programs help riders afford transportation during a time of rising housing and living costs across Los Angeles County.

Metro's own budget also states that safety should be "community-centered" and include a "care-based approach." However, Metro continues investing in fare enforcement, citations, removals, and expanded security deployment instead of fully investing in rider support and accessibility.

Fare enforcement disproportionately impacts low-income riders, youth, Black and Brown communities, immigrants, and unhoused people. Riders should not face punishment for being unable to afford fares.

I urge Metro to:
Increase LIFE enrollment to 40% and explore a LIFE to fare-less pilot program
Move toward fare-free transit for all riders
End fare enforcement practices, citations, and removals
Redirect funding toward frequent service, cleanliness, shade, lighting, accessibility, and ambassadors to be present on bus lines.
Invest in care-based safety strategies instead of punitive enforcement

If Metro truly wants riders to "feel safer," the solution is reliable service, clean stations, visible support staff, and affordable access—not increased enforcement presence.

As Metro prepares for the World Cup and Olympics, investments should create lasting benefits for the people who already rely on transit every day.

Public transit is a public good, and Metro's budget should reflect dignity, accessibility, and equity for all riders.

Thank you,

Sent from my iPhone

From: Cynthia Strathmann
To: Board Clerk
Subject: (EXTERNAL) Reject Expanded Fare Enforcement Spending in Metro's FY27 Budget
Date: Wednesday, May 20, 2026 5:23:40 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.

Dear Metro Board Members,

My name is Cynthia Strathmann. I work at SAJE and regularly ride the A train (although I just took a combo of the A, E and K to a meeting in Manhattan Beach). I am urging Metro to reject Items 7 and 8 in the proposed FY27 Budget and instead prioritize investment into the expansion of the LIFE Program, and move away from fare enforcement-based approaches to public safety.

The proposed budget acknowledges that fare revenues are decreasing because more riders are utilizing programs like LIFE, GoPass, and Fare Capping. This should be viewed as a success —not a problem. These programs help riders afford transportation during a time of rising housing and living costs across Los Angeles County.

Metro's own budget also states that safety should be "community-centered" and include a "care-based approach." However, Metro continues investing in fare enforcement, citations, removals, and expanded security deployment instead of fully investing in rider support and accessibility.

Fare enforcement disproportionately impacts low-income riders, youth, Black and Brown communities, immigrants, and unhoused people. Riders should not face punishment for being unable to afford fares.

I urge Metro to:
Increase LIFE enrollment to 40% and explore a LIFE to fare-less pilot program
Move toward fare-free transit for all riders
End fare enforcement practices, citations, and removals
Redirect funding toward frequent service, cleanliness, shade, lighting, accessibility, and ambassadors to be present on bus lines.
Invest in care-based safety strategies instead of punitive enforcement

If Metro truly wants riders to "feel safer," the solution is reliable service, clean stations, visible support staff, and affordable access—not increased enforcement presence.

As Metro prepares for the World Cup and Olympics, investments should create lasting benefits for the people who already rely on transit every day.

Public transit is a public good, and Metro's budget should reflect dignity, accessibility, and

equity for all riders.

Thank you,

Cynthia Strathmann, Executive Director (she/her)
[redacted]

From:	Jeovana Ramirez
To:	Board Clerk
Subject:	(EXTERNAL) Reject Expanded Fare Enforcement Spending in Metro's FY27 Budget
Date:	Thursday, May 21, 2026 3:13:06 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.

Dear Metro Board Members,

My name is Jeo
I am urging Metro to reject Items 7 and 8 in the proposed FY27 Budget and instead prioritize investment into the expansion of the LIFE Program, and move away from fare enforcement-based approaches to public safety.

The proposed budget acknowledges that fare revenues are decreasing because more riders are utilizing programs like LIFE, GoPass, and Fare Capping. This should be viewed as a success—not a problem. These programs help riders afford transportation during a time of rising housing and living costs across Los Angeles County.

Metro's own budget also states that safety should be "community-centered" and include a "care-based approach." However, Metro continues investing in fare enforcement, citations, removals, and expanded security deployment instead of fully investing in rider support and accessibility.

Fare enforcement disproportionately impacts low-income riders, youth, Black and Brown communities, immigrants, and unhoused people. Riders should not face punishment for being unable to afford fares.

I urge Metro to:
Increase LIFE enrollment to 40% and explore a LIFE to fare-less pilot program
Move toward fare-free transit for all riders
End fare enforcement practices, citations, and removals
Redirect funding toward frequent service, cleanliness, shade, lighting, accessibility, and ambassadors to be present on bus lines.
Invest in care-based safety strategies instead of punitive enforcement

If Metro truly wants riders to "feel safer," the solution is reliable service, clean stations, visible support staff, and affordable access—not increased enforcement presence.

As Metro prepares for the World Cup and Olympics, investments should create lasting benefits for the people who already rely on transit every day.

Public transit is a public good, and Metro's budget should reflect dignity, accessibility, and equity for all riders.

Thank you,

Jeovana Ramirez

[redacted]

From: Hannah McCarthy
To: Board Clerk
Subject: (EXTERNAL) Save Metrolink
Date: Tuesday, May 26, 2026 9:50:18 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 Board Clerk,

Metrolink is a deeply valuable community resource that must be saved.

In many places, Metrolink is the only public rail operator aside from Amtrak, making it the only affordable and efficient transit option for many SoCal residents. When I lived in Orange County without a car it was the only way for me to get to Los Angeles that wouldn't take hours. I still have many friends and family who live in OC without a car or with limited car access, and Metrolink is the only way to reliably get to Los Angeles.

Cutting funding to Metrolink would put it into a transit death spiral that would decimate it. Limited service is already what deters many people who are interested in commuting by rail from using Metrolink, and service cuts would only make it worse. With the upcoming Los Angeles Olympics in 2028, a deteriorating Metrolink service would be disastrous.

For many people who are not familiar with taking transit, Metrolink is often the most accessible and well known transit operator. People who ride Metrolink as kids often grow up to be transit advocates and become LA Metro and OCTA riders. Metrolink is a valuable introduction to transit for many in SoCal, and funding Metrolink only supports LA Metro and OCTA transit ridership.

Metrolink desperately needs reliable service, not service cuts.

SoCal deserves better.

Thank You,

Hannah McCarthy
[redacted]

From: Jesse Luu
To: Board Clerk
Subject: (EXTERNAL) Serve LA communities, Don"t Cut Metrolink services!
Date: Wednesday, May 20, 2026 10:30:43 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.

In LA County, The cost of living has gotten to an inhumane level. I'm concerned at how this diminishes accessibility and affordability, and how this can lead to even more pernicious trends…

Dear LA Metro Board Members,

As members of the LA Metro Board, you have been entrusted to represent the will of your constituency across LA County in all matters of transportation. The recent proposal to cut Metrolink service goes directly against the will of our communities.

Recent upheavals in chain supply have forced working-class families to choose between being able to afford groceries or afford the gas needed to get to work, school, and appointments. In such extreme times, we should hope that our representatives, like you, would step up to the challenge and provide avenues for relief, like resources and services. Not cut services for much needed public transportation.

We urge you to revoke the proposal to cut Metrolink services that our communities rely on everyday to commute, travel, and connect to loved ones.

We recommend you find other means of balancing your budget issues, including reconsidering where you've allotted the majority of your funds.

Sincerely,

Jesse Luu

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: Cameron Roper
To: Board Clerk
Subject: (EXTERNAL) Serve LA communities, Don"t Cut Metrolink services!
Date: Wednesday, May 20, 2026 10:23:19 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.

I rely on this train to visit family. Please don't cut it.

Dear LA Metro Board Members,

As members of the LA Metro Board, you have been entrusted to represent the will of your constituency across LA County in all matters of transportation. The recent proposal to cut Metrolink service goes directly against the will of our communities.

Recent upheavals in chain supply have forced working-class families to choose between being able to afford groceries or afford the gas needed to get to work, school, and appointments. In such extreme times, we should hope that our representatives, like you, would step up to the challenge and provide avenues for relief, like resources and services. Not cut services for much needed public transportation.

We urge you to revoke the proposal to cut Metrolink services that our communities rely on everyday to commute, travel, and connect to loved ones.

We recommend you find other means of balancing your budget issues, including reconsidering where you've allotted the majority of your funds.

Sincerely,

Cameron Roper

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: John Romero
To: Board Clerk
Subject: (EXTERNAL) Serve LA communities, Don"t Cut Metrolink services!
Date: Thursday, May 21, 2026 9:52:48 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.

Metrolink was the sole reason I was able to go on a trip for the first time. I vividly remember utilizing it to go to San Juan Capistrano growing up, and that's something I'll never forget. Keep the dream alive for those who can't afford a large scale expense and would rather explore the gems of Socal. It is imperative that you keep this funding, for the sake of the youth and everyone else.

Dear LA Metro Board Members,

As members of the LA Metro Board, you have been entrusted to represent the will of your constituency across LA County in all matters of transportation. The recent proposal to cut Metrolink service goes directly against the will of our communities.

Recent upheavals in chain supply have forced working-class families to choose between being able to afford groceries or afford the gas needed to get to work, school, and appointments. In such extreme times, we should hope that our representatives, like you, would step up to the challenge and provide avenues for relief, like resources and services. Not cut services for much needed public transportation.

We urge you to revoke the proposal to cut Metrolink services that our communities rely on everyday to commute, travel, and connect to loved ones.

We recommend you find other means of balancing your budget issues, including reconsidering where you've allotted the majority of your funds.

Sincerely,

John Romero

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: JOEL VELASCO MORALES
To: Board Clerk
Subject: (EXTERNAL) Support a FY26%2��27 Metro Budget that Expands Free, Accessible, and Care-Based Transit
Date: Wednesday, May 20, 2026 7:58:54 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.

Estimados miembros de la Junta de Metro: Mi nombre es [Joel Velasco y soy miembro de SAJE, organizaci%3%3n, l%3%Dneas de autob%3%As/tren que utiliza o el %3%1rea donde reside]. Urgo a Metro
que rechace los Puntos 7 y 8 del presupuesto propuesto para el a%3%1o fiscal 2027 y, en su lugar, priorizar la inversi%3%3n en la expansi%3%3n del Programa LIFE, y alejarse de los enfoques de seguridad p%3%Ablica basados %2��%2��en el enforzamiento del pago
de tarifas. El presupuesto reconoce que los ingresos por tarifas est%3%1n disminuyendo debido a que m%3%1s pasajeros est%3%1n utilizando programas como LIFE, GoPass y la Tarifa M%3%1xima (Fare Capping). Esto deber%3%Da considerarse un %3%9xito, no un problema.
Estos programas apoyan a pasajeros a poder pagar su transporte en un momento de aumento de los costos de vivienda y de vida en todo el condado de Los %3�ngeles. El presupuesto de Metro tambi%3%9n establece que la seguridad debe estar "centrada en la comunidad"
e incluir un "enfoque basado en el cuidado de la comunidad". Sin embargo, Metro contin%3%Aa invirtiendo en el enforzamiento de tarifas, multas, expulsiones y seguridad ampliada, en lugar de invertir en el apoyo a los pasajeros y en la accesibilidad del sistema.
El enforzamiento de tarifas afecta de manera desproporcionada a los pasajeros de bajos ingresos, a los j%3%3venes, a las comunidades negras y latinas, a los inmigrantes y a las personas sin hogar. Los pasajeros no deber%3%Dan enfrentar castigos por no poder
pagar las tarifas. Insto a Metro a: Aumentar la inscripci%3%3n en el Programa LIFE al 40% y explorar un piloto de LIFE hacia un programa sin tarifas. Avanzar hacia un transporte p%3%Ablico sin tarifas para todos los pasajeros. Poner fin a las pr%3%1cticas
de enforzamiento de tarifas, multas y a las expulsiones. Redirigir fondos hacia un servicio frecuente, la limpieza, la provisi%3%3n de sombra, la iluminaci%3%3n, la accesibilidad y la presencia de embajadores en las l%3%Dneas de autob%3%As. Invertir en estrategias
de seguridad basadas en el cuidado, en lugar del enforzamiento punitiva. Si Metro realmente desea que los pasajeros "se sientan m%3%1s seguros", la soluci%3%3n reside en un servicio confiable, estaciones limpias, personal de apoyo visible y un acceso asequible,
y no en una mayor presencia de enforzamiento. Mientras Metro se prepara para la Copa Mundial y los Juegos Ol%3%Dmpicos, las inversiones deber%3%Dan generar beneficios duraderos para las personas que ya dependen del transporte p%3%Ablico a diario. El transporte
p%3%Ablico es un bien p%3%Ablico, y el presupuesto de Metro deber%3%Da reflejar dignidad, accesibilidad y equidad para todos los pasajeros. Gracias,

Yahoo Mail: Search, Organize, Conquer

From: Aida Vega
To: Board Clerk
Subject: (EXTERNAL) Support a FY26–27 Metro Budget that Expands Free, Accessible, and Care-Based Transit
Date: Wednesday, May 20, 2026 7:57:03 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.

Si Estimados miembros de la Junta de Metro: Mi nombre es Aida , soy de parte de Saje .líneas de autobús/tren que utiliza o el área donde reside]. Urgo a Metro que rechace los Puntos 7 y 8 del presupuesto propuesto para el año fiscal 2027 y, en su lugar, priorizar la inversión en la expansión del Programa LIFE, y alejarse de los enfoques de seguridad pública basados en el enforzamiento del pago de tarifas. El presupuesto reconoce que los ingresos por tarifas están disminuyendo debido a que más pasajeros están utilizando programas como LIFE, GoPass y la Tarifa Máxima (Fare Capping). Esto debería considerarse un éxito, no un problema. Estos programas apoyan a pasajeros a poder pagar su transporte en un momento de aumento de los costos de vivienda y de vida en todo el condado de Los Ángeles. El presupuesto de Metro también establece que la seguridad debe estar "centrada en la comunidad" e incluir un "enfoque basado en el cuidado de la comunidad". Sin embargo, Metro continúa invirtiendo en el enforzamiento de tarifas, multas, expulsiones y seguridad ampliada, en lugar de invertir en el apoyo a los pasajeros y en la accesibilidad del sistema. El enforzamiento de tarifas afecta de manera desproporcionada a los pasajeros de bajos ingresos, a los jóvenes, a las comunidades negras y latinas, a los inmigrantes y a las personas sin hogar. Los pasajeros no deberían enfrentar castigos por no poder pagar las tarifas. Insto a Metro a: Aumentar la inscripción en el Programa LIFE al 40% y explorar un piloto de LIFE hacia un programa sin tarifas. Avanzar hacia un transporte público sin tarifas para todos los pasajeros. Poner fin a las prácticas de enforzamiento de tarifas, multas y a las expulsiones. Redirigir fondos hacia un servicio frecuente, la limpieza, la provisión de sombra, la iluminación, la accesibilidad y la presencia de embajadores en las líneas de autobús. Invertir en estrategias de seguridad basadas en el cuidado, en lugar del enforzamiento punitiva. Si Metro realmente desea que los pasajeros "se sientan más seguros", la solución reside en un servicio confiable, estaciones limpias, personal de apoyo visible y un acceso asequible, y no en una mayor presencia de enforzamiento. Mientras Metro se prepara para la Copa Mundial y los Juegos Olímpicos, las inversiones deberían generar beneficios duraderos para las personas que ya dependen del transporte público a diario. El transporte público es un bien público, y el presupuesto de Metro debería reflejar dignidad, accesibilidad y equidad para todos los pasajeros. Gracias,

Aida Vega

From: Stevie Ruiz
To: Board Clerk
Subject: (EXTERNAL) Support for Metrolink in the Budget 2026-2027
Date: Friday, May 22, 2026 9:16:25 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro:

I am writing in opposition to budget cuts for Metrolink. Please restore the budget and add more money because this is a vital lifeline for CSUN students.

Cheers,
Stevie

--
Stevie Ruiz, Ph.D.
[redacted]

From: a b
To: Board Clerk
Subject: (EXTERNAL) transit funding should be a priority all the time, not just during international sports events
Date: Wednesday, May 27, 2026 4:50:30 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 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,

a b
[redacted]

From: Samuel Goss
To: Board Clerk
Subject: (EXTERNAL) Transportation is a network, don"t blow up our highways
Date: Thursday, May 21, 2026 6:52:44 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 Board Clerk,

Just like roads, public transportation is a network. By defending Metrolink you are taking away the equivalent of the highways for transportation users, a service that moves people efficiently long distances to get near their final destination.

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. With massive world wide events happening in our region in the coming years this is not the time to be reducing investment

We deserve better.

Thank You,
Sam Goss

[redacted]

From: Leya Luo
To: Board Clerk
Subject: (EXTERNAL) Written Comment for 5/28 Meeting
Date: Monday, May 25, 2026 4:11:02 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.

To whomever it may concern,

My name is Leya Luo and I am a UCLA graduate student in neuroscience who lives in the Westwood area. My partner has recently been accepted by UC Riverside, and will come to California to pursue a PhD in theoretical computer science this fall. The two of us plan to live together and commute to our respective universities, so the Metrolink service cuts are especially impactful to us. In order for us to live together, there must be a viable commuting option between Los Angeles and Riverside. Before the service cuts, there was a viable train (4PM) out of Riverside that went to Los Angeles, but after the service cuts, there is no viable commuting option between Riverside and Los Angeles. Therefore, this reduction of service impairs the ability of people to commute between Riverside and Los Angeles, which leads to a reduction in productivity as all the people who were using that line to commute now have to find an alternate, less-efficient route. Furthermore, reducing Metrolink services will reduce the revenue brought in by the Metrolink system, and further amplify the existing budget difficulties. Due to high gas prices, there is demand for an alternate method of transportation, such as Metrolink, but people will only use the Metrolink system if it regularly provides transport to areas of interest, which will not occur with the service cuts.

To conclude, I believe that cutting Metrolink funding is a mistake that will not solve any of the budgetary problems and will only make them worse by decreasing the potential Metrolink customer base.

Sincerely,

Leya Luo

May 27, 2026

Chair Dutra and Members of the Board
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza, 3rd Floor, Metro Board Room
Los Angeles, CA 90012

RE: Increase Investments in Zero-Emission Buses – GENERAL COMMENT on Item #22: Fiscal Year 2027 Proposed Budget and AGAINST Item #43: Renewable Natural Gas Provider

Dear Chair Dutra and Members of the Board:

As the Los Angeles County Electric Truck and Bus Coalition (LACETBC), we write regarding the urgent need for Metro to invest in zero-emission buses. **We urge Metro to increase its allocations in the Fiscal Year 2027 proposed budget for zero-emission buses (ZEBs) and the supporting charging infrastructure and to reconsider the proposed $250 million, 8-year contract with Shell for renewable natural gas (RNG).** These critical actions will enable Metro to deliver cleaner, safer rides to the 80 percent of its ridership that relies on transit buses.

Our coalition is committed to achieving zero-emission electric bus and truck adoption with robust workforce standards so that communities can breathe clean air and enjoy family-sustaining, high-wage careers.

First, we commend Metro for increasing its investment in ZEB procurement by $11 million compared to the Fiscal Year 2026 budget. However, the proposed allocation of $47 million does not go far enough. Metro staff has estimated that "transitioning the entire fleet and all ten divisions to zero emission no later than 2035 will require nearly three times [the current] average annual investment."[1] Accordingly, we request that Metro increase this investment to at least $105 million—triple the FY 26 amount.

An increased allocation to ZEB procurement would better reflect Metro's own stated values, as well as the values of its ridership. In the introductory remarks to the proposed budget, Metro

[1] 2024-0470.pdf

CEO Stephanie Wiggins noted that, "budgets are statements of values - and Metro's values are focused on delivering a transit experience that is better for everyone - safer, cleaner, more reliable and easier to use."[2] Emissions are a significant factor in both safety and cleanliness, as pollution from gas-powered buses produces dangerous health and environmental impacts. Furthermore, in Metro's public outreach report, "earth-friendly buses" were identified as a top ten priority for its riders.[3] Despite this, a $47 million allocation totals only about 0.5 percent of the total budget.

We also strongly oppose the proposed contract with Shell to provide RNG to Metro. Metro should under no circumstances be supporting Shell with a contract of this magnitude. Shell has caused significant harm to communities here and across the globe. Notably, the company is named in the State of California's lawsuit against giant oil companies for engaging in a decades-long campaign of deception and creating statewide climate change-related harms in California. Consequently, California has spent tens of billions of dollars to adapt to climate change and address the damages climate change has caused so far, including health and environmental impacts, and the state will need to spend multiples of that in the years to come.[4] Los Angeles is not immune to Shell's misconduct. As home to the country's largest urban oil field, many communities here—especially the low-income and minority communities in Carson[5]—are within close proximity of active, idle, and leaking wells and tanks that have been strongly correlated with higher rates of asthma, cancer, and other long-term respiratory issues.[6]

In general, RNG needs to be phased out. Metro claims that its RNG buses are "clean air vehicles," but in reality, RNG is a dirty and dangerous fuel that is functionally equivalent to burning fossil fuels in terms of unhealthy air pollution impacts to our communities in Los Angeles. Burning RNG produces nitrogen oxides (NO_X) emissions and contributes to particulate matter and ozone (smog) formation. Exposure to these pollutants is linked to health impacts such as respiratory illness, heart disease, cancer, reproductive issues, and even early

---

[2] Fiscal Year 2027 Proposed Budget Book Summary.pdf

[3] Metro Board Report to the Finance, Budget, and Audit Committee, Attachment D, May 21, 2026. We would also like to draw attention to the vague term "earth-friendly" and the absence of specificity to zero-emission buses in the My Metro Priorities initiative. It is critical that Metro does not consider biofuels such as RNG as "earth-friendly," because they release dangerous co-pollutants into the air that our communities breathe.

[4] Attorney General Bonta Announces Lawsuit Against Oil and Gas Companies for Misleading Public About Climate Change | State of California - Department of Justice - Office of the Attorney General

[5] City of Carson Takes on Shell Oil, Courthouse News Service, January 28, 2013

[6] Assessing the Health and Community Impacts of Oil Drilling Near Homes in South Los Angeles — Institute of the Environment and Sustainability at UCLA

death.[7]

Metro staff asserts that RNG is an important bridge fuel to electrification, and that the Low Carbon Fuel Standard (LCFS) credits Shell will provide Metro is a major factor in the contract decision. We feel that these factors do not warrant the award to Shell. While we appreciate that 80 percent of the revenue from LCFS is used toward ZEBs, Metro will only start receiving those credits in 2031—after the original 2030 deadline for electrifying its buses. The transition to ZEBs is too urgent and critical to rely on these future LCFS credits with value that is uncertain and changing as credit intensity scoring is adjusted. Metro needs to act now to increase its budget for ZEBs and build a more sustainable funding stream for the transition. Electrifying as fast as possible will also provide the most benefit in the long term, as it will allow for capturing maximum credits for ZEBs as cleaner fuels will lose value in the market every year as the benchmarks decrease.

Metro must catalyze increased electric bus deployments so we can get ZEBs on the road, cut air pollution, build the infrastructure we need to support the transition, create good manufacturing jobs, and foster community benefits for the Los Angeles region. We can do all of this and still provide reliable bus service.

We look forward to working with you on this effort and continuing to be engaged.

Sincerely,
The Los Angeles County Electric Truck and Bus Coalition

[7] Health Impact of Pollution | State of the Air | American Lung Association

Barclay F. Corbus
President and Chief Executive Officer

May 27, 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 [redacted] e we understand that the CEO has denied our [redacted] wered questions about this procurement that leaves [redacted] enges.

[redacted] ront-loaded offer provided over $50 million in natural gas commodity savings over the base term and more than $31 million over the full eight-year term at a time when Metro is stretched financially and cutting essential services. Shell's bid proposes to offset higher commodity costs by promising to give Metro more LCFS and RIN revenue. Ongoing volatility in the California Low Carbon Fuel Standard (LCFS) program and Trump EPA Renewable Fuel Standard program is likely to impact the value of these credits, which Metro failed to account. California's LCFS program is facing increasing bipartisan political pressure, with multiple bills seeking to scale back or eliminate the program, if not remove RNG's participation altogether.

Metro did not factor in its goal to deliver 100% ZEB program no later than 2035, and how this will reduce RNG purchases over the life of the contract. Lower RNG volumes directly reduce the credits Shell must provide and limit the value of Shell's natural gas commodity discounts which are applied towards the end of the contract. Based on 1600 ZEB being deployed by the end of this contract, Metro will not realize approximately $99 million in value that is currently being attributed to Shell as basis of award. This oversight exposes Metro to material financial risk and is evidence of a flawed evaluation process.

Moreover, Shell's proposal was non-responsive and did not provide all the necessary information required by the RFP. Staff did not appropriately address this concern in its

Clean Energy
4675 MacArthur Court, Suite 800
Newport Beach, CA 92660
(949) 437-1000

CleanEnergyFuels.com

Barclay F. Corbus
President and Chief Executive Officer

protest response to Clean Energy. Metro's extremely onerous RFP requirements limited the number of market participants from submitting proposals. By awarding this contract to a non-responsive bidder, Metro is opening itself to unfair anti-competitive challenges in the market. Clean Energy is aware of counterparties that did not bid due to these requirements, including some of our suppliers that Shell is trying to buy RNG from to serve Metro.

Despite these glaring defects in the scoring process, Clean Energy outscored Shell on 60% of the RFP and finished 0.29 points behind Shell overall.

Clean Energy respectfully requests the Board direct staff to cancel and reissue this RFP. We are prepared to extend our current contracts with Metro through 2026 to allow for a fair process to ensue.

Sincerely,

[redacted]

Barclay F. Corbus
President & CEO

Clean Energy
4675 MacArthur Court, Suite 800
Newport Beach, CA 92660
(949) 437-1000

CleanEnergyFuels.com

Southern California's Leading Transit Advocacy Group
P.O. Box 567 * San Fernando, CA 91341-0567
Voice: 818.419.1671 * Cell: 747.300.7778
www.transitcoalition.org

The Transit Coalition (a project of Pacoima Beautiful) is a nonprofit public charity exempt from federal income tax under Section 501[c](3) of the Internal Revenue Code

27 May 2026

The Honorable Fernando Dutra
Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item 43, 2026-0134 Concerns Regarding RFP No. OP132076 – Renewable Natural Gas (RNG) Provider, Reject the Contract Award

Dear Chair Dutra and Directors:

The Transit Coalition (TTC) strongly urges the LA Metro Board of Directors to reject the staff recommendation to award the Renewable Natural Gas (RNG) contract to Shell Energy North America.

As an organization dedicated to the sustainability, efficiency, and financial health of our regional transit network, TTC is deeply concerned that this award prioritizes speculative financial models over the immediate, tangible fiscal needs of LA Metro.

At a time when LA Metro is grappling with a projected $2.3 billion cumulative budget deficit through 2030 and staff is actively being forced to consider service cuts to vital transit lines, every dollar of operational expenditure must be scrutinized.

The LA Metro Staff current recommendation places the agency at unnecessary risk by favoring a proposal that relies on speculative future credit revenues—revenues that may not materialize as the industry evolves and as Metro continues its necessary transition toward electric bus technology.

In contrast, the Clean Energy proposal offers what Metro needs today: $65 million in guaranteed, front-loaded commodity savings over the first two years of the contract.

Relying on uncertain future environmental credits—when the agency has an urgent, documented need for real-time operational budget relief—is a gamble that Metro cannot afford.

Beyond the urgent fiscal necessity, LA Metro must consider the reliability of Clean Energy, whom as Metro partners has served as a cornerstone of the agency's clean-fuel infrastructure since 2009.

Clean Energy is a California-based company with a proven history of delivering dependable RNG supplies and maintaining the critical infrastructure that keeps the LA Metro fleet reliably on the road.

Entrusting our fueling requirements to a provider without that long-standing, community-embedded history introduces an operational vulnerability that could disrupt service for thousands of riders across Los Angeles County.

The Coalition asks the Board to prioritize the immediate financial stability of the agency and the reliability of ongoing transit operations.

TTC urges you, as Board Members and as the public fiscal guardians, to reject the current staff recommendation, re-issue the RFP, or extend the existing contract with a proven local provider who offers the cost certainty Metro requires to survive these challenging budget years.

Thank you for your time and your commitment to a sustainable, functioning transit system for all Angelenos.

Sincerely,

Bart Reed
Executive Director

From: LA City SNow
To: Board Clerk; Clerk.CIS@lacity.org [redacted]
Subject: (EXTERNAL) Your Community Impact Statement Submittal - Council File Number: 15-0989-S62
Date: Tuesday, May 12, 2026 11:02:49 AM
Attachments: Item VII(f) Community Impact Statement Regarding Council File 15-0989-S62 (1).pdf

---

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.

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enable by the to Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or rResolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website.Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Councils rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

******** This is an automated response, please DO NOT reply to this email. ********

Contact Information
Neighborhood Council: North Westwood

Name: Sailasya Munamarty
Email: [redacted]
The Board approved this CIS by a vote of: Yea(15) Nay(0) Abstain(0) Ineligible(0) Recusal(0)
Date of NC Board Action: 04/08/2026
Type of NC Board Action: For

Impact Information
Date: 05/12/2026
Update to a Previous Input: No
Directed To: City Council and Committees, Ad Hoc 2028 Olympic & Paralympic Games Committee
Council File Number: 15-0989-S62
City Planning Number:
Agenda Date:
Item Number:
Summary: Please see attached community impact statement.

- COMMUNITY IMPACT STATEMENT -

Council File: 15-0989-S62

Title: 2028 Olympic and Paralympic Games (LA 2028) / Procurement Platform Opportunities / City Regional Alliance Marketplace

Position: For

Summary:

The North Westwood Neighborhood Council (NWWNC) supports efforts by the Los Angeles City Council (Council) to make contracting and procurement opportunities more accessible to businesses of all sizes in anticipation of the 2028 Olympic and Paralympic Games (the Games) including, without limitation, through public posting of bid opportunities, requests for proposals, and subcontracting opportunities from City departments and affiliated agencies in one centralized location on the Regional Alliance Marketplace for Procurement (RAMP LA) website.

As the future home of the 2028 Olympic Village, North Westwood will be at the heart of major tourist and commercial activity involving local, regional, national, and international stakeholders in the time periods leading up to, during, and after the Games. This includes significant anticipated involvement in the cultural, entertainment, and other participation opportunities comprising non-venue activations (NVAs), as well as a general increase in commercial activity based on the considerable expected inflow of tourists to our city in general and to our neighborhood in particular.

Accordingly, equitable access to public contracting opportunities is paramount to enable North Westwood's local businesses (especially its small, minority-owned, and disadvantaged businesses) to more easily participate in procurement processes. North Westwood's businesses, along with others located in the City of Los Angeles, will be most impacted by the Games and should have priority in being able to apply for procurement opportunities in one centralized portal to the extent possible for ease of reference.

From: LA City SNow
To: Board Clerk; [redacted]
Subject: (EXTERNAL) Your Community Impact Statement Submittal - Council File Number: 15-0989-S64
Date: Tuesday, May 12, 2026 11:10:54 AM
Attachments: Item 7 - Community Impact Statement Regarding Council File 15-0989-S64.pdf

---

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.

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enable by the to Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or rResolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website.Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Councils rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

******** This is an automated response, please DO NOT reply to this email. ********

Contact Information

Neighborhood Council: North Westwood
Name: Sailasya Munamarty
Email: [redacted]
The Board approved this CIS by a vote of: Yea(14) Nay(0) Abstain(0) Ineligible(0) Recusal(0)
Date of NC Board Action: 05/06/2026
Type of NC Board Action: For

Impact Information
Date: 05/12/2026
Update to a Previous Input: No
Directed To: City Council and Committees, Ad Hoc 2028 Olympic & Paralympic Games Committee, Board of Public Works Commissioners, Building and Safety Commissioners
Council File Number: 15-0989-S64
City Planning Number:
Agenda Date:
Item Number:
Summary: Please see attached community impact statement.

- COMMUNITY IMPACT STATEMENT -

Council File: 15-0989-S64

Title: 2028 Olympic and Paralympic Games (LA 2028) / Public Right-of-Way / Mobility Readiness /Youth Sidewalk Repair Program / FIFA Activations

Position: For

Summary:

The North Westwood Neighborhood Council ("NWWNC") supports the motion to accelerate pedestrian facility repairs and infrastructure improvements in preparation for the 2028 Olympic and Paralympic Games.

North Westwood is home to major regional destinations, dense residential communities, and critical transportation corridors that will experience increased visitation and mobility demand associated with upcoming global events, including the 2026 FIFA World Cup and the 2028 Games. Key corridors such as Wilshire Boulevard, Westwood Boulevard, Santa Monica Boulevard, Gayley Avenue, and Le Conte Avenue, as well as the areas surrounding the UCLA campus, Westwood Village, and the Wilshire Bus Rapid Transit Corridor, are already heavily utilized by pedestrians, transit riders, and persons with disabilities.

Many of these corridors contain aging or uneven sidewalks, substandard curb ramps, and crosswalks that would benefit from timely repair and modernization. Improvements along these routes are essential to ensure safe, accessible, and ADA-compliant pathways, not only for visitors, but for the daily needs of residents, students, seniors, workers, and community members who rely on walking and transit as primary modes of transportation.

Westwood Park—a planned activation zone for the 2026 FIFA World Cup and 2028 Olympics and Paralympics—lacks curb ramps, has sidewalk obstructions, or is missing entire sidewalk segments along all pedestrian access routes. This lack of accessibility to a major community resource and event activation zone is unacceptable, and it is crucial that it is addressed ASAP.

NWWNC strongly supports the motion's emphasis on accessibility as a foundational legacy of the Games. Investments in pedestrian infrastructure along these specific Westwood corridors align with long-standing community priorities, including safer walkability, improved first/last mile connections to transit, and reduced reliance on automobiles. Enhancing connectivity between transit stops, commercial areas, and residential neighborhoods will deliver lasting benefits well beyond 2028.

NWWNC also commends the motion's support for partnerships with community-based organizations such as the Los Angeles Neighborhood Initiative and the Los Angeles Conservation Corps. These partnerships not only help deliver critical infrastructure improvements efficiently, but also provide valuable workforce development opportunities for local youth, including hands-on experience through sidewalk repair programs.

Finally, NWWNC appreciates the urgency reflected in this motion. Accelerating repairs through coordinated, multi-departmental efforts and flexible contracting mechanisms is necessary to meet fast-approaching deadlines while ensuring accountability, quality, and minimal disruption to the community.

For these reasons, the North Westwood Neighborhood Council urges the Los Angeles City Council to adopt this motion and continue prioritizing investments that create safer, more accessible, and more resilient public spaces for all.

From: LA City SNow
To: [redacted]; Board Clerk; [redacted]
Subject: (EXTERNAL) Your Community Impact Statement Submittal
Date: Tuesday, May 12, 2026 11:13:44 AM
Attachments: Item 8 - Community Impact Statement Regarding Council File 15-0989-S66.pdf

---

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.

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enable by the to Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or rResolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website.Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Councils rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

******** This is an automated response, please DO NOT reply to this email. ********

Contact Information
Neighborhood Council: North Westwood

Name: Sailasya Munamarty
Email: [redacted]
The Board approved this CIS by a vote of: Yea(14) Nay(0) Abstain(0) Ineligible(0) Recusal(0)
Date of NC Board Action: 05/06/2026
Type of NC Board Action: For

Impact Information
Date: 05/12/2026
Update to a Previous Input: No
Directed To: Ad Hoc 2028 Olympic & Paralympic Games Committee, City Council and Committees, Charter Reform Commission
Council File Number:
City Planning Number:
Agenda Date:
Item Number:
Summary: Please see attached community impact statement.

- COMMUNITY IMPACT STATEMENT -

Council File: 15-0989-S66

Title: Zero-Cost Principle for the LA28 Games / Charter Reform / Unreimbursed Costs / Legacy Fund

Position: For

Summary:

The North Westwood Neighborhood Council ("NWWNC") supports the motion to establish a "Zero-Cost Principle for the LA28 Games" within the Los Angeles City Charter to ensure that the City of Los Angeles does not incur unreimbursed costs associated with hosting the 2028 Olympic and Paralympic Games.

North Westwood is home to major institutions, dense residential communities, and key transportation corridors that will likely experience significant impacts before, during, and after the 2028 Games. As a neighborhood situated near major regional destinations and transit routes, North Westwood residents are particularly sensitive to disruptions in public safety services, transportation access, and essential City resources.

The motion correctly identifies a fundamental concern, namely: the lack of clarity surrounding the definition and allocation of potential "surplus funds" within the LA28 budget, particularly given that critical costs (e.g., security, emergency services, and unforeseen contingencies) are not fully accounted for. With preliminary estimates suggesting that security costs alone may exceed $1 billion, the risk that the City could bear unreimbursed expenses is substantial and unacceptable.

NWWNC strongly believes that City resources must first and foremost serve its residents. Any diversion of funds to a Legacy Fund before the City is made whole would undermine essential services, including public safety, sanitation, and transportation infrastructure (i.e., services that North Westwood residents rely upon daily, especially along high-traffic corridors such as Wilshire Boulevard, Westwood Boulevard, Santa Monica Boulevard, and Le Conte Avenue).

Codifying a Zero-Cost Principle in the City Charter will provide necessary accountability and transparency, ensuring that the financial burden of hosting the

Games does not fall on taxpayers or compromise the City's ability to deliver core services. This safeguard is essential not only for fiscal responsibility but also for maintaining public trust.

For these reasons, the North Westwood Neighborhood Council urges the Los Angeles City Council to adopt this motion and take all necessary steps to protect the City's financial stability and the well-being of its communities.

From: LA City SNow
To: Board Clerk; [redacted]
Subject: (EXTERNAL) Your Community Impact Statement Submittal - Council File Number: 15-0989-S67
Date: Tuesday, May 12, 2026 11:15:20 AM
Attachments: Item 9 - Community Impact Statement Regarding Council File 15-0989-S67.pdf

---

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.

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enable by the to Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or rResolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website.Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Councils rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

******** This is an automated response, please DO NOT reply to this email. ********

Contact Information
Neighborhood Council: North Westwood

Name: Sailasya Munamarty
Email: [redacted]
The Board approved this CIS by a vote of: Yea(14) Nay(0) Abstain(0) Ineligible(0) Recusal(0)
Date of NC Board Action: 05/06/2026
Type of NC Board Action: For

Impact Information
Date: 05/12/2026
Update to a Previous Input: No
Directed To: Ad Hoc 2028 Olympic & Paralympic Games Committee, City Council and Committees
Council File Number: 15-0989-S67
City Planning Number:
Agenda Date:
Item Number:
Summary: Please see attached community impact statement.

- COMMUNITY IMPACT STATEMENT -

Council File: 15-0989-S67

Title: 2028 Olympic and Paralympic Games / Prioritize City of Los Angeles Businesses / Transparent Procurement / Quarterly Reports

Position: For

Summary:

The North Westwood Neighborhood Council ("NWWNC") strongly supports the motion introduced to ensure transparency, accountability, and equity in the procurement practices associated with the 2028 Olympic and Paralympic Games.

North Westwood is home to a diverse mix of small businesses, service providers, and entrepreneurs who form the backbone of our local economy. These businesses stand to benefit significantly from the economic opportunities generated by the Games. However, without clear, enforceable procurement policies prioritizing City of Los Angeles businesses, there is a substantial risk that these opportunities will bypass local stakeholders in favor of larger, multinational firms.

NWWNC is particularly concerned that LA28's current procurement framework lacks sufficient transparency and specificity. As outlined in the motion, the absence of clearly defined total addressable spend, sector-specific allocations, and anticipated contract values makes it difficult to assess whether local businesses will receive a fair share of opportunities. Additionally, it remains unclear how prior City Council directives (specifically those outlined in Council Files 15-0989-S51, S52, S58, S59, and S62) have been incorporated into LA28's planning and implementation.

The City of Los Angeles is assuming significant financial responsibility for hosting the Games. As such, it is both reasonable and necessary that the City require a procurement structure that prioritizes local economic benefit. Accordingly, NWWNC strongly supports the establishment of a tiered vendor preference system that places City of Los Angeles businesses first, followed by Los Angeles County, and then the broader regional market.

Equally important is the need for robust oversight and reporting mechanisms. Quarterly reporting on procurement activities, measurable outcomes, and progress

toward equity goals will be essential to ensure accountability and to allow for timely course corrections if necessary.

The 2028 Games represent a once-in-a-generation opportunity to uplift local economies and create lasting benefits for communities like North Westwood. With thoughtful policy implementation and rigorous oversight, the City can ensure that these benefits are distributed equitably and transparently.

For these reasons, the North Westwood Neighborhood Council urges the Los Angeles City Council to adopt this motion and take the necessary steps to protect and prioritize the economic interests of local businesses.

From: JESSICA CHIANG
To: Board Clerk
Subject: (EXTERNAL) Sepulveda Pass Development - SMC student Comments
Date: Tuesday, May 19, 2026 8:43:09 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board,

I am a student at Santa Monica College and am writing to you about the development of the Sepulveda Pass subway. I ask you to kindly consider the Bundy/Expo station and the Bundy/Centinela corridors as alternative endpoints to the Sepulveda/Expo station.

Both of these corridors are four-lane highways with a center lane and street parking along nearly all of the corridor. Both corridors are also good candidates for a bus or Bus Rapid Transit system to LAX, and could accommodate a subway extension if deemed necessary.

Please consider the advantages of these potential stations and corridors:
Bundy/Expo
- Access to various Santa Monica College campuses
- Concentration of residential and commercial uses, great potential for passenger growth

Bundy/Centinela
- New high-density housing coming to the former Santa Monica Business Park by Boston Properties
- Planned student housing project at the Bundy Campus will be along the Bundy/Centinela corridor
- Loyola Marymount University Jefferson campus at Centinela and Jefferson
- Significant development opportunities along Bundy/Centinela

In contrast, please consider these points regarding the Sepulveda corridor:
- Less residential and more commercial development
- Shopping centers attract car-dependent shopping habits due to the need to transport purchased goods

For these reasons, the higher-density housing centers suggested will provide more consistent, daily, multi-directional trips for many current and future residents along Bundy/Expo and Bundy/Centinela. These stops would also significantly help SMC students get to and from the valley.

I kindly urge you to consider these points and review the viability of these alternative endpoints to the Sepulveda/Expo station. Thank you very much for your time and attention to this matter.

Best regards,

Jessica Chiang

From: Ian Michelson
To: Board Clerk; [redacted]
Cc: [redacted]
Subject: (EXTERNAL) Request for Study: Mid-City/Koreatown to Playa del Rey Transit Connection
Date: Tuesday, May 19, 2026 9:32:00 PM
Attachments: The I to C Line .pdf

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,

My name is Ian Michelson, and I live at [redacted] in Los Angeles. I am writing to ask whether Metro, Council District 10, and Supervisor Mitchell's office would consider studying a better transit connection between Mid-City/Koreatown and Playa del Rey.

This request began because my girlfriend, Caitlin, lives on W Talbert Street in Playa del Rey. The trip is only about 16 miles by car, but depending on traffic, it can take anywhere from 25 minutes to nearly an hour. In other words, visiting my girlfriend sometimes requires the emotional preparation of a regional expedition.

I would love to see this corridor studied, beginning with a realistic option like an express bus or bus rapid transit pilot. If ridership is strong, Metro could later consider dedicated lanes, elevated rail, or even an underground connection.

I fully understand that a private bullet train from my house to Caitlin's house is not the first item on Metro's capital plan, even though I believe history will vindicate me. But a practical east-west transit connection between these neighborhoods feels like a real public need.

Thank you for your time and for your work on improving transportation access in Los Angeles.

Warmly,
Ian Michelson

The I to C Line - A Very Reasonable, Emotionally Urgent Transit Proposal

Proposed route:
Ian Michelson's house: [redacted]
Caitlin Herron's house: [redacted]

This proposal asks Metro, Council District 10, and Supervisor Holly Mitchell's office to consider studying a better transit connection between Mid-City/Koreatown and Playa del Rey. More specifically, it asks for a way to get from my house to Caitlin's house without having to spiritually prepare myself for the 10, the 405, and whatever strange traffic event Los Angeles has invented that day.

Right now, the trip is about **16 miles by car**. On a good day, it takes around **22 minutes**. During traffic, it can take **50–60 minutes**, which is not really a commute. It is more of a test of love, patience, and lower back strength. This started as a personal idea, but it points to a real Los Angeles problem: neighborhoods like Mid-City, Koreatown, Culver City, Playa Vista, Westchester, and Playa del Rey are close enough that they should be easier to reach without a car.

Los Angeles should not make a 16-mile trip feel like a side quest.

Why This Matters

A better transit connection could:

- Reduce car dependency
- Save residents money on gas
- Lower emissions
- Make cross-city trips more reliable
- Support local businesses
- Connect central Los Angeles to the coastal Westside
- Help people visit their girlfriends without entering a minor psychological battle

For me personally, the trip is about **32 miles round trip**. If gas is around **$6 per gallon** and my car gets about **25 miles per gallon**, each round trip costs roughly:

32 miles ÷ 25 mpg = 1.28 gallons | 1.28 gallons × $6/gallon = about $7.70 per round trip

That means:

Visits Per Week	Estimated Gas Cost Per Year
1 trip/week	about $400/year
2 trips/week	about $800/year

3 trips/week about $1,200/year

Environmental Benefit

Each round trip is about 32 driving miles. Using a common estimate of about 404 grams of CO_2 per mile for an average passenger vehicle: **32 miles × 404 grams = 12,928 grams of CO_2**

That equals about:

12.9 kg of CO_2 saved per avoided round trip

That is just one person's relationship commute. If a route like this served hundreds or thousands of similar trips across Mid-City, Koreatown, Culver City, Playa Vista, Westchester, and Playa del Rey, the emissions savings could become much more meaningful.

Possible Transit Options

Option 1: Express Bus or Bus Rapid Transit

The route could connect: **Mid-City/Koreatown to Culver City to Playa Vista to Playa del Rey**

It could begin as a limited-stop express bus and later become full bus rapid transit with dedicated lanes, signal priority, nicer stops, real-time arrival signs, and better pedestrian connections.

Estimated travel time: 30–50 minutes
Estimated cost: Lower than rail, likely in the hundreds of millions if fully built out.
Best part: This could actually happen before I am 80.

Rationale

This is the best starting point because it does not require digging tunnels, building stations underground, or convincing Los Angeles to immediately fund a multi-billion-dollar partner-to-girlfriend rail line. It would allow Metro and the City to test demand first. If people use it, the route could be upgraded over time. This is the responsible version of the dream.

Option 2: Elevated Rail

This would be a train built above existing roads or transportation corridors. It would glide over traffic while everyone below reflects on their choices.

Estimated travel time: 18–30 minutes
Estimated cost: High, likely several billion dollars depending on the route
Best part: Fast, futuristic, and deeply emotionally satisfying.

Rationale

Elevated rail would be more expensive than bus rapid transit, but it would be faster and more reliable. Because it would be separated from traffic, it would not get stuck behind cars, crashes, or construction. This option could use existing road or freeway corridors to limit property impacts. It would also make the route feel more permanent, visible, and connected to the larger Metro system.

Main Request

I am asking Metro, Council District 10, and Supervisor Mitchell's office to consider:

A feasibility study for a Mid-City/Koreatown to Playa del Rey transit corridor, beginning with an express bus or bus rapid transit pilot.

This would not just help me visit Caitlin. It would help connect neighborhoods that are close together but somehow feel separated by three emotional time zones.

A better connection could reduce traffic, save gas, lower emissions, support local businesses, and make Los Angeles feel more livable.

Signatures

Dan Michelson

- COMMUNITY IMPACT STATEMENT -

Title: Westside Cities Councils of Governments (WSCCOG) Westside Bus Connection Program

The North Westwood Neighborhood Council strongly supports the WSCCOG Westside Bus Connection Program, which seeks to improve transit between UCLA and other destinations with dedicated transit lanes and other transit priority measures prior to the 2028 Olympic and Paralympic games. In particular, the Sepulveda Blvd corridor is key to connect UCLA's campus and Westwood to UCLA's family housing and LAX. The elimination of the Westwood FlyAway Service five years ago has left a hole in reliable and fast transit to the airport for NWWNC stakeholders.. The Santa Monica Blvd corridor is also essential for our commuters, linking UCLA's medical and graduate student housing at Santa Monica/Westgate to campus and connecting UCLA-Santa Monica and UCLA-Reagan Hospitals. However, both corridors experience slow bus speeds, transit delay, and unreliability due to a lack of dedicated lanes and priority.

As design evolves for this project, we ask that the following elements be included:

- In general, we ask for full-time bus lanes, cloud-based transit signal priority, far-side bus stops, and dedicated bike lanes (separate from both the bus lanes and the vehicle lanes) throughout the project corridors.
- At a minimum, the project must adhere to LA's *Mobility Plan 2035*, including full-time bus lanes on the entirety of Sepulveda Blvd and Santa Monica Blvd, as well as class IV bike lanes on Santa Monica Blvd east of Westwood Blvd, Sepulveda Blvd South of Centinela, and Westchester Blvd/Arbor Vitae St east of Sepulveda.
- The project recently eliminated Sepulveda Blvd South of Centinela, and Westchester Blvd/Arbor Vitae St east of Sepulveda from bus lane upgrades, and we urge them to be added back into the project scope. Airport congestion can be the most severe in these segments, especially near holidays and large events (like the 2028 Olympics and Paralympics). Therefore, these segments are a prerequisite for predictable, reliable transit times to LAX. These segments were already approved as part of the *Mobility Plan 2035,* and are required to be implemented eventually. The best time is now.

- Where bike lanes and bus stops interact, we ask that boarding islands or shared boarding areas be implemented.
- Implement bus-only turn lanes/queue-jumps at key turning locations with high bus frequencies (similar to Aliso at Alameda or 1st at Spring in downtown LA):
    - A strategic coordinated series of queue jumps at westbound Kinross at Veteran (left turn), southbound Veteran at Wilshire (right turn), and westbound Wilshire at Sepulveda (left turn) will allow BBB routes 2, 17, and 18 to avoid 405 on-ramp traffic and allows CC 6/6R to seamlessly move from the future Lot 36 Transit Center across westbound Wilshire to southbound Sepulveda.
    - Left turn queue jump is needed at eastbound Wilshire at Veteran to access the Lot 36 Transit Center.
    - At eastbound Santa Monica at Westwood, the proposed travel lane reduction as part of the LADOT Westwood Blvd Safety and Mobility Project makes the second left turn lane redundant. It can be repurposed as a bus-only left turn lane to be used by BBB route 1. LA Metro 761 can utilize new routing on Santa Monica Boulevard and Sepulveda to take advantage of new bus lanes and queue jumps, as there are no stops between Santa Monica/Westwood and Sepulveda/Pico.

In addition to transit priority, the multijurisdictional nature of these corridors emphasizes the need for LA Metro, the City of Los Angeles, the City of Santa Monica, and Culver City to have cooperative bus lane enforcement and revenue sharing agreements in place prior to implementation to ensure bus lanes remain clear and effective.

Council File: 20-1335

Title: Westside Cities Council of Government / Measure M Multiyear Subregional Program / Grant Funds

Position: For

From: tklaus.santa.549q
To: Board Clerk
Subject: (EXTERNAL) General Public Comment: #40, 2026-0354
Date: Wednesday, May 20, 2026 7:03:54 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.

Dear Metro Board,
I have noticed that TSOs have been boarding the transit in LA to do TAP card checks with a card reader system on the devices to scan the cards. I support this system and want the TSOs to continue this system. However, I am hoping that the LA Metro Board will have a Proof of Payment policy that is more similar to Bay Area Rapid Transit (BART), so this can address fare enforcement with TAP Plus, mobile wallet users, and cash paying bus riders as well. This would result in more even spreading of fare enforcement throughout the system.
I would also like to note that I would like the Metro Board to enjoin the SGV Service Council letter sent to the Metro Board dated May 11, 2026 to support for reinstating fare enforcement

Thank you for reading the message.

From: p brown
To: Board Clerk
Subject: (EXTERNAL) Board mtg 5/28 - GENERAL COMMENT
Date: Wednesday, May 27, 2026 4:50:53 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.

Dear Directors:

This month, Metro's San Gabriel Valley Service Advisory Council sent a letter to you, the LA Metro Board, that "urges the Board to take immediate action to reinstate regular onboard fare inspections."

I am writing to express my strong support for the Council's recommendation.

Metro's analysis of rider views, conducted for the budget, found that the top concern is Public Safety (prioritizing enhanced security measures).

Metro data also found very clear and explicit linkages between fare evasion, crime and antisocial behavior on Metro, and how riders view safety and security.

Routine fare inspections systemwide, and the installation of fare gates and tap to exit at every station on every line, would contribute greatly to public perceptions of safety and security.

That investment will pay big dividends: more ridership as people feel safer and more badly needed fare revenue.

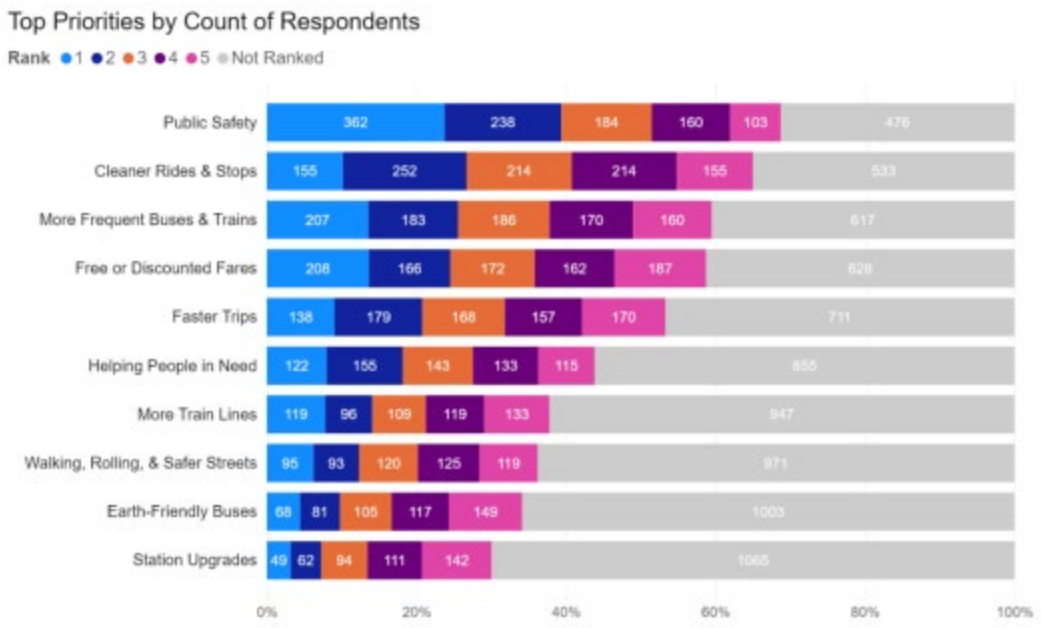
We know Metro can conduct effective fare enforcement – it did

so before 2018 – and other progressive cities with proof of payment systems successfully conduct fare enforcement.

Denver RTD did over five million fare checks on its system in 2025 - over 400,000 a month, compared to Metro's approximately 6,000 in February 2026.

As the SGV Service Advisory Council asks, please prioritize fare enforcement.

P.A. Brown
San Gabriel Valley



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

File #: 2026-0294, **File Type:** Program **Agenda Number:** 6.

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING the list of eligible SR-710 North Mobility Improvement Projects (MIP) in Attachment A;

B. AUTHORIZING the Chief Executive Officer or their designee to:
   1. ALLOCATE and program funds to three new MIPs in the City of Monterey Park as recommended in Attachment A;
   2. REALLOCATE funds from one existing MIP to another existing MIP in the City of Los Angeles and from one existing MIP to one new MIP and one existing MIP in the City of South Pasadena as recommended in Attachment A;
   3. APPROVE associated amendments to the Regional Transportation Improvement Program (RTIP) as shown in Attachment B.

ISSUE

The SR-710 North MIP includes more than $1 billion in Measure R, State, and Federal funding approved by the Board. The purpose of this report is to introduce four new MIPs (Attachment A) and associated amendments for the Regional Transportation Improvement Program (RTIP) (Attachment B) for Board approval.

BACKGROUND

Upon completion of the SR-710 Gap Closure Project environmental process and adoption of the Transportation System Management/Transportation Demand Management (TSM/TDM) as the Preferred Alternative, the Board approved Motion 29.1 by Directors Fasana, Barger, Solis, Garcetti, and Najarian (Attachment C) at its May 2017 meeting, identifying the next steps and guiding the implementation of the local mobility improvement projects to bring relief to the SR-710 corridor cities in the San Gabriel Valley, the Central subregion (City of Los Angeles), and the Los Angeles County unincorporated area of East Los Angeles affected by the SR-710 freeway gap. At its February 2022

meeting, the Board approved Motion 35 by Directors Solis, Sandoval, Barger, Bonin, Garcetti, and Butts (Attachment D), which clarifies eligible uses for MIP funds. This action expanded the eligible categories of improvements to include bus infrastructure improvements, bikeway improvements, and pedestrian improvements.

A total of $1,026,510,000 in Measure R, State, and Federal funds are allocated to the San Gabriel Valley cities of Alhambra, Monterey Park, Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena; and to the City and County of Los Angeles for eligible MIPs, starting in FY2020 and subject to the availability of funds. Project sponsors have initiated work on 45 MIPs. Staff has reported to the Board on the program bi-annually since December 2020.

Of the total State funds allocated, $70,836,000 has been programmed in the RTIP. The RTIP is formula funding administered by the California Transportation Commission (CTC) that Metro is responsible for developing and managing for Los Angeles County. At its December 2025 meeting, the Board approved the 2026 RTIP and the CTC subsequently approved the 2026 RTIP in March 2026. Amendments to the RTIP require Board and CTC approval.

DISCUSSION

Since the last SR-710 MIP update, the City of Los Angeles, City of Monterey Park, and City of South Pasadena have proposed to introduce new MIPs that are in accordance with Motion 35 or to reallocate funding for previously approved MIPs. Staff reviewed the project modifications (scope, descriptions, justifications, and preliminary cost estimates), project implementation, and anticipated benefits, which are summarized below.

City of Los Angeles

The City of Los Angeles is proposing to reallocate funds from one existing MIP to another existing MIP:

- Reallocate $15,082,146 from the Soto Street Widening Project (LA8.1.1.07) to the Huntington Drive Multi-Modal Transportation Improvement Project (LA8.4.2.06). The project would implement Class I, Class IV, and Class III bicycle facilities, along with new and widened sidewalks, accessible curb ramps, high visibility crossings, bulb-outs, lighting, shade trees, and bus stop improvements along 4.0 miles on Huntington Drive and Mission Road from Valley Boulevard to Kendall Avenue. This project will likely decrease Vehicle Miles Traveled (VMT).

The funds for the Soto Street Widening Project (LA8.1.1.07) are currently programmed in the RTIP. Metro staff will request an RTIP amendment to reprogram the funds to the Huntington Drive Multi-Modal Transportation Improvement Project (LA8.4.2.06) as shown in Attachment B. The CTC's guidelines for the RTIP require that a project or project phase programmed in the RTIP have a full funding commitment from RTIP and other committed funds to be included in the RTIP. Per the City of Los Angeles' Request Letter (Attachment F), the funds for the right-of-way phase that will remain on the Soto Street Widening Project are sufficient to complete the phase and the balance of design and construction funds for the Huntington Drive Multi-Modal Transportation Improvement Project are anticipated to come from an Active Transportation Program Cycle 8 grant. In the event that either

project fails to meet the full funding requirement due to cost increases or inability to secure the anticipated grant funds, the CTC requires that Metro delete the project from the RTIP.

City of Monterey Park

The City of Monterey Park is proposing to allocate $5,000,000 to the following three new MIPs:

- Allocate $2,000,000 in Measure R funds to the Floral Drive Pedestrian Mobility Improvements (Collegian Avenue to Mednik Avenue) project (MR2.5.6.02). The project would construct new sidewalks and accessible curb ramps, high-visibility crosswalks, curb extensions, and rectangular rapid flashing beacons or signal timing updates. This project will likely decrease VMT.
- Allocate $2,500,000 in Measure R funds to the Garvey Avenue Pedestrian Mobility Improvements (Atlantic Boulevard to Casuda Canyon Drive) project (MR2.5.6.03). The project would construct continuous sidewalks, accessible curb ramps, and marked crossings with a pedestrian refuge and Pedestrian Hybrid Beacons, and upgrade driveways, bus stops, lighting, signage, and wayfinding. This project will likely decrease VMT.
- Allocate $500,000 in Measure R funds to the New Avenue & Hellman Avenue Intersection Safety Improvements (Near Mark Keppel High School) project (MR2.3.6.01). The project would install dedicated protected left-turn signal phasing, upgrade the controller and cabinet with advanced vehicle detection systems, and update intersection striping, accessible curb ramps, leading pedestrian intervals, signage, wayfinding, and signal timing coordination. This project will likely increase VMT.

The funding for the three new MIPs will be drawn from the city's unallocated MIP funds, reducing the unallocated balance from $6,598,000 to $1,598,000. To date, the city has programmed $98,702,000 to 10 projects.

City of South Pasadena

The City of South Pasadena is proposing to reallocate $40,000,000 from one existing MIP to one new MIP and one existing MIP:

- Reallocate $10,000,000 in Measure R funds from SR-110/Fair Oaks Ave Interchange Modifications (MR7.1.1.37) to the North South Fair Oaks Intelligent Transportation Systems Deployment Project (MR7.3.6.04). The project would upgrade the traffic signal system along Fair Oaks Avenue to accommodate new Intelligent Transportation System (ITS) elements, including traffic signal poles, mast arms, 12-inch signal heads, internally illuminated street name signs, video detection systems, fiber optic cable, signal controllers and cabinets, and emergency vehicle preemption, as well as new accessible curb ramps, crosswalks, and landscape medians. This project will likely increase VMT.
- Reallocate $30,000,000 in Measure R funds from MR7.1.1.37 to the Regional Traffic Corridor Improvements project (MR7.1.1.36). The project would include Class IV protected bicycle facilities, transit stop enhancements, sidewalk upgrades, accessible curb ramps, wayfinding signage, traffic timing upgrades and synchronization, ITS improvements, and landscape beautification along 1.5 miles on Huntington Drive between Alhambra Road and Garfield Avenue and 1.8 miles on Fremont Avenue from Alhambra Road to Columbia Street. This project will likely decrease VMT.

DETERMINATION OF SAFETY IMPACT

Approval of staff's recommendations has no known adverse impact on the safety of Metro's patrons and employees or users of the facility. The projects recommended for MIP funding will improve safety and mobility. Caltrans and local safety standards will be adhered to during the project development and implementation of the proposed projects.

FINANCIAL IMPACT

The updated MIP list reflecting the projects for Board approval is reported in Attachment A. The MIP programmed funds will include fund sources and programmed years that are based on availability, Metro's overall funding strategy and programming capacity, project sponsor cashflow needs, input and requests made by MIP sponsors in response to Motion 35, local project priorities and concerns, and other factors; and the new SCAG competitive federal funding process, when applicable.

Should the Board approve the eligible projects set forth in Attachment A, the total number of projects eligible for MIP funds remains at 89, without exceeding the overall MIP program budget or individual MIP sponsor allocations.

Impact to Budget

The amount of $8,950,000 is included in the FY27 proposed budget under Complete Streets & Highways Cost Centers 4730 and 0442, under SR-710 North Corridor Mobility Improvements (461315), Professional Services (502316), and Subsidies (54001) accounts.

Since this is a multi-year program of mobility improvements, the Chief Planning Officer will continue to be responsible for budgeting any remaining costs in future fiscal years.

The source of funds for the projects will be Measure R Highway Capital (20%) Funds. This fund source is not eligible for bus and rail operations or capital expenditures.

EQUITY PLATFORM

This subsidy program affords local agencies the opportunity to develop and implement transportation projects that improve mobility, address local concerns, and provide better and safer access to key destinations (jobs, employment centers, markets, commercial centers, healthcare facilities, etc.) that may lead to more equitable outcomes.

All the MIPs are administered by local agencies, except for the City of San Gabriel, which elected to utilize Metro's Complete Streets & Highways On-Call Services Contract to expedite the project development process. Since FY20, various community outreach efforts have been conducted by MIP sponsors to inform the project development process, with many projects addressing transportation needs in or near Equity Focus Communities (EFC). Each MIP sponsor is responsible for engaging the public, key stakeholders, and community-based organizations, as necessary, depending on the proposed improvements and potential impacts.

City of Los Angeles

Community engagement for the Huntington Drive Multi-Modal Transportation Improvement Project has been intentionally equity-centered from the outset, building on earlier outreach and engagement conducted from 2023 to 2024 through surveys, public meetings, bilingual materials, targeted corridor outreach, and a Community Advisory Committee (CAC) that included school, neighborhood, cultural, disability-services, business, and community-based representatives from Lincoln Heights, El Sereno, and Rose Hills. That process helped ensure the project reflects the priorities of disadvantaged communities most affected by unsafe speeds, incomplete sidewalks, limited shade, and inadequate transit access, particularly households with limited vehicle access, students, seniors, and people with disabilities. Over half of the project limits are directly within or adjacent to EFCs.

In May 2026, the City held a CAC meeting to provide an update on the project design. Going forward, the City and its partners will continue this equity-focused approach through ongoing CAC coordination, a Public Involvement Plan, and culturally appropriate, accessible engagement at key design and implementation milestones, with particular attention to disadvantaged schools, corridor residents, and other historically underrepresented stakeholders so that community input continues to shape project delivery, public-space programming, streetscape elements, maintenance, and wayfinding.

City of Monterey Park

The City of Monterey Park has implemented a comprehensive, multilingual community engagement program to guide development of the three proposed MIPs, with focused outreach along Floral Drive, Garvey Avenue, and the Hellman Avenue and New Avenue corridor near Mark Keppel High School. Outreach included citywide surveys, walk audits, door to door canvassing, four multilingual community meetings, two virtual meetings, booths at community events, two citywide public surveys, and direct engagement with schools, businesses, and community institutions. Across all engagement channels, community members consistently emphasized the need for safer pedestrian mobility, improved school access, and enhanced multimodal connectivity, which directly shaped the development of the three new MIPs that are all located within or adjacent to EFCs.

For Floral Drive, the City met with the Brightwood Elementary School principal and safety team, held a community meeting on campus, conducted a corridor walk with East Los Angeles College staff, and performed multiple walk along assessments with residents to identify potential unsafe conditions. The City also conducted walk to school observations during drop off and pick up along Floral Drive and discussed potential safety concerns directly with parents.

During Garvey Avenue outreach, residents and businesses consistently raised concerns about potential unsafe pedestrian conditions west of Atlantic Boulevard, emphasizing the need for safer crossings and improved multimodal access.

For the Hellman Avenue and New Avenue area, the City met with the Mark Keppel High School principal and safety team, performed walk to school observations, and gathered parent feedback on potential safety challenges near the campus. A dedicated Safe Routes to School community

meeting was held at Mark Keppel High School in April 2026 to address campus area needs, including the Hellman Avenue and New Avenue intersection, and a Citywide Safety Workshop will be hosted in May 2026 at the Langley Center to gather additional feedback on the proposed improvements.

City of South Pasadena

The City of South Pasadena presented the North South Fair Oaks Intelligent Transportation Systems Deployment Project to the community at a workshop in May 2023. The workshop was well attended with over 50 community members present; seven comment cards were received. During the workshop, the community expressed support for improving accessibility and providing enhanced pedestrian and bicycle facilities. Landscaping features and preservation of bulb-outs were also requested. In addition to the May 2023 workshop, the project was discussed at the City's Mobility and Transportation Infrastructure Commission in November 2022 and the Public Works Infrastructure Commission in August 2025. Members of the community were present at both of these Commission meetings and expressed support for enhanced pedestrian accessibility. In October 2025, City Council received a summary of the input received on the project and made a design selection.

For the Regional Traffic Corridor Improvements project, a comprehensive community outreach and coordination effort has been conducted to ensure the project reflects input from a wide range of community members and stakeholders. In Summer 2023, the City began the process of collecting community feedback and preparing a report outlining design concepts. In October 2023, the City's Mobility and Transportation Infrastructure Commission held a public meeting presenting the preliminary findings and collecting initial public feedback. After the City Council approved a contract to complete the design of the project in October 2025, the City held multiple community meetings in February and March 2026 and presented to both the Public Works Infrastructure Commission in April 2026 and City Council in April, May, and June 2026 to share design concepts and listen to community feedback. In parallel, coordination with internal city departments, neighboring jurisdictions, and regional agencies has helped address operations, emergency response, and regional connectivity considerations. This iterative and feedback-driven process helped fine-tune the design concepts to holistically shape and balance the technical analysis with community priorities and interagency coordination. All meetings provided notice to the public and were well attended by residents, providing valuable feedback that is being integrated into the design.

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.

This Board item will likely increase VMT in LA County, as it includes investments that encourage driving alone or increased vehicle travel by funding mobility projects along the SR-710 North Corridor. The details of how specific projects may impact Metro's VMT reduction targets are shared in the "Discussion" section of this report. The MIPs in the City of Los Angeles, City of Monterey Park, and City of South Pasadena will improve accessibility and safety for pedestrians and bicyclists. Although this item may not directly contribute to achieving the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro's Strategic Plan Goals to:

1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Enhance communities and lives through mobility and access to opportunity.
3. Transform LA County through regional collaboration.

The recommendation also 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 resiliency for affected local communities and the region.
2. Work with local communities to reduce disparities caused by existing highway systems and develop holistic, positive approaches to maintain and improve the integrity and quality of life.
3. Ensure local and regional investment in LA County's highway system 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 opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to accept staff's recommendations. This alternative is not recommended as it would be inconsistent with the Board's directive for staff to work directly with the MIP sponsors in identifying eligible projects per Motion 29.1 and could delay bringing needed multimodal transportation improvements to affected local jurisdictions.

NEXT STEPS

Upon Board approval, the MIP sponsors will be notified of the Board's decision. Staff will work with the MIP sponsors to refine the project scopes of work, schedules, justifications, benefits, and cost estimates to ensure compliance with the intent and direction of the Board and to execute funding agreements for the newly approved MIPs. The cities may use Metro's Multimodal Integrated Planning Project/Program Delivery On-Call Support Services contract to issue contracts/task orders, if requested, to assist in expediting the completion of the environmental and design phases for each MIP.

Staff will submit the RTIP amendment request to the CTC for notice at its October 2026 meeting and action at its December 2026 meeting.

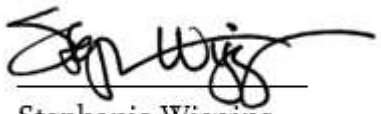
In addition, staff will continue to assist in the delivery of all MIPs and provide bi-annual reports to the Board.

ATTACHMENTS

Attachment A - Updated MIP List
Attachment B - RTIP Amendments
Attachment C - Motion 29.1
Attachment D - Motion 35
Attachment E - MIP Programmed Funds
Attachment F - City of Los Angeles Request Letter
Attachment G - City of Monterey Park Request Letter
Attachment H - City of South Pasadena Request Letters

Prepared by: Cameron Palm, Manager, Complete Streets & Highways, (213) 547-4276
Lucy Delgadillo, Senior Director, Complete Streets & Highways, (213) 922-7099
Michelle E. Smith, Executive Officer, Complete Streets & 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

Count	MIP ID	Sponsor	Project Name	Allocated Funds	Expenditures to Date[1]
Project Type 1: Local Street/Road & Freeway Local Interchange Mobility and Operational Improvements Projects					
1	MR1.1.1.01	Alhambra	I-10/SR-710 Interchange Reconfiguration	$ 62,400,000	$ -
2	MR1.1.1.02	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration	$ 100,000,000	$ 1,409,700
3	MR1.1.1.03	Alhambra	I-10/Atlantic Boulevard On and Off Ramp Reconfiguration	$ 20,000,000	$ -
4	MR1.1.2.01	Alhambra	Fremont Avenue Traffic Improvements [Valley Blvd to Mission Rd]	$ 12,973	$ 12,973
5	MR1.1.1.04	Alhambra	I-10/Garfield Avenue On and Off Ramp Reconfiguration	$ 20,000,000	$ -
6	LA8.1.1.06	Los Angeles City	Soto Street Widening Project [Valley Boulevard and UPRR]	$ 4,000,000	$ 1,900,368
7	LA8.1.1.07	Los Angeles City	Soto Street Widening Project [Multnomah Street to Mission Road] **(Allocated Funds Reduced by $15,082,146)**	$ 2,100,000	N/A
8	MR2.1.1.16	Monterey Park	Ramona Road Capacity Improvements [710 off s/o 1-10 Freeway]	$ 2,400,000	$ -
9	MR2.1.1.21	Monterey Park	Garvey Avenue Capacity Improvements [Atlantic to New]	$ 18,202,000	$ 88
10	MR2.1.1.22	Monterey Park	Garfield Avenue Capacity Improvements [Hillman to Hilliard]	$ 700,000	$ -
11	MR2.1.1.23	Monterey Park	Atlantic Avenue Capacity Improvements [Hillman to Garvey]	$ 1,900,000	$ -
12	MR3.1.2.07	Pasadena	St. John Capacity Enhancement Project [s/b 1-210 Fwy to Fair Oaks Ave & California Blvd to n/b 1-210 Fwy]	$ 2,600,000	$ 913,766
13	MR4.1.2.08	Rosemead	I-10/Rosemead Boulevard Freeway [Westbound] Ramp Improvements	$ 6,000,000	$ 739,090
14	MR4.1.2.09	Rosemead	I-10/Walnut Grove Avenue Freeway [Westbound] Ramp Improvements	$ 6,000,000	$ 13,604
15	MR7.1.1.36	South Pasadena	Regional Traffic Corridor Improvements [Fremont, Huntington, Fair Oaks] **(Allocated Funds Increased by $30,000,000)**	$ 40,000,000	$ -
16	MR7.1.1.37	South Pasadena	SR-110/Fair Oaks Ave Interchange Modifications **(Allocated Funds Reduced by $23,000,000)**	$ 15,000,000	$ -
17	MR7.1.2.14	South Pasadena	SR-110/Fair Oaks Avenue Interchange Modifications [ROW, Design & Construction] **(Allocated Funds Reduced by $17,000,000)**	$ 15,000,000	$ -
			Subtotal	**$ 316,314,973**	**$ 4,989,588**
Project Type 2: Local Street Intersection Improvement Projects					
18	MR5.2.1.04	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	$ 3,450,000	$ 380,059
19	MR5.2.1.05	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvements	$ 3,550,000	$ 406,307
20	MR5.2.2.06	San Gabriel	San Gabriel & Valley Boulevard Intersection Improvements Project	$ 4,650,000	$ 1,063,447
21	MR5.2.2.08	San Gabriel	Valley Boulevard & Del Mar Avenue Intersection Improvements Project	$ 5,750,000	$ 385,237
22	MR6.2.1.14	San Marino	Huntington Drive Intersection Capacity Improvements [4 intersections from Atlantic to San Gabriel Boulevards]	$ 8,000,000	$ -
23	MR6.2.1.15	San Marino	Huntington Drive Capacity Enhancements [segments between Virginia Road and Sunnyslope Drive]	$ 6,000,000	$ -
			Subtotal	**$ 31,400,000**	**$ 2,235,049**
Project Type 3: Intelligent Transportation Systems [ITS] Projects					
24	MR1.3.1.01	Alhambra	Garfield Avenue Traffic Signal Synchronization Project (Huntington Drive to I-10 Freeway)	$ 4,600,000	$ 120,028
25	MR1.3.1.02	Alhambra	Fremont Avenue Traffic Signal Synchronization Project (Northerly City Limit to Montezuma/I-10 Freeway)	$ 2,900,000	$ 98,149
26	MR1.3.2.01	Alhambra	Atlantic Boulevard Traffic Signal Synchronization Project— Adaptive Upgrade [Huntington Drive to 1-10 Freeway]	$ 3,600,000	$ 91,635
27	MR1.3.2.04	Alhambra	Main Street Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]	$ 5,400,000	$ -
28	MR1.3.2.05	Alhambra	Mission Road Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]	$ 3,000,000	$ -
29	MR1.3.2.06	Alhambra	Valley Boulevard Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]	$ 4,600,000	$ 107,219
30	LA9.3.1.11	Los Angeles County	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)	$ 3,700,000	Unfunded[3]
31	LA9.3.1.39	Los Angeles County	Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S)	$ 4,845,000	No Obligations to Date
32	LA9.3.1.57	Los Angeles County	Traffic Signal Control Intersection Upgrade Project [3 Intersections]	$ 90,000	$ 90,000
33	LA9.3.1.30	Los Angeles County	Ford Boulevard Traffic Corridor Improvement Project (N-S)	$ 2,290,000	$ 438,000
34	LA9.3.1.22	Los Angeles County	Eastern Avenue Traffic Corridor Improvement Project (N-S)	$ 1,900,000	Unfunded
35	LA9.3.1.20	Los Angeles County	City Terrace Drive Traffic Corridor Improvement Project (E-W)	$ 460,000	$ 209,000
36	LA9.3.1.28	Los Angeles County	Floral Drive Traffic Corridor Improvement Project (E-W)	$ 250,000	Unfunded
37	LA9.3.2.08	Los Angeles County	1st Street Traffic Signal Synchronization Project and ITS Improvements (E-W)	$ 2,344,000	No Obligations to Date
38	LA9.3.2.09	Los Angeles County	Cesar Chavez Avenue Traffic Signal Synchronization Project and ITS Improvements (E-W)	$ 5,500,000	Unfunded
39	LA9.3.2.10	Los Angeles County	East Los Angeles ITS Enhancements	$ 785,000	No Obligations to Date
40	LA9.3.2.11	Los Angeles County	Olympic Boulevard ITS Improvements (E-W)	$ 2,900,000	Unfunded
41	LA9.3.2.12	Los Angeles County	Whittier Boulevard ITS Improvements (E-W)	$ 2,200,000	Unfunded
42	MR2.3.2.13	Monterey Park	Monterey Park Adaptive Traffic/Traffic Responsive Control Project [Atlantic, Garfield and Garvey Avenues]	$ 10,500,000	$ 819,437
43	MR2.3.6.01	Monterey Park	New Avenue & Hellman Avenue Intersection Safety Improvements (Near Mark Keppel High School) **(New Project)**	$ 500,000	$ -
44	MR3.3.2.15	Pasadena	Fair Oaks Avenue/Bellevue Drive Signalized Intersections Project	$ 850,000	$ 838,605
45	MR3.3.2.16	Pasadena	ITS Projects and Traffic Flow Improvements -Within Affected SR-710 Corridors [Orange Grove, Colorado, Green, Holly & Hill]	$ 3,800,000	$ 257,554
46	MR3.3.2.18	Pasadena	Walnut Street Corridor Signal Improvement Project	$ 4,100,000	$ 520,222
47	MR3.1.3.02	Pasadena	Orange Grove Blvd Traffic Signal & Intersection Improvements (Colorado Blvd & Holly Street Intersections)	$ 4,500,000	$ -
48	MR3.2.3.03	Pasadena	Metro Line L At-Grade Crossing Enhancements	$ 2,500,000	$ -
49	MR4.3.2.19	Rosemead	Adaptive Traffic/Traffic Responsive Control Project [Garvey, Valley, San Gabriel, Walnut Grove and Rosemead]	$ 9,000,000	$ 57,841
50	MR4.3.2.20	Rosemead	Traffic Signal Improvements [San Gabriel Walnut Grove at Mission, Rosemead and Valley]	$ 6,000,000	$ 27,589
51	MR5.3.1.10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project [on Valley and San Gabriel Blvds]	$ 6,030,000	$ 4,875,210
52	MR5.3.2.21	San Gabriel	San Gabriel Traffic Signal Improvements [Various Locations]	$ 1,700,000	$ 1,344,739
53	MR7.3.6.04	South Pasadena	North South Fair Oaks Intelligent Transportation Systems Deployment Project **(New Project)**	$ 10,000,000	$ -
			Subtotal	**$ 110,844,000**	**$ 9,895,228**
Project Type 4: Transit Projects					
54	LA8.4.2.02	Los Angeles City	DASH El Sereno /City Terrace Route Expansion & Bus Stop Enhancements	$ 2,000,000	$ 2,000,000
55	LA8.4.2.03	Los Angeles City	DASH Highland Park / Eagle Rock Bus Stop Enhancements	$ 1,500,000	$ 1,500,000
56	LA8.4.2.04	Los Angeles City	Eagle Rock Boulevard Multi-Modal Transportation Improvements	$ 13,462,000	$ 3,000,000
57	LA8.4.2.05	Los Angeles City	Eastern Avenue Multi-Modal Transportation Improvements	$ 38,888,000	$ 5,500,000
58	LA8.4.2.06	Los Angeles City	Huntington Drive Multi-Modal Transportation Improvements **(Allocated Funds Increased by $15,082,146)**	$ 32,082,146	$ 17,000,000
59	LA8.4.2.07	Los Angeles City	Valley Boulevard Multi-Modal Transportation Improvements	$ 29,747,854	$ 10,000,000
60	LA9.4.2.08	Los Angeles County	El Sol Shuttle Service Improvements	$ 16,161,000	Unfunded
61	LA9.4.2.09	Los Angeles County	Cesar Chavez Avenue Mobility Improvements	$ 7,900,000	Unfunded
62	LA9.4.2.10	Los Angeles County	Olympic Boulevard Mobility Improvements	$ 6,750,000	Unfunded

Count	MIP ID	Sponsor	Project Name	Allocated Funds	Expenditures to Date[1]
63	LA9.4.2.11	Los Angeles County	Wellness Shuttle Fleet Upgrade and Expansion Project	$ 9,485,000	Unfunded
64	LA9.4.2.12	Los Angeles County	Whittier Boulevard Mobility Improvements	$ 8,250,000	Unfunded
65	MR3.4.3.04	Pasadena	Transit Operations and Maintenance Facility	$ 65,400,000	$ 45,050
			Subtotal	**$ 231,626,000**	**$ 39,045,050**
Project Type 5: Active Transportation Projects					
66	LA8.5.2.02	Los Angeles City	El Sereno Active Transportation Project & Transit Connectivity Enhancements	$ 6,000,000	$ 1,350,000
67	LA8.5.2.03	Los Angeles City	Northeast LA Active Transportation & Transit Connectivity Enhancements	$ 14,400,000	$ 1,125,000
68	LA9.5.2.04	Los Angeles County	Atlantic Boulevard Mobility Improvements	$ 5,000,000	Unfunded
69	LA9.5.2.05	Los Angeles County	East Los Angeles Mobility Hub Project	$ 2,000,000	Unfunded
70	LA9.5.2.06	Los Angeles County	East Los Angeles Pedestrian Accessibility Improvements	$ 2,500,000	No Obligations to Date
71	LA9.5.2.07	Los Angeles County	East Los Angeles Vision Zero Enhancements	$ 10,000,000	No Obligations to Date
72	LA9.5.2.08	Los Angeles County	Eastern Avenue Mobility Improvements	$ 5,000,000	Unfunded
73	LA9.5.2.09	Los Angeles County	Floral Drive Pedestrian and Roadway Improvements	$ 5,000,000	Unfunded
74	LA9.5.2.10	Los Angeles City	LAC +USC Medical Center Mobility Improvements [Valley Blvd Improvements]	$ 27,304,000	N/A
75		Los Angeles County	LA General Medical Center Infill Station Environmental Clearance Project	$ 2,696,000	N/A
76	LA9.5.2.12	Los Angeles County	Safe Routes to Schools Infrastructure Enhancements	$ 2,500,000	Unfunded
77	MR2.5.3.01	Monterey Park	Monterey Pass Rd Improvements (Floral to Garvey/Fremont Avenues)	$ 20,840,000	$ 690,368
78	MR2.5.6.02	Monterey Park	Floral Drive Pedestrian Mobility Improvements (Collegian Avenue to Mednik Avenue) **(New Project)**	$ 2,000,000	$ -
79	MR2.5.6.03	Monterey Park	Garvey Avenue Pedestrian Mobility Improvements (Atlantic Boulevard to Casuda Canyon Drive) **(New Project)**	$ 2,500,000	$ -
80	MR3.5.3.05	Pasadena	Greenways (4 Bike Blvds- Wilson, El Molino, Sierra Bonita & Craig)	$ 12,000,000	$ -
			Subtotal	**$ 119,740,000**	**$ 3,165,368**
Project Type 8: Parking Structures					
81	LA9.8.5.01	Los Angeles County	Marengo Mobility Hub Project at Los Angeles General Medical Center	$ 10,840,000	N/A[7]
82	MR2.8.1.02	Monterey Park	Parking Structure, Multimodal Mobility Hub & Curbside Mgt Strategies	$ 39,160,000	$ -
			Subtotal	**$ 50,000,000**	**$ -**
Project Type 9: Multimodal Mobility Improvements					
83	MR1.9.4.01	Alhambra	Alhambra Bicycle and Pedestrian Improvements Project	$ 14,387,028	$ -
84	LA8.9.4.01	Los Angeles City	6th Street PARC & Transit Improvements Project	$ 2,000,000	$ -
85	MR3.9.3.06	Pasadena	Pasadena & St. John Avenues Rdwy Network (Walnut to Columbia)	$ 75,100,000	$ -
86	MR3.9.3.07	Pasadena	Avenue 64 Complete Streets Program	$ 1,800,000	$ 1,528,003
87	MR3.9.3.08	Pasadena	Columbia Street Improvements (Orange Grove to Fair Oaks)	$ 9,900,000	$ -
88	MR3.9.3.09	Pasadena	San Rafael Avenue Project (Between Linda Vista and Colorado)	$ 4,800,000	$ -
89	MR3.9.3.10	Pasadena	Orange Grove Mobility Improvement Program	$ 5,400,000	$ -
			Subtotal	**$ 113,387,028**	**$ 1,528,003**
			TOTAL ALLOCATED FUNDS	**$ 973,312,000**	**$ 60,858,287**
			UNALLOCATED FUNDS - Los Angeles City[2]	**$ 2,500,000**	
			UNALLOCATED FUNDS - Monterey Park	**$ 1,598,000**	
			UNALLOCATED FUNDS - Pasadena	**$ 49,100,000**	
			TOTAL APPROVED FUNDS	**$ 1,026,510,000**	

NOTES:

1. For projects with CMAQ/STBG fund assignments as outlined in Attachment A, Metro has reported the obligations to date. CMAQ/STBG fund types require an E-76, Authorization to Proceed from Caltrans to establish the reimbursement date for a period of work.
2. LA City's unallocated MIP Funds are subject to SCAG's Corrective Action; LA City must compete in the 2025 Call for Projects. These funds are no longer programmed by Metro.

Attachment B

Regional Transportation Improvement Program Amendments

Metro staff will request California Transportation Commission (CTC) approval of the following amendments:

- Deprogram $15,082,000 from the construction of the Soto Street Widening Project (LA8.1.1.07) currently in the RTIP
- Program $15,082,000 for the Huntington Drive Multi-Modal Transportation Improvement Project (LA8.4.2.06) as a new project with the following phases:
    - $3,558,000 for Plans, Specifications, and Estimates (design)
    - $11,524,000 for construction

The table on the next page illustrates the existing programming in the RTIP, the proposed amendments, and new programming.

This table summarizes the projects programmed in the RTIP and the proposed amendments and new programming. Dollars are in thousands.

Implementing Agency	Project Name	PPNO	Programming Status	Prior	FY 27	FY 28	FY 29	FY 30	FY 31	Total	E&P	PS&E	R/W	CON
Amendments to Funding														
			Existing		*2,100*	*15,082*				*17,182*			*2,100*	*15,082*
			Change		*0*	*-15,082*				*-15,082*			*0*	*-15,082*
City of LA	Soto St Complete Streets, Multnomah-Mission	5961	Proposed		2,100	0				2,100			*2,100*	0
			Net Change		**0**	**-15,082**				**-15,082**			**0**	**-15,082**
New Project														
			Existing		*0*		*0*			*0*		*0*		*0*
	Huntington Drive Multi-Modal Transportation		Change		*3,558*		*11,524*			*15,082*		*3,558*		*11,524*
City of LA	Improvement Project	New	Proposed		3,558		11,524			15,082		3,558		11,524
			Net Change		**3,558**	**0**	**11,524**			**15,082**		**3,558**		**11,524**
			Net Change	**0**	**3,558**	**-15,082**	**11,524**	**0**	**0**	**0**	**0**	**3,558**	**0**	**-3,558**

FY = State Fiscal Year
E&P = Environmental and permits
PS&E = Plans, specifications, and estimates
R/W = Right of way
CON = Construction

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

Metro

Board Report

File #: 2017-0358, **File Type:** Motion / Motion Response **Agenda Number:** 29.1

REVISED
REGULAR BOARD MEETING
MAY 25, 2017

Motion by:

FASANA, BARGER, SOLIS, GARCETTI and NAJARIAN

May 25, 2017

Relating to Item 29; File ID 2017-0097: SR-710 North

The Expenditure Plan for Measure R, approved by voters in 2008, included $780 million assigned to the San Gabriel Valley sub-region for the SR-710 North project, under the Highway Capital Subfund. The estimated $3+ billion (in 2014$) that will be required to pay for design and construction of a single bore freeway tunnel is not available and the BRT and LRT alternatives may not produce the expected traffic impact mitigation.

CONSIDER **Revised Motion by Fasana, Barger, Solis, Garcetti and Najarian** that to implement mobility improvements that are fundable with existing resources and bring some relief to affected corridor cities, the Metro Board:

A. SUPPORT adoption of the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative (LPA) and defer a decision on any other alternative for future consideration by the Board until the community collectively agrees on the value of that investment and funds are identified to implement a project. This decision and the Board's vote will allow for timely implementation of cost-effective transportation improvements that would include the projects that have support by affected jurisdictions on the TSM/TDM list in the EIS/EIR as well as additional improvement projects that can promote capacity enhancements and operational improvements consistent with the Purpose and Need statement of the project in communities along the corridor. The new Measure R and Government Code 54237.7 projects, described in this motion, that are not included in the environmental document will undergo their own environmental process and clearance as necessary.

B. ALLOCATE $105 million of Measure R funds available for the "Interstate 710 North Gap Closure (tunnel) Project" for development and implementation of TSM/TDM projects listed in the EIS/EIR.

C. ALLOCATE remaining Measure R funds available for the "Interstate 710 North Gap Closure

(tunnel) Project" for new mobility improvement projects within the San Gabriel Valley sub-region, if consistent with the purpose and need of the Gap Closure Project to relieve congestion on local streets along the SR-710 alignment between I-10 and I-210, with highest priority for projects proximate to I-10. Newly proposed projects not included in the environmental document will undergo their own environmental process and clearance as necessary. Other funding dedicated to this project, including Regional Surface Transportation, Congestion Mitigation and Air Quality, and Regional Improvement Program funds, shall be allocated for use in the Central sub-region, including Unincorporated East Los Angeles. Funds shall be prioritized for multi-modal and safety enhancement projects within the SR-710 North Study Area. To ensure equitable cashflow, these funds shall be scheduled proportionally to Measure R funding in the next Long Range Transportation Plan update.

D. CONSULT WITH affected jurisdictions and Caltrans and report back to the Metro Board within 90 days on a procedure to initiate the identification of projects to be funded through the SR-710 Rehabilitation Account, as prescribed in Government Code 54237.7. Such projects are to be located in Pasadena, South Pasadena, Alhambra, La Cañada Flintridge, and the 90032 postal ZIP Code, and may include, but are not limited to: sound walls; transit and rail capital improvements; bikeways; pedestrian improvements; signal synchronization; left turn signals; and major street resurfacing, rehabilitation, and reconstruction. Metro shall be responsible for submitting the list of projects to the California Transportation Commission (CTC) who will have the final authority to approve those projects.

E. ENCOURAGE the corridor cities, Caltrans, and Metro to collectively pursue policies and actions that would promote smart and functional land use, reduce automobile dependency, encourage multi-modal trips, improve traffic operations, and maximize the use of the latest available technologies to enhance the performance of the existing transportation system to minimize impacts of the regional traffic on the communities along the SR-710 corridor.

F. ENCOURAGE Caltrans, working with Metro and affected jurisdictions, to identify corrective measures to contain the regional traffic on the freeway system and minimize impacts on the local street network in the SR-710 corridor.

G. DIRECT the Metro staff to work with Caltrans, the corridor cities, and other affected jurisdictions to identify and pursue the new Measure R and the Government Code 54237.7 projects referenced in this motion.

H. REPORT BACK to the Board when Caltrans selects the Preferred Alternative.

Board Report

File #: 2022-0115, **File Type:** Motion / Motion Response **Agenda Number:** 35.

REGULAR BOARD MEETING
FEBRUARY 24, 2022

Motion by:

DIRECTORS SOLIS, SANDOVAL, BARGER, BONIN, GARCETTI, and BUTTS

Clarifying Eligible Uses for SR-710 North Mobility Improvement Projects Motion

The SR-710 North Mobility Improvement Projects (MIP) were created as an alternative to the SR-710 Gap Closure project following the Board's adoption of the Transportation System Management/Transportation Demand Management (TSM/TDM) alternative in 2017 for the SR-710 project. Since its creation, some recipients of MIP funding have expressed the desire for more flexibility, and on February 16, 2022, the Monterey Park City Council decided to forego any action related to adding lanes to Garvey Avenue under their Garvey Avenue Improvements Project in favor of seeking other improvements.

As stated in the Environmental Impact Report/ Environmental Impact Statement (EIR/EIS), the purpose of the 710 N Project is "to effectively and efficiently accommodate regional and local north south travel demands in the study area of the western San Gabriel Valley and east/northeast Los Angeles." The purpose continues and highlights certain considerations, including "[improving the] - efficiency of the existing […] transit networks, [reducing] congestion on local arterials adversely affected due to accommodating regional traffic volumes, [and minimizing] environmental impacts related to mobile sources."

Direction from the Metro Board of Directors is necessary to clarify, based on the EIR/EIS, what kinds of MIPs are eligible for Measure R funding. This motion proposes to clarify that the following three categories of improvements are consistent with the purpose and need of the 710 N Project, support the adopted TSM/TDM alternative, and are subsequently eligible for MIP Measure R funds available for the SR-710 N Gap Closure project:

1) Bus Infrastructure Improvements: The TSM/TDM alternative includes transit service improvements which support efficiency of existing transit networks as stated in the project purpose.

2) Bikeway Improvements: The EIR/EIS TSM/TDM alternative includes Class III bike route projects. Recipients of MIP funding should also be able to implement standalone Class I, II or IV bikeways.

3) Pedestrian Improvements: The EIR/EIS states that TSM "… encourages automobile, public and private transit, ridesharing programs, and bicycle and pedestrian improvements as elements of a unified urban transportation system." Pedestrian improvements make it easier and more appealing to walk and run to and from destinations, thereby increasing potential for mode shift and congestion reduction. Pedestrian improvements are encouraged as part of any comprehensive TSM strategy and contribute to a comprehensive transportation system that promotes non-vehicular travel.

If recipients of MIP funding propose projects that require vehicular lane reductions, they should first demonstrate that the project is consistent with the purpose and need of the 710 N Project. Guidance issued by Metro should be utilized to ensure consistency.

SUBJECT: CLARIFYING ELIGIBLE USES FOR SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS MOTION

RECOMMENDATION

APPROVE Motion by Directors Solis, Sandoval, Barger, Bonin, Garcetti, and Butts that directs the CEO to take the following actions:

A. Find that new mobility improvement are eligible as both standalone projects and as components of larger projects, as follows:

- On-street bus priority infrastructure including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements.
- Class I, II, III or IV bikeway projects.
- Sidewalk improvements, including but not limited to, widening, shade trees, and curb ramps.
- Pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks.
- Any recipient of MIP Measure R funding that proposes a project which requires a reduction in vehicle lanes should first make a determination that the proposed project is consistent with the purpose and need of the 710 N Project. The determination should be based on guidance issued by Metro.

B. Provide recipients of MIP Measure R funding the opportunity to revise scopes of work or propose a replacement project if recipients intend to take advantage of the eligible uses clarified through this motion.

C. Report back in May 2022 with draft guidance that MIP Measure R funding recipients can refer to when proposing projects that require a reduction in vehicle lanes. This guidance should ensure that all proposed projects are consistent with the purpose and need of the 710 N Project.

Count	Action	Fund Source	MIP ID	Sponsor	Project Name	Programmed Funds ($)												Allocated Funds ($)
						FY20	FY21	FY22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY29	FY30+	Total[1,2]	
Project Type 1: Local Street/Road & Freeway Local Interchange Mobility and Operational Improvements Projects																		
1		MEASURE R	MR1.1.1.01	Alhambra	I-10/SR-710 Interchange Reconfiguration Project						1,000,000	3,500,000	4,500,000	4,500,000	20,000,000	28,900,000	62,400,000	62,400,000
2		MEASURE R	MR1.1.1.02	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration Project				4,000,000	4,000,000	4,000,000	30,600,000	38,100,000	19,300,000			100,000,000	100,000,000
3		MEASURE R	MR1.1.1.03	Alhambra	I-10/ Atlantic Blvd On and Off Ramp Reconfiguration Project						1,800,000	2,000,000	5,000,000	11,200,000			20,000,000	20,000,000
4		MEASURE R	MR1.1.1.04	Alhambra	I-10/ Garfield Avenue On and Off Ramp Reconfiguration Project						1,800,000	2,000,000	5,000,000	11,200,000			20,000,000	20,000,000
5		MEASURE R	MR1.1.2.01	Alhambra	Fremont Avenue Traffic Improvements [Valley Boulevard to Mission Road]		12,972										12,972	12,972
6		PC 25	LA8.1.1.06	Los Angeles	Soto Street Bridge Widening Project [Valley Boulevard and UPRR]	4,000,000											4,000,000	4,000,000
7	CHG	RIP	LA8.1.1.07	Los Angeles	Soto Street Widening Project [Multnomah Street to Mission Road] **(Allocated Funds Reduced by $15,082,146)**								2,100,000				2,100,000	2,100,000
8		MEASURE R	MR2.1.1.16	Monterey Park	Ramona Road Capacity Improvements [710 off s/o 1-10 Freeway]		25,000	350,000	200,000	175,000	1,000,000	650,000					2,400,000	2,400,000
9		MEASURE R	MR2.1.1.21	Monterey Park	Garvey Avenue Capacity Improvements [Atlantic to New]			5,000	90,000	810,000	770,000	10,850,000	5,677,000				18,202,000	18,202,000
10		MEASURE R	MR2.1.1.22	Monterey Park	Garfield Avenue Capacity Improvements [Hillman to Hilliard]		25,000	75,000	600,000								700,000	700,000
11		MEASURE R	MR2.1.1.23	Monterey Park	Atlantic Avenue Capacity Improvements [Hillman to Garvey]		25,000	175,000	50,000	1,650,000							1,900,000	1,900,000
12		MEASURE R	MR3.1.2.07	Pasadena	St. John Capacity Enhancement Project [s/b 1-210 Fwy to Fair Oaks Ave & California Blvd to n/b 1-210 Fwy]		130,000	260,000	2,210,000								2,600,000	2,600,000
13		MEASURE R	MR4.1.2.08	Rosemead	1-10/Rosemead Boulevard Freeway [Westbound] Ramp Improvements		300,000	500,000	200,000	4,600,000	400,000						6,000,000	6,000,000
14		MEASURE R	MR4.1.2.09	Rosemead	1-10/Walnut Grove Avenue Freeway [Westbound] Ramp Improvements		150,000	350,000	200,000	200,000	4,700,000	400,000					6,000,000	6,000,000
15	CHG	MEASURE R	MR7.1.1.36	South Pasadena	Regional Traffic Corridor Improvements [Fremont, Huntington, Fair Oaks] **(Allocated Funds Increased by $30,000,000)**							500,000	10,600,000	15,000,000	10,000,000	3,900,000	40,000,000	40,000,000
16	CHG	MEASURE R	MR7.1.1.37	South Pasadena	SR-110/Fair Oaks Ave Interchange Modifications **(Allocated Funds Reduced by $23,000,000)**										7,500,000	7,500,000	15,000,000	15,000,000
17	CHG	MEASURE R	MR7.1.2.14	South Pasadena	SR-110/Fair Oaks Avenue Interchange Modifications [ROW, Design & Construction] **(Allocated Funds Reduced by $17,000,000)**										7,500,000	7,500,000	15,000,000	15,000,000
Project Type 2: Local Street Intersection Improvement Projects																		
18		MEASURE R	MR5.2.1.04	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	2,240,000			1,210,000								3,450,000	3,450,000
19		MEASURE R	MR5.2.1.05	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvements	2,310,000			1,240,000								3,550,000	3,550,000
20		MEASURE R	MR5.2.2.06	San Gabriel	San Gabriel and Valley Boulevard Intersection Improvements Project	3,080,000			1,570,000								4,650,000	4,650,000
21		MEASURE R	MR5.2.2.08	San Gabriel	Valley Boulevard and Del Mar Avenue Intersection Improvements Project	3,850,000			1,900,000								5,750,000	5,750,000
22		MEASURE R	MR6.2.1.14	San Marino	Huntington Drive Intersection Capacity Improvements [4 intersections from Atlantic to San Gabriel Boulevards]								500,000	1,000,000	2,000,000	4,500,000	8,000,000	8,000,000
23		MEASURE R	MR6.2.1.15	San Marino	Huntington Drive Capacity Enhancements [segments between Virginia Road and Sunnyslope Drive]								500,000	1,000,000	1,500,000	3,000,000	6,000,000	6,000,000
Project Type 3: Intelligent Transportation Systems [ITS] Projects																		
24		MEASURE R	MR1.3.1.01	Alhambra	Garfield Avenue Traffic Signal Synchronization Project [TSSP]			10,000	40,000	20,000	100,000	1,850,000	2,580,000				4,600,000	4,600,000
25		MEASURE R	MR1.3.1.02	Alhambra	Fremont Avenue Traffic Signal Synchronization Project (Northerly City Limit to Montezuma/I-10 Freeway)			5,000	25,000	20,000	90,000	1,500,000	1,260,000				2,900,000	2,900,000
26		MEASURE R	MR1.3.2.01	Alhambra	Atlantic Boulevard Traffic Signal Synchronization Project— Adaptive Upgrade [Huntington Drive to 1-10 Freeway]			10,000	20,000	20,000	90,000	2,260,000	1,200,000				3,600,000	3,600,000
27		MEASURE R	MR1.3.2.04	Alhambra	Main Street Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]							500,000	3,000,000	1,900,000			5,400,000	5,400,000
28		MEASURE R	MR1.3.2.05	Alhambra	Mission Road Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]							300,000	1,800,000	900,000			3,000,000	3,000,000
29		MEASURE R	MR1.3.2.06	Alhambra	Valley Boulevard Traffic Signal Synchronization Project— Adaptive Upgrade [West City Limit to East City Limit]			20,000	40,000	20,000	500,000	2,500,000	1,520,000				4,600,000	4,600,000
30		UNFUNDED[3]	LA9.3.1.11	Los Angeles County	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)												-	3,700,000
31		CMAQ	LA9.3.1.39	Los Angeles County	Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S)						1,931,000	2,914,000					4,845,000	4,845,000
32		CMAQ	LA9.3.1.57	Los Angeles County	Traffic Signal Control Intersection Upgrade Project [3 intersections]						90,000						90,000	90,000

Count	Action	Fund Source	MIP ID	Sponsor	Project Name	Programmed Funds ($)												Allocated Funds ($)
						FY20	FY21	FY22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY29	FY30+	Total[1,2]	
33		CMAQ/RIP	LA9.3.1.30	Los Angeles County	Ford Boulevard Traffic Corridor Improvement Project (N-S)					438,000		852,000	1,000,000				2,290,000	2,290,000
34		UNFUNDED	LA9.3.1.22	Los Angeles County	Eastern Avenue Traffic Corridor Improvement Project (N-S)												-	1,900,000
35		CMAQ	LA9.3.1.20	Los Angeles County	City Terrace Drive Traffic Corridor Improvement Project (E-W)					209,000		251,000					460,000	460,000
36		UNFUNDED	LA9.3.1.28	Los Angeles County	Floral Drive Traffic Corridor Improvement Project (E-W)												-	250,000
37		CMAQ	LA9.3.2.08	Los Angeles County	1st Street Traffic Signal Synchronization Project and ITS Improvements (E-W)						1,055,000	1,289,000					2,344,000	2,344,000
38		UNFUNDED	LA9.3.2.09	Los Angeles County	Cesar Chavez Avenue Traffic Signal Synchronization Project and ITS Improvements (E-W)												-	5,500,000
39		CMAQ	LA9.3.2.10	Los Angeles County	East Los Angeles ITS Enhancements							785,000					785,000	785,000
40		UNFUNDED	LA9.3.2.11	Los Angeles County	Olympic Boulevard ITS Improvements (E-W)												-	2,900,000
41		UNFUNDED	LA9.3.2.12	Los Angeles County	Whittier Boulevard ITS Improvements (E-W)												-	2,200,000
42		MEASURE R	MR2.3.2.13	Monterey Park	Monterey Park Adaptive Traffic/Traffic Responsive Control Project [Atlantic, Garfield and Garvey Avenues]			10,000	40,000	200,000	550,000	4,450,000	5,250,000				10,500,000	10,500,000
43	NEW	MEASURE R	MR2.3.6.01	Monterey Park	New Avenue & Hellman Avenue Intersection Safety Improvements (Near Mark Keppel High School) **(New Project)**								100,000	400,000			500,000	500,000
44		MEASURE R	MR3.3.2.15	Pasadena	Fair Oaks Avenue/Bellevue Drive Signalized Intersections Project	425,000	425,000										850,000	850,000
45		MEASURE R	MR3.3.2.16	Pasadena	ITS Projects and Traffic Flow Improvements -Within Affected SR-710 Corridors [Orange Grove, Colorado, Green, Holly & Hill]			494,000	1,900,000	1,406,000							3,800,000	3,800,000
46		MEASURE R	MR3.3.2.18	Pasadena	Walnut Street Corridor Signal Improvement Project					550,000	150,000	200,000	3,200,000				4,100,000	4,100,000
47		MEASURE R	MR3.1.3.02	Pasadena	Orange Grove Blvd Traffic Signal & Intersection Improvements (Colorado Blvd & Holly Street Intersections)							450,000	900,000	3,150,000			4,500,000	4,500,000
48		MEASURE R	MR3.2.3.03	Pasadena	Metro Line L At-Grade Crossing Enhancements						250,000	500,000	750,000	1,000,000			2,500,000	2,500,000
49		MEASURE R	MR4.3.2.19	Rosemead	Adaptive Traffic/Traffic Responsive Control Project [Garvey, Valley, San Gabriel, Walnut Grove and Rosemead]			20,000	50,000	100,000	500,000	3,500,000	2,500,000	2,330,000			9,000,000	9,000,000
50		MEASURE R	MR4.3.2.20	Rosemead	Traffic Signal Improvements [San Gabriel Walnut Grove at Mission, Rosemead and Valley]			15,000	45,000	100,000	200,000	1,640,000	2,000,000	2,000,000			6,000,000	6,000,000
51		MEASURE R	MR5.3.1.10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project [on Valley and San Gabriel Blvds]	100,000	1,565,000	1,465,000									3,130,000	6,030,000
52		MEASURE R	MR5.3.2.21	San Gabriel	San Gabriel Traffic Signal Improvements [Various Locations]	100,000	600,000										700,000	1,700,000
53	NEW	MEASURE R	MR7.3.6.04	South Pasadena	North South Fair Oaks Intelligent Transportation Systems Deployment Project **(New Project)**								4,000,000	6,000,000			10,000,000	10,000,000
Project Type 4: Transit Projects																		
54		CMAQ	LA8.4.2.02	Los Angeles	DASH El Sereno/City Terrace Route Expansion & Bus Stop Enhancements			2,000,000									2,000,000	2,000,000
55		CMAQ	LA8.4.2.03	Los Angeles	DASH Highland Park/Eagle Rock Bus Stop Enhancements			1,500,000									1,500,000	1,500,000
56		STBG	LA8.4.2.04	Los Angeles	Eagle Rock Boulevard Multi-Modal Transportation Improvements	1,000,000	1,000,000	1,000,000	3,000,000	1,100,000							7,100,000	13,462,000
57		STBG/CMAQ	LA8.4.2.05	Los Angeles	Eastern Avenue Multi-Modal Transportation Improvements	1,000,000	1,000,000	6,600,000	5,400,000	4,000,000	6,388,000	6,000,000					30,388,000	38,888,000
58	CHG	STBG/RIP	LA8.4.2.06	Los Angeles	Huntington Drive Multi-Modal Transportation Improvements **(Allocated Funds Increased by $15,082,146)**	750,000	750,000	1,000,000	1,000,000	1,000,000	4,500,000	8,000,000	3,558,000	11,524,146			32,082,146	32,082,146
59		STBG/RIP	LA8.4.2.07	Los Angeles	Valley Boulevard Multi-Modal Transportation Improvements	1,000,000	1,000,000	2,000,000	2,000,000	2,000,000	4,000,000	2,000,000	1,647,854				15,647,854	29,747,854
60		UNFUNDED	LA9.4.2.08	Los Angeles County	El Sol Shuttle Service Improvements												-	16,161,000
61		UNFUNDED	LA9.4.2.09	Los Angeles County	Cesar Chavez Avenue Mobility Improvements												-	7,900,000
62		UNFUNDED	LA9.4.2.10	Los Angeles County	Olympic Boulevard Mobility Improvements												-	6,750,000
63		UNFUNDED	LA9.4.2.11	Los Angeles County	Wellness Shuttle Fleet Upgrade and Expansion Project												-	9,485,000
64		UNFUNDED	LA9.4.2.12	Los Angeles County	Whittier Boulevard Mobility Improvements												-	8,250,000
65		MEASURE R	MR3.4.3.04	Pasadena	Transit Operations and Maintenance Facility					2,547,334	3,992,666	13,080,000	19,620,000	26,160,000			65,400,000	65,400,000

Count	Action	Fund Source	MIP ID	Sponsor	Project Name	Programmed Funds ($)												Allocated Funds ($)
						FY20	FY21	FY22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY29	FY30+	Total[1,2]	
Project Type 5: Active Transportation Projects																		
66		STBG	LA8.5.2.02	Los Angeles	El Sereno Active Transportation Project & Transit Connectivity Enhancements	300,000	600,000	1,000,000	1,000,000	1,800,000	1,300,000						6,000,000	6,000,000
67		STBG/RIP	LA8.5.2.03	Los Angeles	Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements	250,000	500,000	1,000,000	1,000,000	3,900,000	1,250,000		6,500,000				14,400,000	14,400,000
68		UNFUNDED	LA9.5.2.04	Los Angeles County	Atlantic Boulevard Mobility Improvements												-	5,000,000
69		UNFUNDED	LA9.5.2.05	Los Angeles County	East Los Angeles Mobility Hub Project												-	2,000,000
70		CMAQ	LA9.5.2.06	Los Angeles County	East Los Angeles Pedestrian Accessibility Improvements						350,000	1,375,000					1,725,000	2,500,000
71		CMAQ	LA9.5.2.07	Los Angeles County	East Los Angeles Vision Zero Enhancements						1,250,000	5,500,000					6,750,000	10,000,000
72		UNFUNDED	LA9.5.2.08	Los Angeles County	Eastern Avenue Mobility Improvements												-	5,000,000
73		UNFUNDED	LA9.5.2.09	Los Angeles County	Floral Drive Pedestrian and Roadway Improvements												-	5,000,000
74		RIP	LA9.5.2.10	Los Angeles	LAC+USC Medical Center Mobility Improvements [Valley Blvd Improvements]							9,432,000	17,872,000				27,304,000	27,304,000
75		MEASURE R		Los Angeles County	LA General Medical Center Infill Station Environmental Clearance Project						2,696,000						2,696,000	2,696,000
76		UNFUNDED	LA9.5.2.12	Los Angeles County	Safe Routes to Schools Infrastructure Enhancements												-	2,500,000
77		MEASURE R	MR2.5.3.01	Monterey Park	Monterey Pass Road Improvements (Floral Drive to Garvey/Fremont Avenues)					1,638,000	4,981,000	13,675,000	546,000				20,840,000	20,840,000
78	NEW	MEASURE R	MR2.5.6.02	Monterey Park	Floral Drive Pedestrian Mobility Improvements (Collegian Avenue to Mednik Avenue) **(New Project)**								300,000	1,700,000			2,000,000	2,000,000
79	NEW	MEASURE R	MR2.5.6.03	Monterey Park	Garvey Avenue Pedestrian Mobility Improvements (Atlantic Boulevard to Casuda Canyon Drive) **(New Project)**								500,000	2,000,000			2,500,000	2,500,000
80		MEASURE R	MR3.5.3.05	Pasadena	Greenways (4 Bike Boulevards - Wilson, El Molino, Sierra Bonita & Craig Avenues)						1,200,000	2,400,000	3,600,000	4,800,000			12,000,000	12,000,000
Project Type 8: Parking Structures																		
81		MEASURE R	MR2.8.1.02	Monterey Park	Parking Structure, Multimodal Mobility Hub & Curbside Management Strategies						2,000,000	15,000,000	15,000,000	7,160,000			39,160,000	39,160,000
82		RIP	LA9.8.5.01	Los Angeles County	Marengo Mobility Hub Project at Los Angeles General Medical Center												-	10,840,000
Project Type 9: Multimodal Mobility Improvements																		
83		MEASURE R	MR1.9.4.01	Alhambra	Alhambra Bicycle and Pedestrian Improvements Project						60,028	940,000	9,950,000	3,437,000			14,387,028	14,387,028
84		MEASURE M	LA8.9.4.01	Los Angeles	6th Street PARC & Transit Improvements Project						2,000,000						2,000,000	2,000,000
85		MEASURE R	MR3.9.3.06	Pasadena	Pasadena Avenue & St. John Avenue Roadway Network (Walnut to Columbia)						7,510,000	15,020,000	22,530,000	30,040,000			75,100,000	75,100,000
86		MEASURE R	MR3.9.3.07	Pasadena	Avenue 64 Complete Streets Program					810,000	810,000	180,000					1,800,000	1,800,000
87		MEASURE R	MR3.9.3.08	Pasadena	Columbia Street Improvements (Orange Grove Boulevard to Fair Oaks Avenue)						990,000	1,980,000	2,970,000	3,960,000			9,900,000	9,900,000
88		MEASURE R	MR3.9.3.09	Pasadena	San Rafael Avenue Project (Between Linda Vista Avenue and Colorado Boulevard)							480,000	960,000	3,360,000			4,800,000	4,800,000
89		MEASURE R	MR3.9.3.10	Pasadena	Orange Grove Mobility Improvement Program								540,000	4,860,000			5,400,000	5,400,000
																TOTAL ALLOCATED FUNDS		973,312,000
																UNALLOCATED FUNDS FOR CITY OF LOS ANGELES[4]		2,500,000
																UNALLOCATED FUNDS FOR CITY OF MONTEREY PARK		1,598,000
																UNALLOCATED FUNDS FOR CITY OF PASADENA		49,100,000
																TOTAL APPROVED FUNDS		**1,026,510,000**

Notes:

1. Programming is subject to Strategic Planning's review and concurrence for local funds (this no longer applies to LA City and LA County; see Note 2 below). Locally funded projects with no programming have not coordinated a funding plan with Metro.
2. LA City and LA County's programming reflects what is approved in the FTIP. CMAQ/STBG fund assignments that were not programmed before the federal corrective action are subject to the competitive SCAG's Call for Project process. LACMTA will pursue RIP funding as made available for LA Sponsor Requests.
3. Projects labeled as unfunded received CMAQ/STBG fund assignments and were unable to program the funds before the federal competitive action. Unfunded projects must compete in SCAG's Call for Project for CMAQ/STBG funds.
4. LA City's unallocated MIP Funds are subject to SCAG's Corrective Action; LA City must compete in the 2025 Call for Projects. These funds are no longer programmed by Metro.

YSABEL JURADO
L.A. CITY COUNCIL MEMBER
DISTRICT 14

June 3, 2026

Ray Sosa
Chief Planning Officer
One Gateway Plaza
Los Angeles, CA 90012

Subject: Request to Reprogram RIP Funds from the Soto Street Widening Project Between Multonomah Street and Mission Road to the Huntington Drive Multi-Modal Transportation Improvement Project

The Bureau of Engineering (BOE) and Council District 14 (CD-14) request to reprogram $15.082 million in State Transportation Improvement Program–Regional Improvement Program (STIP-RIP) construction funds currently programmed to the Soto Street Widening Project to the Huntington Drive Multi-Modal Transportation Improvement Project. The proposed reprogramming of $15.082 million in State Transportation Improvement Program–Regional Improvement Program (STIP-RIP) construction funds from the Soto Street Widening Project to the Huntington Drive Multi-Modal Transportation Improvement Project is as follows:

- $3,558,000 – Preliminary Engineering (PE) / PS&E Phase for the Huntington Drive Multi-Modal Transportation Improvement Project in FY 2026/27.
- $11,524,000 – Construction (CON) Phase for Huntington Drive Segments 1 and 2 in FY 2028/29.

Only $15.082M in STIP-RIP funds are available to transfer from LAF7109 to LAMIP104. The funds are currently programmed to LAF7109 in state fiscal year 27-28. The City may request reprogramming to a different state fiscal year, but the California Transportation Commission (CTC) may not approve.

The proposed reprogramming of funds to the Huntington Drive Multi-Modal Transportation Improvement Project will:

- Advance Huntington Drive Segments 1 and 2 from approximately 65% design to 100% PS&E, including preparation of final construction documents.

- Fund construction improvements and project elements that are ineligible for reimbursement under the Active Transportation Program (ATP).
- Complement anticipated ATP Cycle 8 funding and help ensure Huntington Drive Segments 1 and 2 are fully funded for construction.

This approach allows BOE and Council District 14 to continue advancing priority transportation improvements by maintaining progress on the Soto Street Bridge Replacement Project through PS&E completion while strategically reallocating available RIP construction funds to the Huntington Drive Multi-Modal Transportation Improvement Project. The reprogrammed funds will support final design and construction of Segments 1 and 2, complement anticipated ATP funding, and deliver enhanced safety, mobility, and connectivity benefits for the communities along the Huntington Drive corridor.

If the Huntington Drive project is successful in securing ATP Cycle 8 funding, it will provide a significant opportunity to leverage additional state, regional, and federal funding sources. Advancing Segments 1 and 2 will strengthen the project's competitiveness for future grant opportunities and help position the remaining corridor segments for subsequent funding and implementation.

If LAMIP104 does not receive an ATP Cycle 8 grant, the project is no longer eligible for STIP-RIP funds per the STIP Guidelines' requirement for projects to be fully funded. Metro will deprogram the STIP-RIP funds from LAMIP104 and reprogram the funds to another Metro priority project

If LAMIP104 cannot allocate the STIP-RIP funds and the funds lapse, Metro will not replace the lapsed STIP-RIP funds with new STIP-RIP funds.

BOE and CD-14 acknowledges transferring the STIP-RIP funds to the SR710 Huntington Drive Project (FTIP# LAMIP104) will require the City to cooperate with Metro staff on the following Metro Board actions:

  - Amendment of the SR-710 North Mobility Improvement Program
  - Amendment of the STIP Regional Transportation Improvement Program
  - Amendment of the Call for Projects

BOE and CD-14 proposes to maintain the currently programmed RIP funds for the Soto Street Project as follows:

- $3,367,000 in Surface Transportation Program–Local Return (STPL-R) funds (LAF7109) for the Preliminary Engineering (PE) Phase in FY 2025/26

- $2,100,000 in STIP-RIP funds (LA8.1.1.07) for the Right-of-Way (ROW) Phase in FY 2026/27

These funds will allow the Soto Street Widening Project to continue advancing through final design and achieve 100% Plans, Specifications, and Estimates (PS&E) completion, positioning the project for future construction funding opportunities.

Should you have any questions, please do not hesitate to contact Senior Civil Engineer Scott Gibson at scott.gibson@lacity.org

Sincerely,

Ysabel Jurado
Los Angeles City Councilmember, 14th District

CITY OF MONTEREY PARK

320 West Newmark Avenue • Monterey Park • California 91754-2896
www.montereypark.ca.gov

City Council
Henry Lo
Vinh Ngo
Jose Sanchez
Thomas Wong
Elizabeth Yang

City Clerk
Maychelle Yee

City Treasurer
Amy Lee

December 8, 2025

Lucy Delgadillo, Senior Director
LAMTA Highway Program
One Gateway Plaza, Mail Stop 99-022-8
Los Angeles, CA 90012

December 8, 2025

Subject: Request for Allocation of $5M in Unallocated Measure R 710 Funds for Pedestrian Mobility and Safety Improvements

Dear Ms. Delgadillo,

On behalf of the City of Monterey Park, thank you for your continued partnership and support of our transportation and mobility initiatives. Following our recent presentation, we respectfully request the allocation of **$5 million from the City's unallocated Measure R 710 funds** to advance three critical pedestrian mobility and safety projects. These projects directly align with Metro's Measure R Corridor Mobility Investment Plan (CMIP) priorities of safety, equity, accessibility, and multimodal improvements.

Project 1: Floral Drive Pedestrian Mobility Improvements (Collegian Avenue to Mednik Avenue)

Floral Drive serves East Los Angeles College (ELAC) and multiple nearby elementary and middle schools, generating high student pedestrian activity. Currently, the north side of Floral Drive lacks sidewalks, ADA-compliant ramps, and safe crossings, creating significant safety and accessibility challenges.

Proposed Improvements:

- Construction of new sidewalks and ADA curb ramps with detectable warnings
- High-visibility crosswalks and enhanced striping/markings
- Curb extensions (bulb-outs) and daylighted corners to improve drivers' sight distance
- Rectangular Rapid Flashing Beacons (RRFBs) or signal timing updates to enhance crossings

Key Outcomes:

- Safer school routes for students traveling to ELAC and surrounding schools
- Full ADA compliance, eliminating barriers for people with disabilities, seniors, and families
- Improved visibility and reduced collision risk at critical intersections
- Encouragement of active transportation and walkability in the community

Project 2: Garvey Avenue Pedestrian Mobility Improvements (Atlantic Boulevard to Casuda Canyon Drive)

Garvey Avenue is a heavily traveled commercial and transit corridor, serving seniors, transit-dependent residents, and local businesses. The corridor suffers from missing sidewalks, insufficient curb ramps, and a lack of safe pedestrian crossings, creating accessibility gaps and safety hazards.

Proposed Improvements:

- Construction of continuous sidewalks and PROWAG-compliant curb ramps
- Marked crossings with pedestrian refuges and Pedestrian Hybrid Beacons (PHBs)
- Driveway and bus stop accessibility upgrades
- Enhanced lighting, signage, and wayfinding improvements

Key Outcomes:

- Continuous ADA-compliant pedestrian paths along a busy transit corridor
- Safer access to transit stops and commercial destinations for residents
- Improved pedestrian safety through marked crossings and refuges
- Strengthened connectivity between neighborhoods, schools, and businesses

Project 3: New Avenue & Hellman Avenue Intersection Safety Improvements (Near Mark Keppel High School)

The intersection of New Avenue and Hellman Avenue experiences heavy school traffic during morning drop-off and afternoon pick-up periods. Recent accidents involving students crossing Emerson Street underscore the urgent need for enhanced safety measures. Currently, the signal lacks a dedicated left-turn phase, creating turning conflicts and congestion during peak hours.

Proposed Improvements:

- Installation of dedicated protected left-turn signal phasing
- Controller and cabinet upgrades with advanced vehicle detection systems
- Intersection restriping and ADA curb ramp adjustments
- Leading Pedestrian Intervals (LPI) where warranted
- Updated signage, wayfinding, and optimized signal timing coordination

Key Outcomes:

- Reduced turning conflicts, improving safety for students and drivers
- Safer crossings for Mark Keppel High School students, particularly at Emerson Street
- Decreased delays during critical school peak hours
- Enhanced operations for transit buses and emergency vehicles

Funding Request and Alignment

Together, these three projects represent a comprehensive investment in pedestrian safety and mobility, directly supporting the City of Monterey Park's Vision Zero, Complete Streets, and climate action goals and aligns with LA Metro's funding criteria. The requested **$5 million allocation** will allow the City to proceed with design and construction, while leveraging additional funding opportunities such as ATP Cycle 8.

We respectfully request Metro's approval to program the unallocated Measure R 710 funds toward the Floral Drive, Garvey Avenue, and New/Hellman intersection projects. These investments will deliver immediate and lasting benefits to Monterey Park residents, ensuring safer, more accessible, and more equitable transportation networks.

Thank you for your consideration and continued collaboration. Please feel free to contact me or our Capital Improvement Program Manager, Mr. Ziad Mazboudi, zmazboudi@montereypark.ca.gov, 626-532-2018, should you require additional information.

Sincerely,

Shawn Igoe

Shawn Igoe
Public Works Director
City of Monterey Park
sigoe@montereypark.ca.gov
626-307-1320

Docusign Envelope ID: BD138256-67BC-4C74-AF36-BD9D515D9565

CITY OF SOUTH PASADENA
PUBLIC WORKS DEPARTMENT
1414 MISSION STREET, SOUTH PASADENA, CA 91030
TEL: (626) 403-7240▪ FAX: (626) 403-7241
WWW.SOUTHPASADENACA.GOV

March 24, 2026

Ms. Lucy Delgadillo
Senior Director
Complete Streets and Highways
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

Ms. Delgadillo:

The City of South Pasadena requests to add a new MIP and shift MIP Measure R funding as follows:

$10,000,000 from SR-110/Fair Oaks Ave Interchange Modifications (MR7.1.1.37), to program Design/PS&E and Construction of a new MIP, the North South Fair Oaks Intelligent Transportation Systems Deployment Project (Fair Oaks Project).

The Fair Oaks Project will upgrade the entire traffic signal system along Fair Oaks Avenue to accommodate new Intelligent Transportation System (ITS) elements, including the installation of new traffic signal poles, mast arms, 12-inch signal heads, Internally Illuminated Street Name Signs (IISNS), vehicular, pedestrian and bicycle Video Detection Systems (VDS), fiber optic cable from City Hall to the future Traffic Management Center at the Public Works Yard, signal controllers and cabinets at the intersections of Fair Oaks Avenue/Huntington Drive and Fair Oaks Avenue/Columbia Street , and Emergency Vehicle Preemption (EVP) Systems. In addition to the ITS installation, the Project will rebuild curb ramps and paint crosswalks to satisfy ADA compliance requirements and increase pedestrian safety at intersections. The Project also includes reconstruction of some landscape medians at several locations to increase visibility of oncoming traffic for left-turning vehicles.

The Fair Oaks Project received authorization for federal Rogan funds in the amount of $9,343,563. The City will also contribute a local cost share of $1.2M. The Fair Oaks Project design is roughly 70% complete, however the cost estimate exceeds the federal and local funding

Docusign Envelope ID: BD138256-67BC-4C74-AF36-BD9D515D9565

available. We are therefore requesting the fund transfer for Design/PS&E and Construction to program this new MIP.

The City is prioritizing the completion of the Fair Oaks Project and the Huntington Fremont Regional Traffic Corridors Improvement Project (MR7.1.1.36) and is not ready to begin work on the SR-110/Fair Oaks Ave Interchange Modifications Project (MR7.1.1.37) at this time.

Should you have any questions regarding this project, please contact Michael Vartanians, City Engineer, at mvartanians@southpasadenaca.gov

Sincerely,

Signed by:
Michael Vartanians
D047379235194CA...

Michael Vartanians
City Engineer
South Pasadena Public Works Department

CITY OF SOUTH PASADENA
PUBLIC WORKS DEPARTMENT
1414 MISSION STREET, SOUTH PASADENA, CA 91030
TEL: (626) 403-7240▪ FAX: (626) 403-7241
WWW.SOUTHPASADENACA.GOV

June 1, 2026

Ms. Lucy Delgadillo
Los Angeles County Metropolitan Transportation Authority (LA Metro)
One Gateway Plaza
Los Angeles, CA 90012

Re: Huntington Drive and Fremont Avenue Corridor Improvements Project

Ms. Delgadillo,

Thank you for taking the time to meet with us on April 14, 2026 regarding our **Huntington Drive and Fremont Avenue Corridor Improvements Project**. As discussed during the meeting our team has been working through conceptual design alternatives, community outreach, and stakeholder input.

Based on feedback we have received from community engagement, stakeholders, and city council direction we are looking to expand the scope of the project to provide the following improvements on two key throughfares in the City of South Pasadena along **1.5-miles on Huntington Drive** between Alhambra Road and Garfield Avenue and **1.8-miles on Fremont Avenue** from Alhambra Road to Columbia Street:

- **Protected Class IV directional and two-way cycle track bicycle facilities**
- **Metro Transit Stop enhancements through upgraded street furniture, signage, and lighting improvements**
- **Metro A Line and Grevelia Street bicycle and pedestrian enhancements**
- **Huntington Drive and Fair Oaks Avenue slip lane closures**
- **Pedestrian-level lighting, sidewalk upgrades, ADA curb ramp improvements, and wayfinding signage**
- **Traffic signal improvements, timing upgrades and synchronization**
- **ITS Fiber Optic Communications and System Integreation**
- **Landscape beautification**

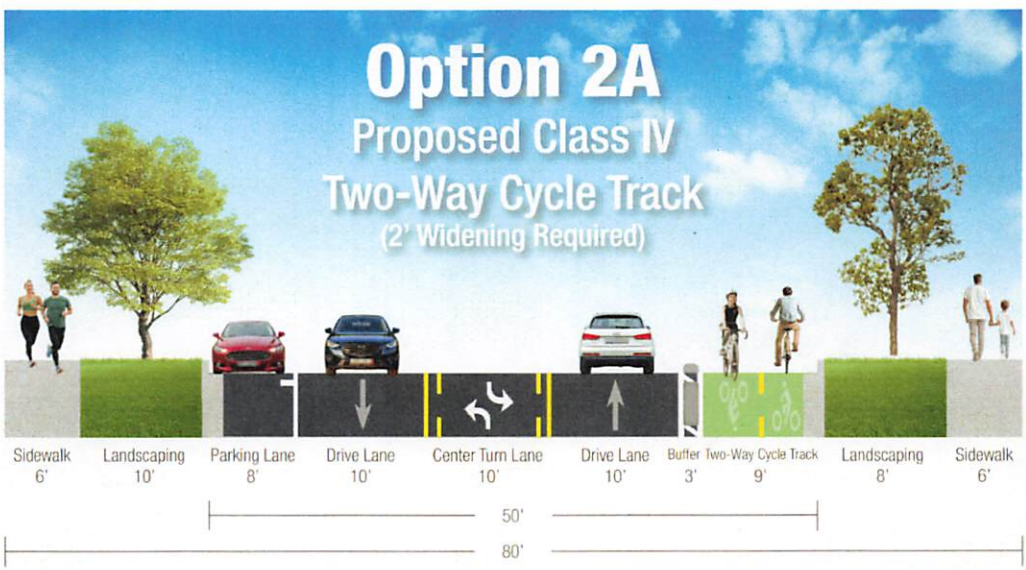
Based on our discussion and additional due diligence our team has been working on the following **action items** from the meeting.

A. **Huntington/Fremont Alternatives with Preliminary Cost Estimate**
B. **Huntington/Fremont Parking Data**
C. **Huntington/Fremont Funding Agreements, Scope, Schedule, and Budget**
D. **SR-110/Fair Oaks Interchange Scope, Schedule, and Budget**

A. Huntington/Fremont Alternatives with Preliminary Cost Estimate

Based on community engagement and stakeholder involvement we have received strong feedback for protected bicycle facilities along the two corridors. **Huntington Drive Option 3** and **Fremont Avenue Option 2A** are the current recommended alternatives for the project.

Huntington Drive: Proposed Option 3



Fremont Avenue: Proposed Option 2A

To implement this design, we have developed the following preliminary cost estimate based on the two alternatives. A detailed Preliminary Opinion of Probable Construction Cost (OPCC) can be found in **Attachment A.**

Huntington Drive and Fremont Avenue Preliminary Opinion of Probable Construction Cost (OPCC)		
Construction Items Sub-Total	$	34,177,832
Contingency (10%)	$	3,417,783
Total Construction Costs	**$**	**37,595,616**
PS&E Engineering (10%)	$	3,759,562
Construction Engineering Support (10%)	$	3,759,562
Planning	$	288,950
PA/ED	$	212,212
Total	**$**	**45,615,901**

B. Fremont Avenue Parking Data

During our planning phase our team collected parking data along both corridors to determine the feasibility of parking removal to accommodate bicycle facilities and update streets to follow new daylighting requirements (AB 413).

Based on the data collected our analysis determined there would be some parking that would need to be accommodated on sides streets along Fremont Avenue. Detailed parking information and analysis can be found in **Attachment B.**

C. Huntington/Fremont Funding Agreements Scope, Schedule, and Budget

Original Funding Agreements for the project were prepared prior to understanding the full purpose and need of the project to **develop community corridors focused on improving user safety, integrated protected bicycle facilities, and reducing vehicle speeds, while preserving neighborhood character.**

The City has been able to leverage various funding sources for the project; however, due to the expanded scope, needs additional funds to complete the implementation of the project. A detailed project schedule can be found in **Attachment C.**

Existing Project Funding Sources

Below are the existing various funding sources allocated to the project.

Funding Source	**Amount**
Measure M - Metro Active Transportation (MAT)	$6,056,160
Measure R - Metro Mobility Improvement Projects (MIP)	$10,000,000
710 Local Alternative Transportation Improvement Program (LATIP)	$323,000
City Metro Measure M Local Return	$112,795
City Metro Measure R Local Return	$146,690
Total	**$16,638,645**

Proposed Measure R Reprogramming

The City proposes the following reprogramming of funds to complete the various projects. A full summary of the reprogramming amounts and fiscal years can be found in **Attachment D**.

Projects	**Original**	**Proposed**
North-South Fair Oaks Ave ITS Project	$0	$10 Million*
Huntington Dr & Fremont Ave	$10 Million	$40 Million**
SR-110 Ramp Project	$70 Million	$30 Million**
	$80 Million	**$80 Million**

*Reprogrammed by Metro Board Box in November 2025; Agreement Amendment 1 executed in February 2026.

**Requested reprogrammed to be approved by Metro.

Measure M Funding Agreement

The current Measure M Funding Agreement includes funding for PA&ED, PS&E and CON totaling $6,056,160. These funds are subject to the following upcoming lapse dates. To avoid losing funds the project is on an expedited timeline to complete planning, design, and construction. The original and amended funding agreements can be found in **Attachment E** and **Attachment F.**

Fiscal Year	**Amount**	**Lapse Date**
FY 24/25	$912,600	6/30/2027
FY 25/26	$4,977,660	6/30/2028
FY 26/27	$165,700	6/30/2029

Measure R Funding Agreement

The LA Metro Board of Directors programmed $10M in funding for the Project. The Measure R Funding Agreement currently includes $1.1M in funding for the PA&ED and PS&E phases; the $8.9M for the CON phase, and, if approved, the requested reallocation, will be added to a future amendment to bring the total to $40M. The funding agreement can be found as **Attachment G.**

Fiscal Year	**Amount**	**Lapse Date**
FY 24/25	$140,000	6/30/2027
FY 25/26	$960,000	6/30/2028
FY 26/27	$4,500,000	6/30/2029
FY 27/28	$4,000,000	6/30/2030
FY 28/29	$400,000	6/30/2031

D. SR-110/Fair Oaks Interchange Scope, Schedule, and Budget
We understand reallocation of Measure R Funds from the SR-110/Fair Oaks Interchange would reduce the project's available budget, but the shift reflects the high-priority need identified by the community to implement critical bicycle, pedestrian, and vehicle safety improvements. The City is currently working on an RFP to select a design consultant for the project by late summer with alternatives to be prepared by late 2026.

Thank you again for your consideration of this request. Should you have any questions regarding this project, please contact our City Engineer, Michael Vartaninas, at mvartanians@southpasadenaca.gov.

Sincerely,

Todd Hileman
City Manager

SR-710 North
Mobility Improvement Projects

PLANNING & PROGRAMMING COMMITTEE

JULY 15, 2026

FILE # 2026-0294

Metro

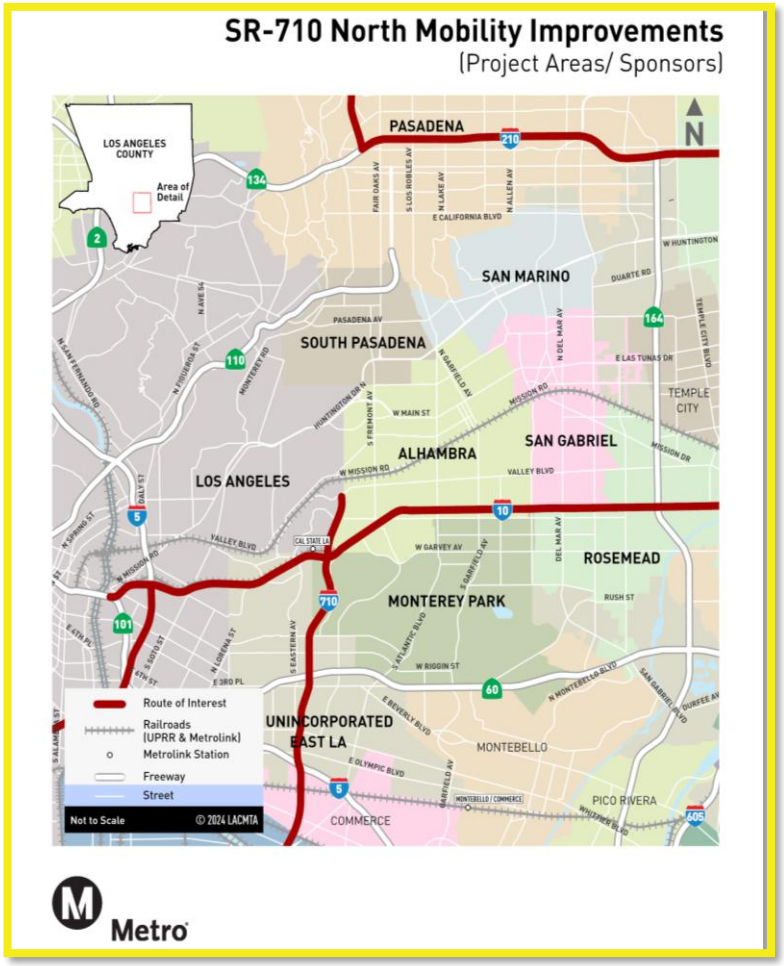
Recommendation

CONSIDER:

A. APPROVING the list of eligible SR-710 North Mobility Improvement Projects (MIP) in Attachment A;

B. AUTHORIZING the Chief Executive Officer or their designee to:

1. ALLOCATE and program funds to three new MIPs in the City of Monterey Park as recommended in Attachment A;
2. REALLOCATE funds from one existing MIP to another existing MIP in the City of Los Angeles and from one existing MIP to one new MIP and one existing MIP in the City of South Pasadena as recommended in Attachment A;
3. APPROVE associated amendments to the Regional Transportation Improvement Program (RTIP) as shown in Attachment B.



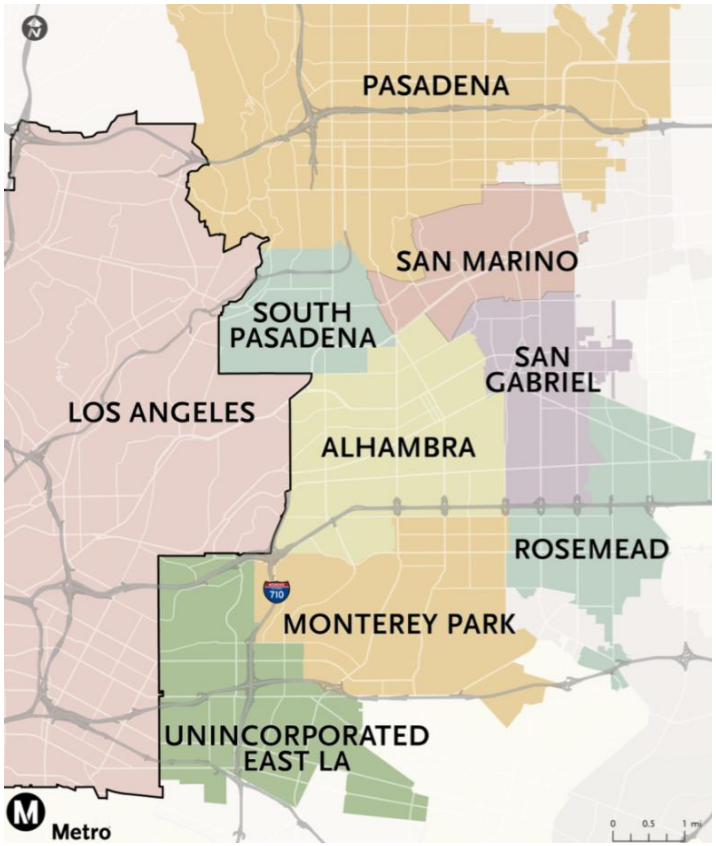
Program Background

- **PURPOSE:** Provide bus infrastructure, bikeway, and pedestrian improvements resulting from the adoption of the Transportation System Management/Transportation Demand Management (TSM/TDM) alternative for the SR-710 project.

- **BOARD ACTIONS**: Motion 29.1 approved more than $1B in MIP funds for eligible projects starting in 2020; Motion 35 clarified MIP type eligibility.

- **MIP SPONSORS**: Alhambra, LA City, LA County, Monterey Park, Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena.

- **MIP FUND SOURCES**: Measure R, as well as Congestion Mitigation and Air Quality (CMAQ), Regional Improvement Program (RIP), and Surface Transportation Block Grant Programs (STBG) for LA City and LA County.



Progress Summary

PROJECT TYPE & DESCRIPTION	EXPENDITURES TO DATE ($)*
1 - Local Street/Road & Freeway Interchange Mobility and Operational Improvements	$4,989,588
2 - Local Street Intersection Improvements	$2,235,049
3 - Intelligent Transportation Systems (ITS)/Signal Improvements	$9,895,228
4 - Transit Improvements	$39,046,050
5 - Active Transportation Improvements	$3,165,368
8 - Parking Structure, Multimodal Mobility & Curbside Management Strategies	$0
9 - Multimodal Mobility Improvements	$1,528,003

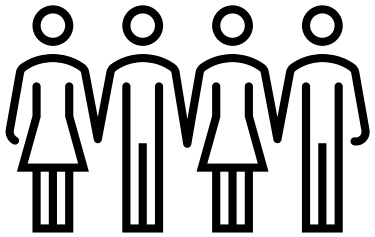
*As outlined in Attachment A, Metro is the programming agency for LA City and LA County MIPs and does not receive direct expenditure reporting for federal funds.

Equity

CITY OF LOS ANGELES – Equity-centered community engagement included surveys, public meetings, bilingual materials, targeted corridor outreach, and Community Advisory Committee with school, neighborhood, cultural, disability-services, business, and community-based representatives.

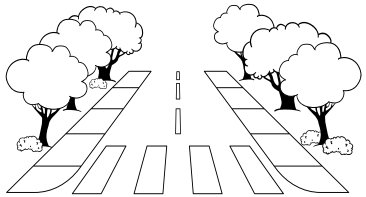
CITY OF MONTEREY PARK – Multilingual community engagement included citywide surveys, walk audits, door-to-door canvassing, multilingual community meetings, virtual meetings, booths at community events, citywide public surveys, and direct engagement with schools, businesses, and community institutions.

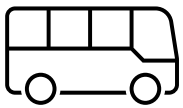
CITY OF SOUTH PASADENA – Community engagement included workshops and presentations to the City's Mobility and Transportation Infrastructure Commission, Public Works Infrastructure Commission, and City Council.



Next Steps

- Staff will continue to assist in the delivery of all MIPs, provide bi-annual updates on program progress via Board Box, and report to the Board for sponsor requests as required.
- Staff will submit the RTIP amendment request to the CTC for notice at its October 2026 meeting and action at its December 2026 meeting.





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

Metro

Board Report

File #: 2026-0441, **File Type:** Program **Agenda Number:** 7.

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming an additional $4,917,785 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation First/Last Mile Connections Program (Expenditure Line 51) and reprogram project funds previously approved to meet the project schedule, as shown in Attachment A;

2. Programming an additional $3,979,932 within the capacity of Measure M MSP - Subregional Equity Program (Expenditure Line 68), 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 MSPs are included in the Measure M Expenditure Plan, which is an attachment to the Measure M Ordinance. All MSP funds in this program are limited to capital projects. This update allows the Westside Cities Subregion and implementing agencies to approve new eligible projects for funding and revise the scope of work, schedule, and amend the project budget for previously funded projects. Funds are programmed through Fiscal Year (FY) 2029-30. The Board's approval is required to program additional funds and acknowledge the updated project lists (Attachments A and B), which serves as the basis for Metro entering into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

Based on the amount provided in the Measure M Expenditure Plan, a total amount of $89.45 million

powered by Legistar™

was forecasted to be available for programming for the subregion for FY 18 to FY 30. In prior actions, the Board approved programming $54.68 million in support of 21 projects. Therefore, $34.77 million is available to the Subregion for programming as part of this update. To date, $4.85 million (9% of programmed funds) has been expended. One project has been completed and is in the close-out audit process. Many of the remaining projects were awarded and programmed funds more recently in FY 24 or after. Staff will continue working with the implementing agencies to advance the delivery of all projects.

In line with the Board adopted Measure M Guidelines, agencies requesting funds must provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities and Councils of Governments lead and prioritize all proposed transportation improvements, including 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 Westside Cities Council of Governments (WCCOG), its consultants, and implementing agencies to review and confirm the eligibility of proposed project updates, including changes to the scope of work/schedule and/or funding requests, as applicable.

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 Measure M Master Guidelines. Staff collected project details 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 timely completion of the projects with special attention on supporting project delivery in time for the 2028 Olympic and Paralympic Games, when applicable. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

Active Transportation First/Last Mile Connections Program (Expenditure Line 51)

This update includes funding adjustments to five existing and two new projects as follows:

Beverly Hills

- Reprogram previously approved $2,973,186 to FY 27 for MM4801.02/ MM4801.03/MM4801.04 - La Cienega & Rodeo Drive Purple Line Stations Pedestrian and Wayfinding FLM Improvements project. The existing project includes continental and decorative crosswalks, crosswalk enhancements like flashing beacons, landscaping, pedestrian-scale lighting, benches, decorative tree wells, curb extensions, gathering places,

green infrastructure, wayfinding signage, and bus stop improvements. This project will likely decrease Vehicle Miles Traveled (VMT). The funds will be used for the project's Plan, Specifications, and Estimates (PS&E) and construction phases.

- Deobligate $1,600,000 and cancel MM4801.21 - D Line Extension FLM Electric Trolley project. City requested the project cancellation. The funds will be returned to the overall MSP - Active Transportation First/Last Mile Connections Program and made available for future project programming.

Culver City

- Reprogram previously approved $1,958,485 for MM4801.17 - Sepulveda Corridor Mobility Lane Project. The funds are programmed as follows: $798,364 in FY 25 and $1,160,121 in FY 27. This existing project will involve transit improvements, including one dedicated transit lane, bus stop improvements, and transit signal priority enhancements. A dedicated bike infrastructure in the form of Class II or Class IV bike lanes will be added, along with pedestrian enhancements that include curb extensions, corner bulb-outs, and refuge islands. This project will likely decrease VMT. The funds will be used for the project's construction phase.

Santa Monica

- Program $4,117,798 as follows: $580,000 in FY 27, $570,000 in FY 28, $1,651,405 in FY 29, and $1,316,393 in FY 30 for MM4801.22 - 14th Street Two-Way Protected Bikeway. This project spans approximately 1.3 miles along 14th Street between Washington Avenue and Pico Boulevard. The Project will upgrade the existing north-south Class II bike lanes to a two-way Class IV cycle track, enhance bike and pedestrian connectivity to key destinations, including Santa Monica College, the SMC/ 17th Street Expo Station, Lincoln Middle School, Memorial Park, Michigan Avenue Neighborhood Greenway (MANGo), and the Pico neighborhood. The project includes intersection upgrades at Broadway, Santa Monica Blvd, and Pico Blvd, which are high priority Vision Zero intersection. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

- Program $1,555,147 as follows: $300,000 in FY 28, $300,000 in FY 29 and $955,147 in FY 20 for MM4801.23 - Santa Monica Blvd Active Transportation Safety and Connectivity Improvements. The project is a 2.4-mile corridor from Ocean Avenue to Centinela Avenue, and includes curb extensions, pedestrian beacons, a pedestrian signal, median refuges, cross -bike markings, and signal timing enhancements that prioritize active modes such as leading pedestrian intervals and pedestrian recall. The design aims to improve safety for people walking, biking and taking transit while enhancing connectivity to major destinations and job centers. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

West Hollywood

- Program an additional $500,000 and reprogram previously approved funds for MM4801.16 - Willoughby, Vista, Gardner Greenways. The funds are programmed as follows: $445,905 in

FY 27, $690,498 in FY 28, and $500,000 in FY 29 for a revised total grant of $1,636,403. This project will connect an existing Class II bicycle lane on Santa Monica Boulevard to points further east. It will include traffic calming and wayfinding elements that reduce vehicle volumes and speeds to improve safety for bicyclists and pedestrians. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

- Program an additional $344,840 and reprogram previously approved funds for MM4801.08 - Fountain Ave Protected Bike Lanes. The funds are programmed as follows: $750,000 in FY 27, $1,030,000 in FY 28, and $350,000 in FY 29 for a revised total grant of $2,130,000. The project (also known as "Fountain Avenue Streetscape Project") will deliver a comprehensive active transportation streetscape upgrade, including widened sidewalks, enhanced curb ramps and crosswalks, protected bike lanes, permanent traffic calming measures, and streetscape elements such as landscaping (where feasible), wayfinding, and street furniture. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

Subregional Equity Program (Expenditure Line 68)

This update includes funding adjustments to one existing and five new projects as follows:

WSCCOG

- Program and additional $3,029,932 for MW4511.01 - 2028 Westside Subregional Bus Infrastructure Network project, a priority project in time for the 2028 Olympic and Paralympic Games. The funds are programmed as follows: $1,286,199 in FY 26, $1,654,332 in FY 27 and $1,804,333 in FY 28 for a revised total grant of $4,744,864. The project will design and construct quick-build bus infrastructure, using low-cost materials to allow for quick implementation and to inform future treatments on segments of Sepulveda Blvd, La Cienega Blvd, Santa Monica Blvd, Jefferson Blvd, Obama Blvd, Fairfax Ave, and Wilshire Blvd. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E and construction phases.

  The WSCCOG may distribute a portion of the awarded funds to its member cities, as needed, to enable quick implementation of the 2028 Westside Subregional Bus Infrastructure Network, also known as the Westside Bus Connection (Projects #MW4511.02, MW4511.03, MW4511.04, MW4511.05, MW4511.06 and/or MW4511.07) within city jurisdictions, before the 2028 Olympic and Paralympic Games.

Beverly Hills

- Program $50,000 in FY 27 for MW4511.03 - Westside Bus Connection (Beverly Hills), also known as the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The city is to review, approve and implement the WSCCOG designed quick-build bus infrastructure using low-cost materials to allow for quick implementation and to inform future treatments on segment of La

Cienega/Jefferson Blvd. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E phase and anticipate requesting additional funding for the construction phase when ready.

LA City

- Program $200,000 in FY 27 for MW4511.04 - Westside Bus Connection (LA City), also known as the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The city is to review, approve and implement the WSCCOG designed quick-build bus infrastructure using low-cost materials to allow for quick implementation and to inform future treatments on segments of La Cienega/Jefferson Blvd, Sepulveda, and Santa Monica Corridor. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E phase and anticipate requesting additional funding for the construction phase when ready.

LA County

- Program $50,000 in FY 27 for MW4511.05 - Westside Bus Connection (LA County), also known as the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The County is to review, approve and implement the WSCCOG designed quick-build bus infrastructure using low-cost materials to allow for quick implementation and to inform future treatments on segment of Sepulveda. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E phase and anticipate requesting additional funding for the construction phase when ready.

Santa Monica

- Program $600,000 in FY 27 and FY 28 for MW4511.06 - Westside Bus Connection (Santa Monica), also known as the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The city is to review, approve and implement the WSCCOG designed quick-build bus infrastructure using low-cost materials to allow for quick implementation and to inform future treatments on segment of Santa Monica Corridor. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E phase and anticipate requesting additional funding for the construction phase when ready.

West Hollywood

- Program $50,000 in FY 27 for MW4511.07 - Westside Bus Connection (West Hollywood), also known as the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The city is to review, approve and

implement the WSCCOG designed quick-build bus infrastructure using low-cost materials to allow for quick implementation and to inform future treatments on segment of La Cienega/Jefferson Blvd. The constructed project will remain in place as legacy project after LA28. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E phase and anticipate requesting additional funding for the construction phase when ready.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Subregion projects will not have any adverse safety impacts on Metro's employees or patrons. The recommended projects will result in improved safety for pedestrians, bicyclists and people accessing transit.

FINANCIAL IMPACT

In FY 27, $16.3 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401) and $600,000 is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Subregional Equity Program -T (Project #474511). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0441 Since these are multi-year projects, Cost Center 0441 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 Westside Cities Subregion comprises five cities and the adjacent unincorporated area of Los Angeles County. Seven 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 City of LA and West Hollywood.

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 city and/or agency, independently and in coordination with the subregion, undertakes their 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 developing and implementing their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures which may delay the development and delivery of the 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 27. Program/Project updates will be provided to the Board annually.

ATTACHMENTS

Attachment A - Active Transportation First/Last Mile Connection Program Project List
Attachment B - Subregional Equity 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

Westside Cities Subregion
Measure M Multi-Year Subregional Plan - Active Transportation First/Last Mile Connection Program (Expenditure Line 51)

ATTACHMENT A

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	WSCCOG	MM4801.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		$ 270,237		$ 270,237	$ 179,404	$ 45,833	$ 45,000			
2	Beverly Hills	MM4801.02/ MM4801.03/ MM4801.04	La Cienega & Rodeo Drive Purple Line Stations - Pedestrian and Wayfinding FLM Improvements	Construction	Chg	2,973,186		2,973,186			2,973,186			
3	Beverly Hills	MM4801.21	D Line Extension FLM - Electric Trolley Service	Equipment/Vehicle	Deob	1,600,000	(1,600,000)	-						
4	Culver City	MM4801.05	Overland Class II and IV with Pedestrian Improvements	PS&E Construction		842,496		842,496	842,496					
5	Culver City	MM4801.06	Microtransit/First Last Mile Service Program	Equipment/Vehicle		100,000		100,000		100,000				
6	Culver City	MM4801.07	Washington Transit/Mobility Lanes + Circulator/First-Last Mile Service Program	PS&E Equipment/Vehicle Construction	Audit	742,495		742,495	742,495					
7	Culver City	MM4801.17	Sepulveda Corridor Mobility Lane Project	Construction	Chg	1,958,485		1,958,485	798,364		1,160,121			
8	Culver City	MM4801.19	Move Culver City Eastern Segment Project	Construction		620,302		620,302	620,302					
9	LA City	MM4801.08	Brentwood Walkability Enhancements (San Vicente Blvd: Bundy to Bringham)	PS&E Construction		3,561,297		3,561,297	336,297	2,225,000	1,000,000			
10	LA City	MM4801.09	Connect Del Rey Stress-Free Bicycle Enhanced Corridor	PS&E Construction		6,212,768		6,212,768	4,393,838	1,818,930				
11	LA City	MM4801.10	Expo Bike Path Gap Closure	Construction		4,481,632		4,481,632		3,168,000		1,313,632		
12	LA City	MM4801.11	Santa Monica to Westwood Stress-Free Bicycle Enhanced Corridor	PS&E Construction		10,406,584		10,406,584	8,406,584	2,000,000				
13	LA City	MM4801.20	Westwood Boulevard Safety and Mobility Project	PS&E Construction		9,600,000		9,600,000		1,600,000		8,000,000		
14	Santa Monica	MM4801.12	Broadway Protected Bikeway: 5th Street - 26th Street	PS&E Construction		1,311,471		1,311,471	430,000	281,471	600,000			
15	Santa Monica	MM4801.13	Colorado Protected Bikeway: 5th Street - 17th Street	PS&E Construction		500,000		500,000	500,000					
16	Santa Monica	MM4801.14	Stewart & Pennsylvania Safety Enhancement Project	Construction		804,000		804,000	804,000					
17	Santa Monica	MM4801.15	Wilshire Active Transportation Safety Project	PS&E Construction		3,062,589		3,062,589	1,096,000	966,589	1,000,000			
18	Santa Monica	MM4801.22	14th Street Two-Way Protected Bikeway	PS&E Construction	New		4,117,798	4,117,798			580,000	570,000	1,651,405	1,316,393
19	Santa Monica	MM4801.23	Santa Monica Blvd Active Transportation Safety and Connectivity Improvements	PS&E Construction	New		1,555,147	1,555,147				300,000	300,000	955,147

Westside Cities Subregion
Measure M Multi-Year Subregional Plan - Active Transportation First/Last Mile Connection Program (Expenditure Line 51)

ATTACHMENT A

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
20	West Hollywood	MM4801.16	Willoughby, Vista, Gardner Greenways	PS&E	Chg	1,136,403	500,000	1,636,403			445,905	690,498	500,000	
21	West Hollywood	MM4801.18	Fountain Ave Protected Bike Lanes	PS&E	Chg	1,785,160	344,840	2,130,000			750,000	1,030,000	350,000	
			Total Programming Amount			**$51,969,105**	**$4,917,785**	**$56,886,890**	**$ 19,149,780**	**$ 12,205,823**	**$ 8,554,212**	**$11,904,130**	**$ 2,801,405**	**$ 2,271,540**

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.

ATTACHMENT B

Westside Cities Subregion
Measure M Multi-Year Subregional Plan - Subregional Equity Program (Expenditure Line 68)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Years	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	WSCCOG	MM4801.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		$ 33,445		$ 33,445	$ 13,378	$ 6,689	$ 6,689	$ 6,689		
2	WSCCOG	MW4511.01	2028 Westside Subregional Bus Infrastructure Network *	PS&E Construction	Chg	1,714,932	3,029,932	4,744,864		1,286,199	1,654,332	1,804,333		
3	Beverly Hills	MW4511.03	Westside Bus Connection - Beverly Hills	PS&E Construction	New		50,000	50,000			$50,000			
4	Culver City	MW4511.02	2028 Westside Subregional Bus Infrastructure Network	PS&E Construction		960,654		960,654		720,490	240,164			
5	LA City	MW4511.04	Westside Bus Connection - LA City	PS&E Construction	New		200,000	200,000			$200,000			
6	LA County	MW4511.05	Westside Bus Connection - LA County	PS&E Construction	New		50,000	50,000			$50,000			
7	Santa Monica	MW4511.06	Westside Bus Connection - Santa Monica	PS&E Construction	New		600,000	600,000			$400,000	$200,000		
8	West Hollywood	MW4511.07	Westside Bus Connection - West Hollywood	PS&E Construction	New		50,000	50,000			$50,000			
			Total Programming Amount			**$2,709,031**	**$3,979,932**	**$6,688,963**	**$ 13,378**	**$2,013,378**	**$2,651,185**	**$2,011,022**	**$ -**	**$ -**

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.

* The WSCCOG may distribute a portion of the awarded funds to its member cities, as needed, to enable quick implementation of the 2028 Westside Subregional Bus Infrastructure Network, also known as the Westside Bus Connection (Projects #MW4511.02, MW4511.03, MW4511.04, MW4511.05, MW4511.06 and/or MW4511.07) within city jurisdictions, before the 2028 Olympic and Paralympic Games.

Measure M Multi-year Subregional Program
Westside Cities Subregion

Planning and Programming Committee
July 15, 2026

Metro

File# 2026-0441

Westside Cities Subregion

- Two Multi-Year Subregional Programs (MSP)
  - Active Transportation 1st/Last Mile Connections Program (expenditure line 51)
  - Suregional Equity Program (expenditure line 68)
- 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*	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	svm	$0	$32,000	$32,000	T
57		Highway Efficiency Program		FY 2018	FY 2032	svm	$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	svm	$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	svm	$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**	

July 2027 Recommendation

CONSIDER:

A. APPROVING:

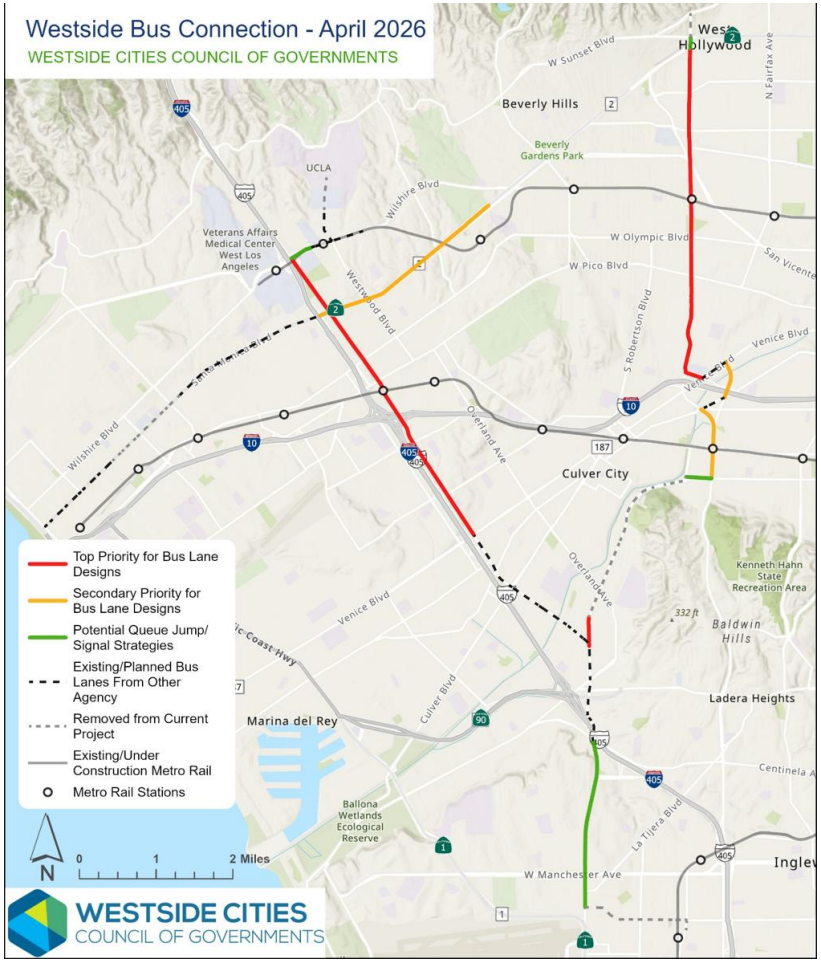
1. Programming an additional $4,917,785 within the capacity of Measure M Multi-Year Subregional Program (MSP) – Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51) and reprogram project funds previously approved to meet the project schedule, as shown in Attachment A;

2. Programming an additional $3,979,932 within the capacity of Measure M MSP – Subregional Equity Program (Expenditure Line 68), 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.

Recommended Projects

- This update includes funding adjustments to two existing and two new Active Transportation, three existing First/Last Mile, and one existing and five new Transit projects.
- Approximately seven projects are expected to be completed by the 2028 Games.



* 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 #: 2026-0454, **File Type:** Budget **Agenda Number:** 8.

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: FEDERAL CONSOLIDATED APPROPRIATIONS ACT OF 2026 AWARD

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. PROGRAMMING $89,466,188 in Consolidated Appropriations Act of 2026 award funding in support of Planning, Design, and Operations for the 2028 Games;

B. AMENDING the FY27 Budget by $89,466,188; and

C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements, including pass-through agreements and/or amendments with the agencies for projects contained in the GME FY26 Federal Funding Allocation (Attachment A).

ISSUE

Metro is the lead agency for the award of $89,466,188 from the Federal Consolidated Appropriations Act of 2026 (H.R. 7148) which is provided, on a reimbursement basis, in support of project planning, capital project delivery and operations for the 2028 Olympic and Paralympic Games (the Games). The Games Mobility Executive (GME) agencies and venue cities have expressed interest in exchanging these Federal funds with more flexible local funds and staff will facilitate this, to the extent possible, based on mutually agreed work plans for each workstream (Attachment A). The proposed Board actions are necessary for Metro to initiate the federal funds obligation and funding exchange processes.

BACKGROUND

Metro has been working with LA28, Caltrans, Metrolink, the Los Angeles Department of Transportation (LADOT), the City of Los Angeles (COLA) Mayor's Office, and the Southern California Association of Governments (SCAG), a group collectively known as the Games Mobility Executives (GME), to advocate for federal funds to support the planning for and delivery of the 2028 Games. On February 3, 2026, the Consolidated Appropriations Act of 2026 (H.R. 7148) was voted into law, providing an initial installment of the total GME federal funding request for the 2028 Games ($ 2.025

billion). These funds were made available for transportation assistance, including assistance with transit planning, capital projects, and operating assistance, for surface, commuter, and public transportation systems necessary to support the mobility needs of the 2028 Games. Eligible entities to receive these funds include public agencies that serve or support service to a venue that is part of the 2028 Games. The local match requirement for these funds is set at 20% for capital projects and 10% for a supplemental public transportation bus system.

At their meeting on May 1, 2026, the GME Principals agreed to designate Metro as the direct recipient of those funds, following the model and precedent set forth with the federal funding for the 2026 World Cup authorized by the same Act. To ensure expediency and consistency in the delivery of the projects, under this approach Metro would serve as the lead agency for the entire share of federal funds and may provide local funds, on a reimbursement basis, to the GME agencies and venue cities to advance the work in the GME FY26 Federal Funding Allocation. On July 2, 2026, the SCAG Regional Council designated Metro as the lead agency of these funds, enabling Metro to program the funds and initiate the obligation process.

DISCUSSION

Since May 2026, Metro has been working with GME agencies and venue cities to develop workplans, including a scope, schedule and budget for each of the workstreams in the GME FY26 Federal Funding Allocation (Attachment A). This work includes:

- Games Route Network: final design for the local arterial Games Route Network (GRN), a temporary network of roads for 2028 Games and transit vehicles traveling to venues;
- Integrated Transportation Management: design and implementation of transit signal priority and other intelligent transportation systems measures that will enhance regional transportation system management and operations;
- Rail Safety Enhancements to Support Paralympic/Olympics: state-of-good-repair investments to ensure regional rail track, signal and equipment reliability, minor station and wayfinding improvements, and operating support for temporary Metrolink service enhancements during the Games.
- Venue Approach Enhancements: final design for venue area pedestrian walkways, temporary intersection, safety improvement, increased shade, improved signage/wayfinding, and temporary bike lanes.

A local match is required. These agreements would include the provision of each agency’s local share (i.e., 20%). Metro is not providing a local match for other agencies.

Metro anticipates utilizing this initial installment of Games federal funding to advance the following eligible activities:

- Games Enhanced Transit Service: advance service planning and modeling, as well as engineering and design for long-lead temporary infrastructure (i.e., bus depots, park & rides,

mobility hubs, lanes, etc.)
- Stations & Accessibility: fund the 7th/Metro, LA Union Station, Norwalk and Harbor Gateway Mobility station improvements several accessibility projects.
- Design Phase Advancements: Fully fund design phase for the Light Rail Transit (LRT), and the Memorial Park Mobility Hub.
- System Enhancements: Advance the planning and piloting of Wayfinding and Heat mitigation strategies.

A summary level scope of work for each of the FY26 GME workstreams is provided in Attachment B.

DETERMINATION OF SAFETY IMPACT

The projects that Metro proposes to advance with this additional funding will improve safety by providing more shade cover, space, and comfort while waiting for transit, essential on hot days and during inclement weather.

The mobility hub and accessibility projects will provide riders with improved connections between transit modes and/or first-last mile options such as walking, rolling, and biking, reducing conflict with vehicles and slips and falls while navigating the system.

Finally, the GETS will provide spectators and the workforce with an alternative to driving to and from Games venues, thereby reducing the risk of traffic collisions by removing cars from the road.

FINANCIAL IMPACT

$20.3 million in local funds are included in the FY27 budget that are eligible to fulfill the local match requirements of the Consolidated Appropriations Act of 2026. This funding is included in various cost centers. The local match for work led by GME agencies and venue cities will need to be provided by them. Metro is not providing a local match for other agencies.

Since this is a multi-year contract, the Cost Center Managers and Chief Officers will be responsible for budgeting in future years for the balance of the remaining Contract budget.

Impact to Budget

Upon Board adoption, the FY27 Budget will be amended to include the $89.466.188 Federal award. Metro’s local match will be comprised of funds eligible and available at time of expenditure.

EQUITY PLATFORM

The recommended actions advance Metro's commitment to equitable access, mobility, and opportunity by investing in transportation improvements that will benefit residents, workers, and visitors long after the 2028 Olympic and Paralympic Games. Funding will support Games Enhanced Transit Service planning and temporary transit infrastructure, fully fund the Norwalk and Harbor Gateway Mobility Hubs and accessibility improvements, advance the design of Light Rail Transit and Key Station enhancements, and support wayfinding and heat mitigation initiatives. Many of these

investments are located within or provide direct benefits to Metro Equity Focus Communities, improving access, connectivity, and customer experience for people with disabilities, older adults, low-income households, transit-dependent riders, and historically underserved populations across Los Angeles County.

Consistent with Metro's Equity Platform Framework and Universal Inclusive Design Strategy, these investments support a Games readiness strategy that delivers both near-term operational benefits and long-term mobility improvements. By advancing mobility hubs, first/last mile connections, accessible infrastructure, customer-facing wayfinding, and heat mitigation measures, this action will help ensure the transportation network can accommodate the diverse needs of athletes, spectators, workforce, volunteers, and residents while expanding transportation choices, improving access to jobs and services, and strengthening the resilience and usability of the transit system beyond the Games.

VEHICLE MILES TRAVELED OUTCOME

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

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 by investing in high quality infrastructure and operations. The new mobility hub, heat mitigation, wayfinding and accessibility projects will improve the customer experience by making transit easier and more comfortable to use, therefore encouraging additional ridership and fewer vehicle trips. The GETS will provide a high-capacity alternative to driving to and from Games venues, helping to reduce VMT by removing cars from the road. Finally, the LRT projects that will be advanced through this item will improve system speed, efficiency and reliability, which will contribute to additional ridership and fewer vehicle trips.

*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 projects proposed to be funded through this item support:

Strategic goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system.
Strategic Goal 3: Enhance communities and lives through mobility and access to opportunity.
Strategic Goal 4: Transform LA County through regional collaboration and national leadership by providing a roadmap and strategy to deliver permanent transit and transit-supportive projects and programs that can help serve the 2028 Games.

ALTERNATIVES CONSIDERED

The Board could delay approval of the budget amendment. This is not recommended as delaying will result in a delay in securing funding for the construction of the Priority 1 projects, making delivery by 2028 impossible.

Not funding Priority 1 projects will increase the need for temporary enhancements/treatments at key stations and mobility hubs. For service on the A and E lines, the risk of service disruptions during the Games would remain unmitigated. This alternative is not recommended by staff given the importance of the 2028 Games and the unprecedented opportunity Metro has to develop these legacy investments.

If these projects are not funded, staff would include temporary enhancement/treatments at key stations and mobility hubs in the provisional priority list on future Board funding request associated with Games service delivery.

NEXT STEPS

Upon Board approval, staff will advance the following actions:

1. Advance the TrAMS Grant Application toward the January 2027 deadline.
2. Finalize funding agreement and task-order scopes of work for participating agencies to initiate cost-reimbursement mechanisms.

ATTACHMENTS

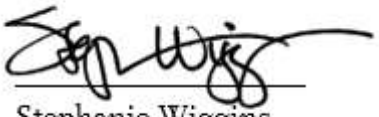
Attachment A - FY26 GME Work Plan
Attachment B - FY26 GME Workstream Scopes

Prepared by:

Meghna Khanna, Deputy Executive Officer, Countywide Planning & Development, (213) 547-4285
Shawn Atlow, Executive Officer, Countywide Planning & Development, (213) 418-3327
Craig Hoshijima, Executive Officer, Countywide Planning & Development, (213) 547-4290
Ernesto Chaves, Executive Officer, Office of Strategic Innovation, (213) 547-4362

Reviewed by:

Ray Sosa, Chief, Countywide Planning & Development
Seleta Reynolds, Chief, Innovation and Games Mobility Planning, (213) 922-4656



Stephanie Wiggins
Chief Executive Officer

GME FY26 Appropiations Distribution

	Project/Program	Reduced FY26 - evenly	Metro	Caltrans	City of LA/LADOT	Metrolink	Venue Cities (incl. City of LA)
	Games Route Network (GRN)*	$9.20					$9.20
	Paralympic Athlete Transport*						
	Games Enhanced Transit Service (GETS)	$29.22	$29.22				
	Light Rail Safety for Venue Support & Accessibility	$4.74	$4.74				
	Games-Integrated Transportation Management	$9.01	$0.99	$1.08	$2.79		$4.15
	Bus Corridor Safety Improvements						
	Rail Safety Enhancements to Support Paralympic/Olympics	$17.74				$17.74	
	Games Transportation Demand Management						
	Olympic and Paralympic Venue Approach Enhancements	$3.80					$3.80
	Key Venue Supp' Stations Safety & Accessibility Enhamcnts'	$15.75	$15.75				
	Metro Mobility Hubs						
	Total (Million) =	**$89.47**	**$50.71**	**$1.08**	**$2.79**	**$17.74**	**$17.14**

GME FY26 Wokstream Scopes

Workstream	Approx. Budget (in Millions)	Scope
Games Route Network (GRN)*	$9.20	Final Design for the Games Route Network (GRN). The GRN is a temporary network of roads for 2028 Games vehicles traveling to venues. Temporary lane conversions: In the City of LA, adjacent to the Sepulveda Basin, Universal Studios, DTLA, USC/Expo Park, Dodger Stadium, UCLA, Riviera Country Club, Venice Beach, POLA; In the City of Pasadena, adjacent to the Rose Bowl; In the City of Arcadia, adjacent to the Santa Anita Racetrack; In the City of Pomona, adjacent to the Pomona Fairplex; In the cities of West Covina and Industry, along Azusa Ave; In the cities of Rosemead and South El Monte, along Rosemead Blvd; In the City of Inglewood, adjacent to SoFi Stadium and Intuit Dome; In the cities of Gardena and Carson, adjacent to Dignity Health Sports Park; In the City of Long Beach, adjacent to Long Beach Arena, Alamitos Beach, Belmont Pier, Marine Stadium; In the City of Anaheim, adjacent to the Honda Center; In the City of San Clemente, adjacent to Trestles Beach.
Games Enhanced Transit Service (GETS)	$29.22	Advance service planning and modeling, as well as engineering and design for long-lead temporary infrastructure (i.e., bus depots, park & rides, mobility hubs, lanes, etc.) for GETS. The Games Enhanced Transit Service includes 1,748 buses from across the United States to enhance transit service to venues and complement the existing transit network. The GETS includes vehicles that are temporarily procured or borrowed, bus malls at venues and park and ride lots to serve spectators and workforce, bus depots, and labor support for the operation of the GETS. Temporary service and enhancements only for the 2028 Games .
Light Rail Safety for Venue Support & Accessibility	$4.74	Final design for 4 projects adding crossover capacity on the A and E Lines and adding a siding track east of the Expo/Crenshaw station along the E Line. A line: new double crossover track between the 5th St and Anaheim St Stations and a new double crossover track between the Lincoln/Cypress and Heritage Square Stations. E Line: new crossover track between 26th Street/Bergamot Station and Expo/Bundy Station and a new siding track between Degnan Blvd and 7th Ave.
Games-Integrated Transportation Management	$9.01	Design and implementation of transit Signal Priority and Automated Traffic Signal Performance Measures Project that will enhance regional transportation system management and operations. Automated traffic signal performance measures (ATSPM) leverage data collection and analysis at over 4,000 intersections to proactively manage traffic signal systems, ensuring efficient and responsive traffic control.
Rail Safety Enhancements to Support Paralympic/Olympics	$17.74	Completion of the Rancho Cucamonga and Marengo siding extension projects, which will support increased frequency and reliability on Metrolink's San Bernardino line during the 2028 Games. State-of-good-repair investments to ensure track, signal and equipment reliability. Minor station and wayfinding improvements. Operating support for temporary Metrolink service enhancements during the Games, including increased frequency on key lines and expanded service hours, particularly to venue-adjacent stations and mobility hubs that will connect with Metro's GETS service.
Olympic and Paralympic Venue Approach Enhancements	$3.80	Final Design for venue area pedestrian walkways, temporary intersection, safety improvement, increased shade, improved signage/wayfinding, temporary bike lanes, potential locations for these improvements include stations near 2028 Games venues such as Long Beach, Pasadena, Downtown Los Angeles, Sepulveda Basin, Inglewood, Carson, and Anaheim.
Key Venue Supp' Stations Safety & Accessibility Enhamcnts'	$15.75	Final design for Improvements at Union Station (LAUS) and 7th St/Metro Center (7MC) rail stations including improvements in pedestrian accessibility (high-visibility crosswalks, curb ramps, in-roadway warning lights, and detectable warning surfaces), adding a second elevator at 7th/Metro. lighting, wayfinding signage, and the addition of a 600 ft Class IV off-street bike path from North Alameda St to the existing Metro Bike Hub in the LAUS (Metro owned) parking lot. Additionally, final design and initial construction expenditures for improvements at Memorial Park Station (A Line), Norwalk Station on the (C Line), and Harbor Gateway Transit Center (J Line). Improvements at and near stations and located within Metro or City-owned right of way. Project elements generally include: ~280 ft Class I bike path on Caltrans ROW, ~860 ft Class III bike route on Adoree St. btw Halcourt Ave. and Studebaker Rd., pedestrian improvements, wayfinding, shade structures, landscaping.

FY26 Federal Appropriations for 2028 Olympic & Paralympic Games

Metro

Item #2026-0454

July 15, 2026

Recommendations

A. PROGRAMMING $89,466,188 in Consolidated Appropriations Act of 2026 award funding in support of Planning, Design, and Operations for the 2028 Games

B. AMENDING the FY27 Budget by $89,466,188; and

C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements, including pass-through agreements and/or amendments with the agencies for projects contained in the GME FY26 Federal Funding Allocation (Attachment A).

Metro

Issue

- Metro will be the lead agency for the $89,466,188 from the Federal Consolidated Appropriations Act of 2026 (H.R. 7148)
- The proposed Board actions are necessary for Metro to initiate the federal funds obligation and funding exchange processes.

Metro

Background

- Consolidated Appropriations Act of 2026 (H.R. 7148) provides an initial installment of GME federal funding request
- The Games Mobility Executive (GME) agencies agreed to follow a similar distribution model to the World Cup
- Venue cities have expressed interest in exchanging these Federal funds with more flexible local funds
- The local match requirement for these funds was set at 20% for capital projects and 10% for a supplemental public transportation bus system.

Metro

GME/Venue City Workstreams

- Games Route Network (GRN)
- Games-Integrated Transportation Management
- Rail Safety Enhancements to Support Paralympic/Olympics
- Olympic and Paralympic Venue Approach Enhancements

Metro

Metro Workstream Scopes

- Games Enhanced Transit Service (GETS)
- Key Venue Supplemental Stations Safety & Accessibility Enhancements
- Light Rail Safety for Venue Support & Accessibility. System Enhancements

Metro

Next Steps – Upon Board Approval

- Advance the TrAMS Grant Application toward the January 2027 deadline.
- Finalize funding agreement and task-order scopes of work for participating agencies to initiate cost-reimbursement mechanisms.

Metro

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

Metro

Board Report

File #: 2026-0103, **File Type:** Project **Agenda Number:** 9.

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: ANTELOPE VALLEY LINE IMPROVEMENTS - SAN FERNANDO VALLEY/PACOIMA METROLINK STATION AND MOBILITY HUB

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

PROGRAM $6,900,000 for conceptual planning, environmental clearance, preliminary engineering, and community outreach for the San Fernando Valley (SFV)/Pacoima Metrolink Station and Mobility Hub.

ISSUE

At its December 2025 meeting, the Board directed staff to return with an update to program funds to advance the Pacoima Metrolink Station and Mobility Hub project (Project) as a next step following the Board adoption of Scenario 2 for the East San Fernando Valley (ESFV) Shared Right-of-Way (ROW) Study (Study).

BACKGROUND

At its December 2025 meeting, the Board approved the Scenario 2 Pacoima Metrolink Station option as the preferred alternative for the Study. As part of the Study, the Board reviewed alternatives for connecting the terminus for the ESFV Light Rail Transit (LRT) Corridor project at Van Nuys Boulevard and San Fernando Road with the Sylmar/San Fernando Metrolink Station. The Board selected Scenario 2, which would construct a new Pacoima Metrolink station on the Metrolink Antelope Valley Line right-of-way at this intersection to serve as a multimodal transfer hub between the ESFV LRT and the Metrolink AVL.

Scenario 2 intends to leverage the Metro-owned Antelope Valley Line (AVL) ROW and existing Metrolink AVL commuter rail service that Metro funds 100%. Metro is a member of the Southern California Regional Rail Authority (SCRRA), operator of the Metrolink regional commuter rail service. Metro owns 151 miles of Metrolink ROW in Los Angeles County, including 76 miles along the AVL from Los Angeles to Lancaster. The AVL provides connections throughout the San Fernando Valley and to Los Angeles Union Station and many other Metro and Metrolink local and regional transit connections (See Attachment A).

ESFV Shared ROW Study

The Study was initiated per Board direction in December 2022, in response to concerns about operating frequent light rail, commuter rail, and freight service in the northernmost 2.5 miles of the ESFV project area. This segment would run along the Metrolink AVL corridor, primarily in the City of San Fernando, from the current planned terminus of the ESFV Light Rail Transit (LRT) project at the intersection of Van Nuys Boulevard and San Fernando Road in Pacoima. The Study evaluated four scenarios for traffic, safety, parking, ridership, cost, fare equity, and grade crossing considerations.

The Study identified that a new Pacoima Metrolink Station and mobility hub would serve as a transfer point between the Metrolink and Metro systems, providing connectivity for passengers traveling on either system. The mobility hub component would serve as a community-focused, dynamic, centralized public space where local residents can easily connect to multiple modes of transportation, including commuter rail, light rail, buses, and active transportation (e.g., walking and biking).

The Study ultimately concluded with the recommendation to advance Scenario 2, primarily because ridership growth would support enhanced service to a much larger area extending along the Antelope Valley Corridor, including the Antelope Valley, Santa Clarita, Burbank, and Glendale. The proposed new Pacoima Metrolink Station would provide an opportunity to develop a new transfer facility serving the regional AVL and the local ESFV LRT service, as well as a mobility hub with enhanced and supportive land use development in the area, and integration of other transportation modes, such as local and regional bus connectivity.

DISCUSSION

A task order is anticipated to be executed in Summer 2026 for conceptual planning, environmental clearance, and preliminary engineering for the Pacoima Metrolink Station.

Pacoima Metrolink Station Planning and Development

Programming these funds will enable the project team to advance station development and track work, conduct environmental evaluations, preliminary engineering, and coordinate with other projects and stakeholders in the project area. This work will also include developing approaches to pedestrian safety, funding strategy, outreach support, fare equity considerations with Metrolink, and parking needs.

Mobility Hub Planning and Development

The mobility hub planning, design, and environmental clearance will aim to develop an intermodal facility that enables safe, reliable, and comfortable transfers between the ESFV LRT and the Pacoima Metrolink Station. Because the two stations are separated by an intersection at San Fernando Road and Van Nuys Boulevard, the mobility hub planning will include an intersection redesign to improve pedestrian safety between the LRT and Metrolink stations. The analysis will consider alternatives that support safe crossings, account for expected surges in pedestrian transfers between LRT and Metrolink trains and recognize that San Fernando Road is an active truck route.

Additionally, the mobility hub planning will consider the following elements: wayfinding and directional signage to improve connectivity; shade and heat-mitigation elements to support a comfortable

transfer; and micromobility parking to support use of the Mission City trail (the existing Class 1 bicycle facility on San Fernando Road).

Multimodal Integrated Planning

Coordination efforts across various teams and key stakeholders responsible for implementing different modal elements in the project area will deliver a seamless, holistic approach to customer experience, network integration, and multimodal options.

Metro has an opportunity to deliver much-needed multimodal transportation infrastructure in the northeast SFV and recognizes the challenges of coordinating multiple projects, transportation modes, and agencies to develop a cohesive approach to delivering integrated transportation improvements and community benefits in the EFC-designated areas near the Project.

The various elements to be coordinated include the following:

- Pacoima Metrolink Station
- Mobility Hub
- Brighton to Roxford (B2R) Double Track
- Six at-grade rail/highway crossings between Pacoima and San Fernando
- Metrolink service and equity-focused fare policy
- Pedestrian and active transportation elements
- Freight truck considerations
- Metro and municipal operations serving the project area
- ADA/accessibility considerations
- Connectivity to the ESFV LRT

Community Outreach

Staff will develop a comprehensive outreach program to engage northeast San Fernando Valley communities on the latest developments and future planning for the AVL Improvements, including B2R and the Project. Staff will secure an outreach contractor in 2026 from its Communications Bench.

The outreach efforts will build upon the robust engagement conducted for the Study in 2025, which included traditional briefings and community meetings, as well as inclusive Spanish-language roundtables hosted by community-based organizations and an innovative Metro-hosted resource fair in the city of San Fernando.

Metro will continue to maximize public participation in the diverse communities of the northeast San Fernando Valley by conducting equitable outreach that offers numerous safe and comfortable opportunities for community members to provide feedback. Engagement will be interactive, including activities such as design charrettes, roundtables, and hands-on workshops, and will be supported by strategic partnerships with the San Fernando Valley Council of Governments, the City of San Fernando, Federal, State, and local elected officials, the ESFV LRT Community Leadership Council,

and community-based organizations.

Recommended Programming

The following table identifies the recommended programming of Metro funds for the Pacoima Metrolink station and mobility hub planning efforts by task:

PACOIMA METROLINK STATION AND MOBILITY HUB	
Conceptual Planning, Env. Clearance and Preliminary Engineering (including contingency)	$ 4,200,000
Mobility Hub Design	$ 1,400,000
Outreach	$ 300,000
3rd Party Coordination, Design Review, Fare Equity Analysis, etc.	$ 1,000,000
Total:	**$ 6,900,000**

DETERMINATION OF SAFETY IMPACT

This Board action will support double tracking, at-grade rail/highway crossing improvements, and improved safety along the Metrolink AVL. The Project will be designed to the latest Metro and Metrolink standards, and State and Federal requirements.

FINANCIAL IMPACT

The cost to initiate conceptual planning, environmental clearance, preliminary engineering, community outreach, and mobility hub planning for the Project is estimated at $6,900,000. $3,400,000 is included in the Metro adopted FY27 budget for the Project in projects 460073 and 405575. This is sufficient to advance the Project during FY27.

This is a multi-year project, and the Chief Planning Officer will be responsible for budgeting the costs for future fiscal years from project numbers 460073 (Metrolink LA County Stations) and 405575 (Mobility Hubs Program).

Impact to Budget

The source of funds for FY27 for the Project is Measure R 3% commuter rail capital funds, Propositions A and C, and TDA administrative funds. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

EQUITY PLATFORM

The Project is located in the city of Los Angeles along the Metrolink AVL. There are multiple Equity Focus Communities (EFC) in the vicinity of the Pacoima Metrolink Station. The study area includes the city of Los Angeles neighborhood of Pacoima, which was identified as an EFC in prior analyses, where 76% of residents identify Spanish as their primary language.

Equity assessments, including an examination of the potential benefits to residents living within a half mile of the Pacoima Metrolink and ESFV LRT stations, were conducted as part of the prior Study. Census tract data for the year 2020 were used in correlation with Metro's 2022 EFC Map.

The outreach team implemented an English/Spanish bilingual program, which included presentations delivered in Spanish to two roundtables convened by community-based organizations and ensured that Spanish-speaking staff was present at all community meetings and activities. This collaboration allowed Metro to build community trust and connect residents with critical resources like Metro LIFE and CalFresh in an accessible, community-centered way.

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 Project would provide a direct transfer between the Metrolink AVL and the ESFV LRT, plus bus connections, which saves travel time for transit riders, thus reducing VMT and GHG emissions.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support the Metro Vision 2028 Strategic Plan goals 1, 2, and 3 as follows:

- 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 could choose not to program funds to initiate conceptual design, environmental clearance, preliminary engineering, and community outreach for the Project. This is not recommended, as staff analysis demonstrated that the Project provided connectivity to communities along the shared right of way to the ESFV light rail line, extending the rail lines mobility and environmental benefits.

NEXT STEPS

With Board approval of the recommendation, staff will execute task orders starting in Summer 2026 to initiate and stream-line conceptual planning, environmental clearance, preliminary engineering, and robust community outreach efforts for the Project. Staff will coordinate closely with Metrolink and the B2R team on grade-crossing and track-laying design for the Pacoima Metrolink Station.

Staff will provide periodic updates to the Board including in the Major Capital Projects Quarterly updates and as progress is made. Metro staff anticipate returning to the Board in 2028 to certify the environmental document; establish a life-of-project budget, schedule, and funding plan; and program funds for final design.

A subsequent task order is expected to be executed in late 2026 for the mobility hub planning, including advanced design up to 30% and environmental clearance for CEQA and NEPA, as necessary.

ATTACHMENT

Attachment A - AVL Corridor Map

Prepared by: Jay Fuhrman, Senior Manager, Countywide Planning and Development, (213) 547-4381
Michael Cano, Executive Officer, Multimodal Systems and Corridors, (213) 418-3010
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317
Nicole Ferrara, Deputy Chief Planning and Development Officer, (213) 547-44322
Karen Swift, Deputy Executive Officer, Community Relations, (213) 922-1348
Marisa Perez, Deputy Chief, Community Relations, (213) 922-3808

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

Stephanie Wiggins
Chief Executive Officer

Antelope Valley Line Improvements

San Fernando Valley/Pacoima Metrolink Station and Mobility Hub

Metro

Antelope Valley Line Improvements – San Fernando Valley/Pacoima Metrolink Station and Mobility Hub

Planning and Programming Committee

July 15, 2026
Legistar File 2026-0103

Metro

Recommendation

CONSIDER:

Programming $6,900,000 for conceptual planning, environmental clearance, preliminary engineering, and community outreach for the San Fernando Valley (SFV)/Pacoima Metrolink Station and Mobility Hub.

Metro

Pacoima Station and Regional Connectivity

- The Pacoima station would be a convenient and easy connection point between the Metrolink Antelope Valley Line commuter rail service and the East San Fernando LRT corridor, currently under construction.
- The Metrolink Antelope Valley Line:
  - Provides commuter rail service from the Antelope Valley, Santa Clarita, and the San Fernando Valley to Los Angeles
  - Offers multimodal connections to the Metro system, other regional rail lines throughout southern California, and the future California High-Speed Rail system.
  - Provides train-to-plane connections at Hollywood/ Burbank Airport.

Project Background and Benefits

- The previous East San Fernando Valley (ESFV) Shared Right-of-Way (ROW) Study (Study) concluded with the Metro Board adopted recommendation to advance the design and environmental clearance for a new Pacoima Metrolink station that will:
  - improve safety and connectivity to bus and rail services
  - create a multimodal mobility hub with multiple rail, bus, and active transportation options
  - provide greater access to the Metro regional transportation network
- The Pacoima Metrolink station at Van Nuys Blvd. and San Fernando Road will enable local residents and riders to easily and safely transfer between the two rail services, connecting bus service, and other modes, such as the Mission Bike Path.
- This initial phase of the work will focus on conceptual planning, environmental clearance and preliminary engineering for the Metrolink station footprint, railroad track alignment, and mobility hub planning.

Metro

Mobility Hub

- The mobility hub provides first/last-mile connections and an interface between light rail and Metrolink.
- Mobility hub elements will prioritize pedestrian/bike connectivity and safety.
- The project will include heat mitigation elements to improve the pedestrian transfer experience, an intersection redesign to enhance pedestrian safety, as well as bike lockers, real-time transfer information, and restrooms.

Metro

Community Outreach and Next Steps

- Community Relations will issue a Communications Bench task order to engage northeast San Fernando Valley communities on the latest developments and planning for the Metrolink Station and Mobility Hub.
- Outreach efforts will build upon the robust engagement conducted for the Study in 2025, which included traditional briefings and community meetings, as well as inclusive Spanish-language roundtables hosted by community-based organizations and an innovative Metro-hosted resource fair in the City of San Fernando.
- Engagement will be interactive, including activities such as design charrettes, roundtables, and hands-on workshops, and will be supported by strategic partnerships with elected officials, local jurisdictions, CBOs and youth.
- Countywide Planning will execute a task order Summer 2026 to start the conceptual planning, environmental clearance and preliminary engineering.

Metro

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

File #: 2026-0313, **File Type:** Program **Agenda Number:** 10.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A1. APPROVING ~~$125,403,758~~ $104,403,758 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs, along with funding changes via the updated project list shown in Attachment A, excluding the WB SR-91 Alondra Blvd to Shoemaker Ave Project;

A2. APPROVING $21,000,000 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs for the WB SR-91 Alondra Blvd to Shoemaker Ave Project, as shown in Attachment A;

B. APPROVING the deobligation of $8,573,383 in previously approved Measure R Multimodal Highway Subregional Program funds and re-allocation to other existing Board-approved Measure R Projects or return remaining funds to the Measure R subregional fund balance, as shown in Attachment A; and

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for Board-approved projects.

ISSUE

The Measure R Multimodal Subregional Programs Semi-Annual Update reports on revised subregional project priorities and budgets that require modification. Projects within this Program include improvements related to traffic signals, roadways, and infrastructure to support pedestrians, bicyclists, and transit. This update also includes requests from implementing agencies to program more funds, reprogram funds, deobligate funds, and revise schedules, scopes and/or funding allocations for existing projects. These changes are reflected in Attachment A.

Board approval of the project information and updated list in Attachment A is required as it serves as the basis for Metro to enter into agreements with respective implementing agencies to initiate or continue the project development process.

BACKGROUND

The Measure R Expenditure Plan allocates funding to projects under the multimodal highway operational improvement subfund program, as listed in Attachment A. Metro staff works closely with the local jurisdictions and subregions to review the project eligibility of the proposed projects for this update. When staffing capacity at the local level is limited or at the request of local jurisdictions and subregions, staff will also lead or assist in developing the environmental and design phases of the projects within the subfund program for the Arroyo Verdugo, Gateway Cities, North Los Angeles County, San Gabriel Valley, and South Bay Cities subregions.

Local jurisdictions and subregions are responsible for prioritizing and developing projects that meet the eligibility criteria for the Measure R Program. At its June 2021 meeting, the Board approved expanding the funding eligibility for active transportation and complete streets projects within Measure R and Measure M guidelines. In addition, at its June 2022 meeting, the Board approved objectives that guide how Metro invests in highway systems that support the broader vision of mobility, sustainability, equity, economic vitality, and quality of life. To implement these policies, along with Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, staff encourage cities, subregions, and grant recipients to integrate eligible multi-modal elements at the discretion of the project sponsor. Projects are also further evaluated by Metro staff, to ensure the projects meet program guidelines and eligibility requirements.

Currently, 111 projects have been concluded (completed and/or deobligated) totaling $234 million. Projects that have deobligated funds will be closed out, reallocated to another locally prioritized project, or will be returned to the Measure R subregional fund balance. This funding supports a wide range of multimodal improvements, including traffic signal upgrades, pedestrian and bicycle facilities, transit supportive elements, and roadway operational enhancements throughout Los Angeles County. These initiatives align with Metro's Measure R objectives to improve multimodal mobility in Los Angeles County through investments in transit, highways, local streets, and active transportation improvements. In addition, each project involves a collaborative effort that includes coordination among multiple departments and jurisdictions during the early phases of implementation, whenever feasible and appropriate.

In March 2026 staff began to use the MyGrants Portal to streamline and modernize Metro's administration of funding for Measure R Subregional Highway projects. Key functions of the portal include the ability to monitor project expenditures and grant allocations at both the individual project and subregional/program levels, a streamlined invoicing and quarterly reporting process that enables agencies to upload invoices and supporting documents directly to the system (where Metro project managers can review and approve them), and various other project management tools. This platform reduces manual processes, improves data accuracy, and allows for fund utilization, ultimately enhancing accountability to the Board and the public. In addition to operational efficiencies, the portal provides a user-friendly interface for jurisdictions, making it easier to submit required documentation for invoices and to access important resources. To support adoption, staff conducted training

sessions and distributed user guides to project managers and city staff to ensure all stakeholders are informed, prepared, and able to successfully transition to the new system. Starting in Fiscal Year 2027, agencies will be required to submit their Measure R Quarterly Progress/Expenditure Reports through the MyGrants Portal.

DISCUSSION

To date, 353 projects have received Measure R Subregional Highway funding totaling $1.90 billion. Of that amount, $927.8 million has been expended by the subregions.
Nine projects have concluded in this update, including three completed projects and six cancelled projects, as described below. Several projects have been active since Measure R was first established and continue to advance. Cities have faced challenges including cost increases, right-of-way impacts, and scope changes, but each project is moving forward. Regular progress updates and ongoing expenditures confirm that cities continue to make progress toward completing their projects. Measure R includes a subfund category for highway-related projects intended to provide local funding toward the implementation of multimodal highway projects and subregional programs, as identified by local jurisdictions and subregional Councils of Governments. Metro staff assessed the eligibility of projects for funding and reconfirmed eligibility for any requested scope changes. The modifications to the Measure R Multimodal Subregional Program are described below and summarized in Attachment A.

Arroyo Verdugo Operational Improvements

To date, a total of $145.7 million has been programmed for a total of 64 projects in the Arroyo Verdugo subregion, of which $68.1 million (or 46%) has been spent. Currently, there are 48 active projects at various stages of development, and with 16 projects completed. This update includes funding adjustments (programming new funds or deobligating funds) for three existing projects described below.

Glendale

Deobligate $6,000,000 from MR310.25 - I-210 Soundwalls Project for a revised project budget of $2,020,000. This project was in the Plans, Specifications & Estimates (PS&E) phase. Upon further review, the city determined that the project is no longer financially feasible and requested that the funds for the project be deobligated.

Program $4,000,000 for MR310.66 HSIP Cycle 11 Local Match (Ped/Bike Improvements) Project in FY26-27 for a revised budget of $6,000,000 for the PS&E and Construction phases. The project is in the PS&E phase and funds are being programmed to fully fund the project through the construction phase. The project includes pedestrian/bike improvements at signalized intersections and along roadway segments, new raised medians on intersection approaches, and enhanced midblock/intersection crossings throughout the City of Glendale. The city now proposes to add the installation of a new traffic signal, while expanding Americans with Disabilities Act (ADA) compliant curb ramps/curb extensions, and additional traffic signal modifications, as well as updating the intersection improvement locations within the project limits. This project will likely decrease Vehicle Miles Traveled (VMT).

Program $5,000,000 for a new project MR310.71 - Citywide Smart City and Fiber Optic Infrastructure Expansion. Funds are to be programmed as follows: $750,000 in FY26-27, $4,000,000 in FY27-28 and $250,000 in FY28-29. The project is in the planning phase and funds are being programmed for planning PS&E and Construction. This project is primarily an enabling communications and operations project which will support multimodal outcomes by creating the backbone for transit-supportive signal operations and real-time information, safer signal operations for pedestrians and bicyclists, parking guidance that can reduce circulation and curbside conflicts, and integrated data-sharing to manage person-throughput. The project is best understood as an enabling safety project by giving Glendale the communications backbone needed for better signal timing and monitoring, faster incident detection and clearance, emergency response coordination, improved communication between the Traffic Management Center (TMC) and Police Regional Transit Information Center (RTIC), parking guidance to reduce circulation conflicts, and future deployment of pedestrian/bicycle detection and other safety technologies where crash risk is highest. This project will likely decrease VMT.

Highway Operational Improvements in Las Virgenes-Malibu Subregion

To date, a total of $173.6 million has been programed for a total of 31 projects in the Las Virgenes-Malibu Subregion of which $153.9 million (or 89%) has been spent. Currently, there are 22 active projects at various stages of development, and with 9 projects completed. This update includes funding adjustments (programming new funds or deobligating funds) for two existing projects described below.

Malibu

Program an additional $353,734 for MR311.27 - PCH Intersection Improvements Project in FY26-27 for a revised budget of $1,678,734. The city anticipates starting construction in the fall, and the funds are being programmed to fund the construction phase. This project includes traffic signal updates and the addition of a right-turn lane. This project will likely increase VMT.

Deobligate $353,734 for MR311.32 - Pacific Coast Highway and Big Rock Dr. Intersection Improvements at La Costa Area Pedestrian Improvements Project, for a revised budget of $596,266. The project is completed and the remaining funds will be reallocated to MR311.27.

South Bay Cities: I-405, I-110, I-105 & SR-91 Improvements

To date, a total of $458.8 million has been programmed for a total of 84 projects in the South Bay Cities subregion, of which $181.9 million (or 40%) has been spent. Currently, there are 52 active projects at various stages of development, and with 32 projects completed. This update includes funding adjustments (programming new funds, reprogramming existing funds or deobligating funds) for four existing projects described below.

Caltrans

Deobligate $150,000 for MR312.86 - I-105 Integrated Corridor Management (ICM) Caltrans

Independent Quality Assurance (IQA), for a revised budget of zero. Through the design process, it was determined that Caltrans IQA is no longer needed and therefore funds are being requested to be reallocated to Metro's MR312.84 - I-105 Integrated Corridor Management (ICM) Project.

Hawthorne

MR312.67 - Rosecrans Avenue Signal Improvements and Intersection Capacity Enhancements. The entry in Attachment A has been updated to match the previously approved funds programming from the June 2025 update. The project will likely increase VMT.

City of Los Angeles

Reprogram $17,481,330 for MR312.48 - Alameda St (South) Widening from Anaheim Street to Harry Bridges Blvd (Additional funding via MM5508.14). The funds are being reprogrammed as follows: $4,370,332 in FY27-28, $9,469,054 in FY28-29, and $3,641,944 in FY29-30. The budget remains the same at $17,481,330. The project is in the design phase, and funds are being reprogrammed due to the project being placed on hold while the Vincent Thomas Bridge Deck Replacement Project undergoes construction. The project includes widening and improvement of Alameda Street to a Modified Major Highway Class II Street from two lanes to three lanes in each direction between Harry Bridges Boulevard and Anaheim Street. The purpose of this project is to improve the freight line movement along Alameda Street due to the Port of Los Angeles Berth 200 Rail Yard expansion project and increased 18-wheeler truck traffic on the Alameda corridor. This project will likely increase VMT.

Los Angeles County

Program an additional $1,000,000 for MR312.52 - ITS: Improvements on South Bay Arterials (Call Match) F7310. The funds are being programmed as follows: $700,000 in FY26-27 and $300,000 in FY27-28 for a revised total project budget of $3,421,000. The project is in the construction phase, and the additional funds are needed to meet increased construction costs. This project will complete Transit Safety and Security Program (TSSP) improvements on Normandie Avenue between 92nd Street and El Segundo Boulevard, Manhattan Beach Boulevard between Manhattan Avenue and Van Ness Avenue, and Hawthorne Boulevard between Imperial Highway and Manhattan Beach Boulevard. Other improvements include systemwide coordination timing, Intelligent Transportation Systems (ITS) and intersection operational improvements. The TSSP component of the project will improve traffic signal operations along these routes by upgrading each traffic signal to federal and state standards, providing additional vehicle detection to enable operation as a fully traffic- actuated signal, and installing the appropriate components to enable each signal to be capable of time-based coordination.

Metro

Program an additional $3,650,000 for MR312.84 - I-105 Integrated Corridor Management (ICM) Project. Of this additional amount, $150,000 will come from deobligated funds from project MR312.86. The updated funds are being programmed as follows: $3,650,000 in FY26-27 for a revised budget of $26,500,000. The project is in the construction phase, and additional funds are

needed to fully fund the construction and implementation phases due to rising construction costs and procurement of more than originally anticipated field elements. This project is likely to increase VMT.

Gateway Cities I-605 Corridor "Hot Spots" Interchange Improvements

To date, a total of $586 million has been programmed for a total of 78 projects in the Gateway Cities subregion, of which $245.4 million (or 51%) has been spent to date. Currently, there are 49 active projects in various stages of development, with 29 projects completed. This update includes funding adjustments (programming new funds, reprogramming existing funds or deobligating existing funds) for 11 existing projects described below.

Metro

Program an additional $78,804,000 for MR315.75 - SR-91 Atlantic to Cherry Eastbound Auxiliary Lane Project. The funds are being programed as follows: $30,000,000 in FY26-27, $25,000,000 in FY27-28, $20,000,000 in FY28-29, $3,700,000 in FY29-30 and $104,000 in FY30-31 for a revised budget of $125,855,000. The project is in the construction phase and funds are being programmed to align with the Life of Project Budget adopted by the Board in November 2023. 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. The project includes the 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. In addition, the project provides air filtration systems and filter replacements to residents and businesses within the City of Long Beach. Metro staff are coordinating with the City of Long Beach for the implementation of these items. These improvements will enhance safety by minimizing weaving, reducing traffic incidents, and improving traffic flow. For the area within this project, total crash rates range from 30% to 73% higher than the total statewide average, and fatality rates in this area exceed statewide averages by 35%, all highlighting the need for these safety-critical improvements. The safety improvements to the SR-91 Corridor are expected to avoid one fatality, 366 injuries, and 646 crashes over the 20-year study period. The project is likely to increase VMT.

Deobligate $300,000 for Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development (Gateway Cities, Southern California Edison, Los Angeles County) for a revised budget of zero. These funds were not needed, and the savings are being returned to the subregion to fund other priority projects.

Program an additional $730,000 for MR315.73 - I-605 at Valley Boulevard Interchange Improvements Project. The funds will be programmed as follows: $365,000 in FY26-27 and $365,000 in FY27-28 for a revised budget of $9,861,700. The funds are needed for Design Support During Construction. The project includes various safety, operational and mobility improvements, such as reconfiguring and widening freeway ramps, constructing freeway retaining and soundwalls, upgrading and coordinating signals (traffic and railroad), reconstructing and widening adjacent local arterials (Valley Boulevard and Temple Avenue), and upgrading curb ramps, sidewalks, and other infrastructure to comply with ADA standards. This project will likely increase VMT.

powered by Legistar™

Program an additional $21,000,000 for MR315.74 - Westbound SR-91 Alondra Boulevard to Shoemaker Ave Improvement Project. The funds are being programmed as follows: $10,500,000 in FY27-28 and $10,500,000 in FY28-29 for a revised budget of $78,505,000. The project is currently in the design phase, and funds are being programmed for the construction phase. The project will add a general-purpose lane, maintain auxiliary lanes, and reconfigure interchanges to reduce traffic weaving. Improvements include adding a one-lane I-605 southbound connector and a two-lane I-605 northbound connector, as well as new sound walls, retaining walls, and ramp modifications. The project also includes complete streets elements compliant with the ADA, including a Class II bicycle lane on Pioneer Boulevard, ADA-compliant sidewalks, pedestrian and bicycle signage, and LED lighting. Additional improvements will consist of sidewalks on both sides of the new Gridley Road OC and five-foot roadway shoulders. Since Metro began the Project Approval and Environmental Document (PA&ED) and PS&E phases in 2016, there have been 438 collisions recorded in the area, mainly rear-end and sideswipe collisions - typically caused by congestion and frequent lane weaving. The project will improve safety and operations by lengthening merging distances and reducing weaving. The project is likely to increase VMT.

Caltrans

Deobligate $60,000 for MR315.48 - I-605 Corridor "Hot Spots" Interchanges Program Development, I -605 Intersection Improvements for a revised budget of zero. The funds were not needed and the savings are being returned to the subregion to fund other priority projects.

Downey

Deobligate $20,676 for MR315.18 - Bellflower Boulevard - Imperial Highway Intersection Improvements for a revised budget of $2,719,768. The project is complete and improves mobility by adding turn lanes and reconstructing curb returns to make right turns easier for freight trucks. The project increases safety at the intersection by adding and improving median islands, relocating streetlights and other street furniture, and adding traffic signals, striping, pavement markings, and signage.
.

Lakewood

Deobligate $22,732 for MR315.04 - Lakewood Blvd - Del Amo Boulevard Intersection Improvements for a revised budget of $5,981,568. The project is complete. The project improves mobility by adding turn lanes and reconstructing curb returns to make right turns easier for freight trucks. The project increases safety at the intersection by adding and improving median islands, relocating streetlights and other street furniture, and adding traffic signals, striping, pavement markings, and signage.

Long Beach

Deobligate $212,604 for MR315.69 - Park and Ride (Call Match) F9808 for a revised budget of zero. The project was cancelled as the Call For Project (CFP) funded projects were withdrawn by the City, eliminating the approved purpose and eligibility for the associated local match funds. The savings are being returned to the subregion to fund other priority projects.

Norwalk

Program an additional $4,484,027 for MR315.10 - Bloomfield Avenue at Imperial Highway Intersection Improvements Project in FY26-27 for a revised budget of $5,984,027. The project is in the design phase, and additional funds are needed to account for an updated project cost based on revised engineer's estimates following completion of the PA&ED phase. The project will include longer eastbound and westbound left turn lanes on Imperial Highway at the intersection with Bloomfield Avenue with modified traffic signal timings, as well as complete streets elements, such as ramp upgrades to meet current ADA standards, new crosswalk striping to improve pedestrian crossing safety, and enhancements to the existing bus stops at the intersection. The existing bike lanes on the east and west sides of Bloomfield Avenue will be maintained, and any deficiencies will be repaired. According to the Statewide Integrated Traffic Records System (SWITRS) there were a total of nine collisions at the intersection between January 1, 2019, and February 28, 2026. The extension of the left turn lanes and signal improvements will reduce conflict points and better define right-of-way at the intersection to increase the overall safety of the intersection. The project is likely to increase VMT.

Deobligate $1,453,637 for MR315.17 - Pioneer Boulevard at Imperial Highway Intersection Improvements Project for a revised budget of $55,363. During the project's environmental phase, right-of-way requirements were identified that would make the project unfeasible to construct. The remaining funds are being deobligated to fund other subregional priority projects.

Paramount

Program an additional $4,900,000 for MR315.20 - Alondra Boulevard Improvements in FY26-27 for a revised project budget of $9,500,000. In addition, reprogram $8,365,000 as follows, $1,135,000 in FY20-21 (Prior Years), $1,107,360 in FY25-26, $4,807,640 in FY26-27, and $2,450,000 in FY27-28. The project is currently in the design phase and identified cost savings will be used to help fund the construction phase. Funds are also being reprogrammed to account for the updated project schedule. The project adds a travel lane in each direction during peak hours along Alondra Boulevard from Hunsaker Avenue to Lakewood Boulevard and enhances landscaped medians to improve traffic flow. The project provides dual left turn pockets for northbound and southbound travel at Garfield Avenue and Alondra Boulevard. The project also includes resurfacing, signing, striping, and traffic signal improvements to nine intersections, provided additional funding is secured. Pedestrian improvements include constructing sidewalks, reconstructing curb ramps to meet ADA requirements, and new high-visibility crosswalks. Proximity to the I-605, SR-91, and I-710 freeways causes heavy truck traffic and queueing along Alondra Blvd. According to the SWITRS, a total of 87 collisions have occurred within the project limits since January 2023, with improper turns being the second-highest cause of collisions. Raised medians are a proven safety countermeasure that reduces the frequency and severity of collisions by physically separating opposing traffic and limiting uncontrolled left-turn movements. The project is likely to increase VMT.

Gateway Cities I-710 South Early Action Projects

To date, a total of $367 million has been programmed for a total of 75 projects in the Gateway Cities

subregion, of which, $186.7 million (or 51%) has been spent to date. Currently, there are 50 active projects in various stages of development, with 25 projects completed. This update includes funding adjustments (programming new funds, or reprogramming existing funds) for three existing projects described below.

Bell Gardens

Reprogram $4,448,707 for MR306.52 - Garfield Avenue & Eastern Avenue Intersection Improvement Project. The funds are being reprogrammed as follows: $4,448,707 in FY25-26, the budget remains the same at $5,085,000. The project is in the construction phase and funds are being reprogrammed to allow for the completion of the project. The project includes realignment of the existing "Y" intersection into a "T" intersection to improve operations and safety. This project will likely increase VMT.

Commerce

Program an additional $1,481,997 for MR306.64 - Slauson Corridor Improvements Project in FY26-27 for a revised budget of $15,744,797. In addition, reprogram $1,013,065 in FY26-27. The project is in the construction phase and funds are being reprogrammed to meet the updated project schedule and escalated project costs. The project includes improvements to street lighting along the corridor to enhance safety for drivers, cyclists, and pedestrians by installing high-visibility crosswalks, and enhanced bus shelters, benches, and trash cans where applicable. This project will likely increase VMT.

Downey

Reprogram $2,329,730.99 for MR306.49 - Paramount Boulevard at Imperial Highway Intersection Project. The funds are being reprogrammed as follows: $2,329,730.99 in FY25-26, the budget remains the same at $3,185,000. The project is in the Right-Of-Way (ROW) phase and funds are being reprogrammed to allow for the completion of the construction phase. The project includes double left-turn lanes, widening of the southerly leg of the intersection, reconstruction of intersection approaches, modification of the traffic signal, incidental striping, signing, and pavement markings. This project will likely increase VMT.

DETERMINATION OF SAFETY IMPACT

The multimodal subregional programs aim to develop a transportation system that balances multimodal mobility options and safety improvements, allowing people to spend less time traveling.

FINANCIAL IMPACT

The highway projects are funded from the Measure R 20% Highway Capital subfund earmarked for several LA County subregions. FY27 funds are allocated for Arroyo Verdugo Project No.460310 and Las Virgenes-Malibu Project No. 460311 under Cost Center 0442 in Account 54001 (Subsidies to Others).

For the South Bay Cities subregion, FY27 funds are allocated in Cost Centers 0442, 4720, 4740, Accounts 54001 (Subsidies to Others), and 50316 (Professional Services) in Projects 460312, 461312, 462312, and 463312.

For the Gateway Cities subregion, FY27 funding for the I-605 Corridor “Hot Spots” Projects is allocated to Project No. 460314, Cost Centers 4720, 0442, Account 54001 (Subsidies to Others), and Account 50316 (Professional Services) in Projects 461314, 462314, 463314, 460345, 460348, 460350, and 460351. I-710 South Early Action Project funds have been budgeted in Project No. 460316 in Cost Center 0442.

The remaining funds are distributed from the Measure R 20% Highway Capital subfund via funding agreements to Caltrans and the cities of Palmdale and Lancaster in the FY27 budget under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others).

Impact to Budget

This action will not impact the approved FY27 budget. Staff will rebalance the budget as needed to support the identified priorities and will evaluate budgetary requirements during the quarterly and mid -year adjustment processes, subject to the availability of funds.

The source of funds for these projects is Measure R 20% Highway Capital Funds. This fund source is not eligible for transit capital or operations expenses.

EQUITY PLATFORM

This semi-annual update provides funding for the next phases of the Board-approved Highway Subsidy grants, which align with Measure R guidelines and the Metro Objectives for Multimodal Highway Investments. These grants support transportation projects that enhance safety, accessibility, and efficiency, particularly in Equity Focus Communities (EFCs) in the cities of Bell Gardens, Commerce, Downey, Glendale, Los Angeles, Paramount, and Norwalk, as well as in unincorporated areas of Los Angeles County.

Metro’s Complete Streets and Highways staff provides technical assistance to jurisdictions across different subregions, assisting cities in determining Measure R funding eligibility and developing funding agreements that include project scope, cost, and schedules. Each city and/or agency, in collaboration with its subregion, conducts its own community engagement process tailored to the specific transportation improvements being developed. These locally determined and prioritized projects reflect the needs of the communities they serve.

VEHICLE MILES TRAVELED OUTCOME

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

impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. Each project's VMT outcome is included in the brief project description earlier in this report. This Board item, which looks at a number of smaller investments across modes, will likely increase VMT in LA County, as it includes several projects that encourage driving alone.

Although this item may not directly contribute to achieving the Board-adopted VMT Reduction Targets, these targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro operates under 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 recommendation supports the strategic plan goals:

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

Goal 1.1. Approval of the multimodal highway subregional programs will expand the transportation system as responsibly and quickly as possible as approved in Measure R and M to strengthen and expand LA County's transportation system.

Goal 2: Transform LA County through regional collaboration"

Goal 2.1. Metro will work closely with municipalities, Council of Governments, Caltrans to implement holistic strategies for advancing mobility goals.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendations described in Attachment A. This option is not recommended as it will delay the development of locally prioritized improvements. In addition, projects that are starting or already in the construction phase may incur cost implications due to delays in necessary funding agreements, amendments, and time extensions.

NEXT STEPS

Staff will continue working with the subregions to execute necessary agreements for Board-approved projects within the Measure R Multimodal Highway Subregional Program. Staff will also continue working with the various subregions and local jurisdictions to promote multimodal, safe, equitable, and sustainable investments within the Measure R Multimodal Highway Subregional

Programs.

ATTACHMENT

Attachment A - Measure R Multimodal Highway Subregional Programs - July 2026

Prepared by: Fulgene Asuncion, Senior Director, Complete Streets and Highways, (213) 922-3025
Phylyp Bardowell, Senior Transportation Planner, Complete Streets and Highways, (213) 547-4348
Roberto Machuca, Deputy Executive Officer, Complete Streets and Highways, (213) 418-3467
Michelle E. Smith, Executive Officer, Complete Streets and Highways, (213) 547-4368
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

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

Stephanie Wiggins
Chief Executive Officer

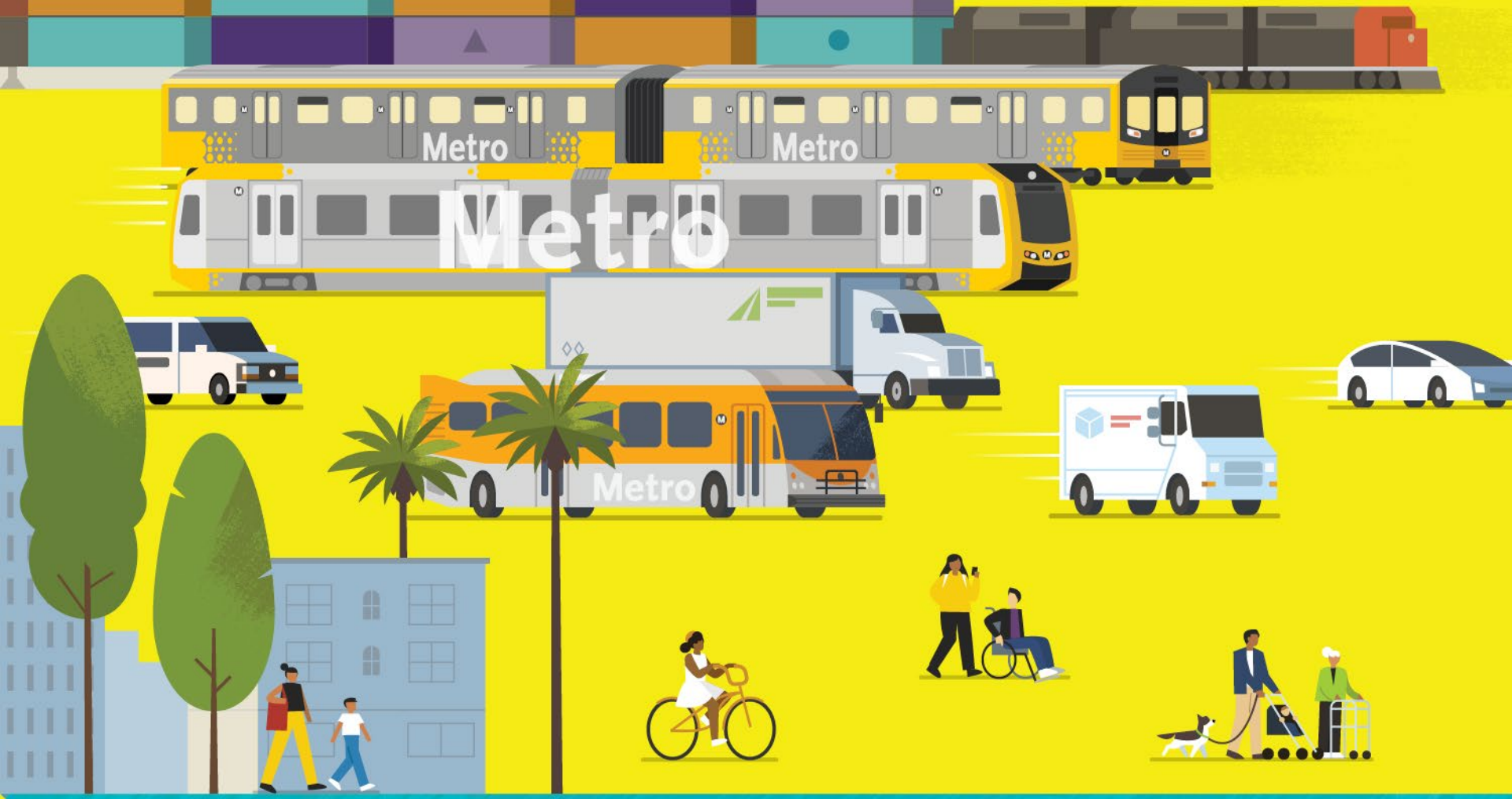
powered by Legistar™

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2029-31
$ in 000's		**Total Measure R Programmed to Date**			**1,904,319**	**116,830**	**2,017,554**	**1,751,881**	**93,272**	**57,845**	**44,335**	**47,999**	**11,542**	**104**
Arroyo Verdugo Operational Improvements (Expenditure Line 31)					**147,764.8**	**2,999.9**	**145,764.7**	**118,677.5**	**13,665.3**	**11,425.0**	**1,800.0**	**197.0**	**0.0**	**0.0**
Glendale	MR310.25	210 Soundwalls Project	PS&E	**DEOB**	8,020.0	(6,000.0)	2,020.0	8,020.0	(6,000.0)					
Glendale	MR310.66	HSIP Cycle 11 Local Match (Ped/Bike Improvements)	PS&E, Row, Construction	**CHG**	2,000.0	4,000.0	6,000.0	1,216.4	783.6	4,000.0				
Glendale	MR310.71	Citywide Smart City and Fiber Optic Infrastructure Expansion	PS&E, Construction	**ADD**	0.0	5,000.0	5,000.0	0.0		750.0	4,000.0	250.0		
		TOTAL PROGRAMMING GLENDALE			95,697.3	3,000.0	93,697.2	76,563.7	7,633.6	8,900.0	600.0	0.0	0.0	0.0
		TOTAL ARROYO VERDUGO PROGRAMMING			**147,764.8**	**2,999.9**	**145,764.7**	**118,677.5**	**13,665.3**	**11,425.0**	**1,800.0**	**197.0**	**0.0**	**0.0**
Las Virgenes/Malibu Operational Improvements (Expenditure Line 32)					**173,668.0**	**0.0**	**173,668.0**	**173,314.0**	**0.0**	**354.0**	**0.0**	**0.0**	**0.0**	**0.0**
Malibu	MR311.27	PCH Intersections Improvements	PID, PA&ED, PS&E, ROW, Construction	**CHG**	1,325.0	354.0	1,679.0	1,325.0		354.0				
Malibu	MR311.32	PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvements	PID, PA&ED, PS&E, Construction	**DEOB**	950.0	(354.0)	596.0	596.0						
		TOTAL PROGRAMMING MALIBU			39,325.0	0.0	39,325.0	38,971.0	0.0	354.0	0.0	0.0	0.0	0.0
		TOTAL LAS VIRGENES/MALIBU PROGRAMMING			**173,668.0**	**0.0**	**173,668.0**	**173,314.0**	**0.0**	**354.0**	**0.0**	**0.0**	**0.0**	**0.0**
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps (Expenditure Line 33)					**454,381.5**	**4,500.1**	**458,881.6**	**428,176.4**	**952.2**	**6,438.5**	**4,670.3**	**15,002.3**	**3,641.9**	**0.0**
Caltrans	MR312.86	I-105 Integrated Corridor Management (IQA) **(Cancelled)**	PS&E	**DEOB**	150.0	(150.0)	0.0	150.0	(150.0)					
		TOTAL CALTRANS			114,327.0	(150.0)	114,177.0	114,327.0	(150.0)	0.0	0.0	0.0	0.0	0.0
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements.	PA&ED, PS&E, ROW Construction		3,200.0	0.0	3,200.0	305.1	167.5	688.5		2,038.9		
		TOTAL HAWTHORNE			35,820.0	0.0	35,820.0	29,430.8	167.5	688.5	0.0	5,533.2	0.0	0.0
LA City	MR312.48	Alameda St. (South) Widening frm. Anaheim St. to Harry Bridges Blvd	PS&E, ROW, Construction	**REP**	17,481.3	0.0	17,481.3	0.0			4,370.3	9,469.1	3,641.9	
		TOTAL LA CITY			22,474.3	0.0	22,474.4	4,993.0	0.0	0.0	4,370.3	9,469.1	3,641.9	0.0
LA County	MR312.52	ITS: Improvements on South Bay Arterials **(Call Match) F7310**	PS&E, Construction	**CHG**	2,421.0	1,000.0	3,421.0	1,449.0	972.0	700.0	300.0			
		TOTAL LA COUNTY			4,728.0	1,000.0	5,728.0	1,756.0	1,572.0	2,100.0	300.0	0.0	0.0	0.0
Metro	MR312.84	I-105 Integrated Corridor Management	PS&E, Construction	**CHG**	22,850.0	3,650.0	26,500.0	22,850.0		3,650.0				
		TOTAL METRO			74,381.0	3,650.0	78,031.0	74,381.0	0.0	3,650.0	0.0	0.0	0.0	0.0
		TOTAL SOUTH BAY PROGRAMMING			**454,381.5**	**4,500.1**	**458,881.6**	**428,176.4**	**952.2**	**6,438.5**	**4,670.3**	**15,002.3**	**3,641.9**	**0.0**

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2029-31
$ in 000's		**Total Measure R Programmed to Date**			**1,904,319**	**116,830**	**2,017,554**	**1,751,881**	**93,272**	**57,845**	**44,335**	**47,999**	**11,542**	**104**
Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots" (Expenditure Line 35)					**478,509.7**	**107,847.8**	**586,357.5**	**412,371.8**	**61,894.2**	**33,950.0**	**35,865.0**	**30,500.0**	**3,700.0**	**104.0**
Metro	MR315.75	SR-91 Atlantic to Cherry EB Aux Lane (PAED/PS&E/ROW/CON) AE53025001	PA&ED, PS&E, ROW, Construction	**CHG**	47,051.0	78,804.0	125,855.0	47,051.0		30,000.0	25,000.0	20,000.0	3,700.0	104.0
Metro	TBD	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development (Gateway Cities, SCE, LA County) **(Completed)**	PID, PA&ED	**DEOB**	300.0	(300.0)	0.0	300.0	(300.0)					
Metro	MR315.73	I-605 at Valley Blvd Interch (PAED, PSE, ROW)	PA&ED, PS&E, ROW	**CHG**	9,131.7	730.0	9,861.7	5,290.7	3,420.0	786.0	365.0			
Metro	MR315.74	WB SR-91 Alondra Blvd to Shoemaker Ave (PSE,ROW)	PS&E, ROW, Construction	**CHG**	57,505.0	21,000.0	78,505.0	57,505.0			10,500.0	10,500.0		
		TOTAL METRO			346,772.9	100,234.0	447,006.9	292,931.9	53,120.0	30,786.0	35,865.0	30,500.0	3,700.0	104.0
Caltrans	MR315.48	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements **(Completed)**	PID, PA&ED	**DEOB**	60.0	(60.0)	0.0	60.0		(60.0)				
		TOTAL CALTRANS			7,883.1	(60.1)	7,823.0	8,050.1	(167.1)	(60.0)	0.0	0.0	0.0	0.0
Downey	MR315.18	Bellflower - Imperial Highway Intersection Improvements **(Complete)**	PS&E, ROW, Construction	**DEOB**	2,740.4	(20.7)	2,719.8	2,740.4		(20.7)				
		TOTAL DOWNEY			19,833.8	-20.7	19,813.2	15,321.4	4,512.4	(20.7)	0.0	0.0	0.0	0.0
Lakewood	MR315.04	Lakewood - Del Amo Intersection Improvements **(Complete)**	PA&ED, PS&E, Construction	**DEOB**	6,004.3	(22.7)	5,981.6	6,004.3		(22.7)				
		TOTAL LAKEWOOD			9,904.3	-22.7	9,881.6	9,904.3	0.0	(22.7)	0.0	0.0	0.0	0.0
Long Beach	MR315.69	Park and Ride **(Call Match) F9808 (Completed)**	PS&E, Construction	**DEOB**	212.6	(212.6)	0.0	212.6		(212.6)				
		TOTAL LONG BEACH			8,280.2	-212.6	8,067.6	8,280.2	0.0	(212.6)	0.0	0.0	0.0	0.0
Norwalk	MR315.10	Bloomfield - Imperial HWY Intersection Improvements	PA&ED, PS&E, ROW, Construction	**CHG**	1,500.0	4,484.0	5,984.0	95.0	1,405.0	4,484.0				
Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements **(Completed)**	PA&ED	**DEOB**	1,509.0	(1,454.0)	55.0	1,509.0		(1,454.0)				
		TOTAL PROGRAMMING NORWALK			11,559.4	3,030.0	14,589.4	10,142.4	1,417.0	3,030.0	0.0	0.0	0.0	0.0
Paramount	MR315.20	Alondra Boulevard Improvments	PA&ED, PS&E	**REP/CHG**	4,600.0	4,900.0	9,500.0	1,135.0	1,107.4	4,807.6	2,450.0			
		TOTAL PARAMOUNT			4,600.0	4,900.0	9,500.0	1,135.0	1,107.4	4,807.6	2,450.0	0.0	0.0	0.0

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2029-31
$ in 000's		**Total Measure R Programmed to Date**			**1,904,319**	**116,830**	**2,017,554**	**1,751,881**	**93,272**	**57,845**	**44,335**	**47,999**	**11,542**	**104**
		TOTAL I-605"HOT SPOTS" PROGRAMMING			**478,509.7**	**107,847.8**	**586,357.5**	**412,371.8**	**61,894.2**	**33,950.0**	**35,865.0**	**30,500.0**	**3,700.0**	**104.0**
Gateway Cities: Interstate 710 South Early Action Projects (Expenditure Line 37)					**364,192.5**	**1,482.1**	**367,079.3**	**336,231.2**	**16,760.4**	**5,677.3**	**2,000.0**	**2,300.0**	**4,200.0**	**0.0**
Bell Gardens	MR306.52	Garfield Ave & Eastern Ave Intersection Improvements	PS&E, ROW, Construction	**REP**	5,085.0	0.0	5,085.0	636.3	4,448.7					
		TOTAL BELL GARDENS			9,971.4	(0.0)	9,971.4	6,237.2	3,734.2	0.0	0.0	0.0	0.0	0.0
Commerce	MR306.64	Slauson Corridor Improvements (PAED/PSE)	PA&ED, PS&E, ROW, Construction	**REP/CHG**	14,262.8	1,482.0	15,744.8	13,249.7		2,495.1				
		TOTAL COMMERCE			29,334.2	1,482.0	30,816.2	28,324.7	(3.6)	2,495.1	0.0	0.0	0.0	0.0
Downey	MR306.49	Paramount Blvd at Imperial Highway Intersection Improvement Project	PA&ED, PS&E, ROW, Construction	**REP**	3,185.0	0.0	3,185.0	855.3	2,329.7					
		TOTAL DOWNEY			12,590.7	0.0	12,590.7	10,377.3	2,213.4	0.0	0.0	0.0	0.0	0.0
		TOTAL I-710 SOUTH PROGRAMMING			**364,192.5**	**1,482.1**	**367,079.3**	**336,231.2**	**16,760.4**	**5,677.3**	**2,000.0**	**2,300.0**	**4,200.0**	**0.0**
North County: SR-138 Safety Enhancements (Expenditure Line 38)					**200,000.0**		**200,000.0**	**200,000.0**	**0.0**	**0.0**				
North County: I-5/SR-14 Safety Enhancements (Expenditure Line 26)					**85,802.5**		**85,802.5**	**83,110.2**	**0.0**	**0.0**				
		Total Measure R Programmed to Date			**1,904,319**	**116,830**	**2,017,554**	**1,751,881**	**93,272**	**57,845**	**44,335**	**47,999**	**11,542**	**104**

Legend:
Amounts stated are in $000's
Lead Agency is the primary project manager for the administration of scope and use of funds
Funding Agreement (FA): references the agreement number on file with Metro
Project Location: Describes the general scope and parameters of the project
Project Phase identifies which lifecycle phase the project is in at the time of reporting noted as follows:
PA&ED - Project Approval and Environmental Document / PS&E - Plans, Specifications and Estimates / ROW - Right of Way Acq / CON - Construction
Notes: Provide a quick reference to reported change for the period such as:
Add - Addition of a new project / REP - Reprogram of funds / CHG - Change in funding or corrections / SCAD - Scope Addition / SCCH - Scope Change / BAD - Budget Adjustment / DEL - Deletion/ DEOB - Deobligation
Prior Allocation identifies the reported project allocation reported in the previous report
Alloc Change denotes the amount of change occurring in the current reporting period.
Current Allocation identifes the total current allocation planned for a project. This includes the prior year Programming and the sum of the future fiscal years



Measure R Multimodal Highway Subregional Programs Semi-Annual Update

PLANNING AND PROGRAMMING COMMITTEE

JULY 2026

File Number 2026-0313

Staff Recommendation

CONSIDER:

A. APPROVING $125,403,758 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs, along with funding changes via the updated project list shown in Attachment A.

B. APPROVING the deobligation of $8,573,383 in previously approved Measure R Multimodal Highway Subregional Program funds and re-allocation to other existing Board-approved Measure R Projects or return remaining funds to the Measure R subregional fund balance, as shown in Attachment A; and

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for Board-approved projects.

Measure R Multimodal Highway Subregional Status

MR #	Subregion	# Projects	MR Allocation	Programmed to Date (As of January 2026)	Amount Billed	% Spent
	($in millions)					
460310	Arroyo Verdugo Operational Improvements Expenditure Line 31	64	$170.0	$147.7	$68.1	46%
460311	La Virgenes/Malibu Operational Improvements Expenditure Line 32	31	$175.0	$173.7	$153.9	89%
460312	South Bay I-405, I-105, & SR-91 Ramp / Interchange Imps Expenditure Line 33	84	$506.0	$454.4	$181.9	40%
460314	Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots" Expenditure Line 35	78	$590.0	$478.5	$245.4	51%
460316	Gateway Cities: Interstate 710 South Early Action Projects Expenditure Line 37	75	$590.0	$364.1	$186.7	51%
460330	North County: SR-138 Safety Enhancements Expenditure Line 38	12	$200.0	$200.0	$78.4	39%
460313	North County: I-5/SR-14 Safety Enhancements Expenditure Line 26	9	$90.8	$85.8	$13.4	16%
	TOTAL	353	$2,321.8	$1,904.2	$927.8	49%

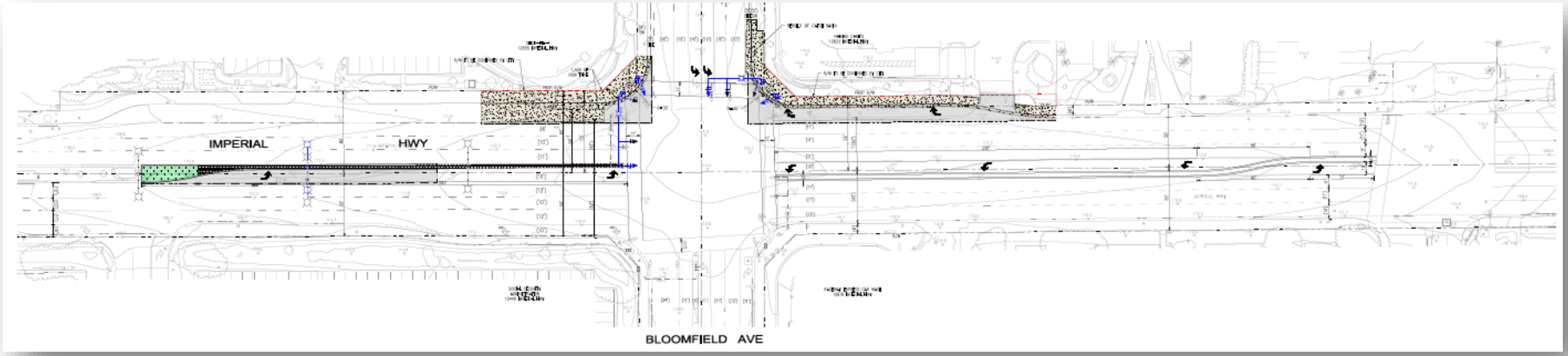
Eligible projects range from highway operational improvements, major capacity enhancements, to multimodal "complete streets" and first/last-mile transit connections. This includes traditional highway work such as interchange and ramp modifications, signal upgrades, shoulder widening, and auxiliary lanes, as well as active transportation infrastructure like bike lanes, sidewalk improvements, and pedestrian safety features. Bus priority infrastructure such as bus lanes, queue jumps, and signal prioritization are also eligible, along with Park and Ride facilities, ExpressLanes, and first/last mile connectivity projects.

Examples of Measure R Multimodal Highway Projects

Gateway Cities I-605 Corridor "Hot Spots" Interchange Improvements

MR315.10 – Bloomfield Avenue at Imperial Highway Intersection Improvements Project

Design phase: The Project will include longer eastbound and westbound left turn lanes on Imperial Highway at the intersection with Bloomfield Avenue with modified traffic signal timings, as well as complete streets elements, such as ramp upgrades to meet current ADA standards, new crosswalk striping to improve pedestrian crossing safety, and enhancements to the existing bus stops at the intersection. The existing bike lanes on the east and west sides of Bloomfield Avenue will be maintained.



Equity Focus Communities/Next Steps

Equity Focus Communities

This update includes board actions that advance the local priority projects for the EFCs within the cities of Bell Gardens, Commerce, Downey, Glendale, Los Angeles, Paramount, and Norwalk, as well as in unincorporated areas of Los Angeles

Next Steps

Staff will continue working with the subregions to execute necessary agreements and work with the various subregions and local jurisdictions for their consideration of multimodal, safe, equitable, and sustainable investment within the Measure R Multimodal Highway Subregional Programs.

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

File #: 2026-0406, **File Type:** Plan **Agenda Number:** 11.

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: MEASURE M 10-YEAR COMPREHENSIVE ASSESSMENT OBJECTIVES AND CRITERIA

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE objectives and criteria for the Measure M 10-Year Comprehensive Assessment (Attachment A).

ISSUE

The proposed Assessment objectives and criteria (Attachment A) guide the evaluation of Measure M program performance for the period of July 2023 to June 2037.

Measure M guidelines establish that specific assessment areas and performance criteria will be approved by the Metro Board in consultation with the Measure M Independent Taxpayer Oversight Committee (MMITOC). Staff presented the Assessment objectives and criteria to MMITOC at their regular meeting on June 3, 2026, which are now submitted to the Board for final consideration.

BACKGROUND

The Measure M Ordinance (Attachment B) establishes an ongoing framework for oversight and accountability of projects and programs funded through the Measure M Expenditure Plan. At five-year intervals, Metro prepares a comprehensive assessment of all projects and programs implemented to evaluate overall program performance and identify opportunities to improve coordination, delivery, and effectiveness based on current practices, best practices, and organizational changes.

The first Measure M Five-Year Comprehensive Assessment and Equity Report was completed in 2023 and evaluated the initial five years of Measure M implementation (FY 2018-22). The current Assessment will build upon that effort by incorporating both a retrospective evaluation of Measure M program performance and an assessment of Measure M projects and programs completed or anticipated to be completed over the next ten-year period. Upon completion of the Assessment process, a final report will be presented to the Metro Board for consideration. At that time, if the Assessment is approved by a two-thirds vote, the Board may then consider amendments to the Measure M Ordinance and Expenditure Plan within the parameters established by the Ordinance.

In April 2026, staff reported to the Planning and Programming Committee that work on the Measure M 10-Year Comprehensive Assessment <https://boardagendas.metro.net/board-report/2026-0220/> (Assessment) had commenced and that staff would return to the Board in July 2026 with proposed Assessment objectives and criteria for consideration

DISCUSSION

Assessment objectives define and target what is to be evaluated for the Measure M 10-Year period, while the criteria provide the standards by which they will be measured. The process facilitates a transparent and fair evaluation, enables measurement, and ultimately supports the effective and efficient delivery of Measure M projects and programs by identifying successes and areas of improvement to ensure Measure M delivers the commitments made to the voters.

To provide continuity across Metro assessments, staff began with the Board approved assessment objectives and criteria developed for the 2023 Measure M Five-Year Comprehensive Assessment and Equity Report. Modifications were incorporated as necessary to reflect current Metro priorities and the more expansive analysis required in the current Assessment.

The five assessment objectives included in the 2023 Measure M Five-Year Comprehensive Assessment and Equity report are carried over into the Assessment with a minor revision to the first objective to remove the term “Metro”:

- Assess performance on the efficiency and effectiveness in delivering Measure M projects and programs
- Identify and evaluate any potential barriers in delivery of the Expenditure Plan
- Identify and evaluate opportunities for process improvements
- Identify and evaluate best practices to be used going forward
- Identify and evaluate any organizational changes needed to improve coordination

The revision broadens the scope of the assessment to include the performance of Metro as well as Measure M direct recipients and subrecipients.

Assessment evaluation areas have been expanded from five to seven areas, adding Planning and Economic Impact as assessment areas, renaming Program Management to Construction, consolidating Transparency, Accountability, Compliance into a single category, and establishing Equity as a standalone category.

Assessment criteria have been modified to address relevant recommendations and amendments from MMITOC and the Metro Board and to support the specific requirements of this Assessment. These revisions include removing specific dates to keep the criteria general for future assessments, incorporating recommendations from the 2023 Five-Year Comprehensive Assessment and Equity Report, and making the corresponding amendments that accompanied the adoption of that report. The criteria have been sorted into the following seven assessment areas:

- Financial Analysis: To study accounting of revenues and expenditures, whether initial funding assumptions have been achieved and by what ratio, whether pass-through funding to direct recipients and subrecipients is invested in expected locally controlled infrastructure, what the performance outcomes of delivery by pass-through recipients are, and whether operating and maintenance set-aside investments to build capital assets and projects have been sufficient
- Project Delivery: To identify potential project delivery risks, progress of project scopes relative to original projections, and outcomes of projects and programs led by Metro, jurisdictions, or subregions
- Planning: To assess whether/which projects have and/or will boost system-wide connectivity and ridership and whether Measure M is helping to address regional per-capita Vehicle Miles Traveled targets
- Construction: To assess whether the industry maintained sufficient, quality staffing and resources adequate to support project development and implementation of multiple projects within similar time periods
- Economic Impact: To assess whether Measure M projects and programs have contributed to the economy, including but not limited to direct and indirect jobs during and after implementation, and to measure the cost/benefit of expenditure plan projects and programs
- Compliance, Transparency, and Accountability: To demonstrate Metro, direct recipient, and subrecipient compliance with the Ordinance, whether reporting to the MMITOC has been adequate, as well as whether reporting to the Metro Board has been adequate through reports including all items required in the Ordinance
- Equity: To identify whether equity and inclusion objectives have been aligned with other Metro endeavors, and whether Measure M investments have increased Access to Opportunity

Consistent with the Measure M Guidelines, staff presented the Assessment objectives and criteria to the MMITOC at their regular meeting on June 3, 2026. Staff answered questions regarding the Assessment process and analysis. There were no specific recommendations to amend the objectives and criteria resulting from the presentation.

Financial Capacity

The following table compares the estimates of total Measure M revenue in the Expenditure Plan to the forecast prepared in October 2024 for the 2025 Metro Short Range Transportation Plan. Forecasted Measure M sales tax revenue is down $3,400 million (5.3%) during the first 30 years (FY 2018 through FY 2047) and $13,638 million lower (11.2%) over 40 years.

Comparison of Measure M Sales Tax Forecast
June 2016 vs. October 2024
($in millions)

	FY 2018-32 (15 Years)	FY 2033-47 (15 Years)	FY 2048-57 (10 Years)	FY 2018-57 (40 Years)
Expenditure Plan (June 2016)	$17,265	$47,070	$57,300	$121,390
2025 SRTP (Oct 2024)	$17,121	$43,683	$47,062	$107,916

The table above illustrates that there may not be capacity to add Expenditure Plan Major Projects. However, Metro staff are currently updating the Measure M sales tax and Metro comprehensive financial forecast based on an April/May 2026 taxable sales forecast from the UCLA Anderson School of Management, whose forecast has served as the basis for the Measure M sales tax forecast since 2016. The 2026 forecast will be used for the Assessment and outreach to stakeholders regarding potential amendments to the Expenditure Plan. Metro staff also review multiple other forecasts of Los Angeles County sales tax (or proxy statistics), which show different forecasts, some significantly lower than UCLA's, and this may be included in the Assessment and outreach to stakeholders.

DETERMINATION OF SAFETY IMPACT

There is no safety impact associated with the information contained in this report. This action would establish objectives and criteria to guide the Measure M 10-Year Comprehensive Assessment.

FINANCIAL IMPACT

Approval of the Measure M 10-Year Comprehensive Assessment objectives and criteria does not have a direct financial impact on the agency.

EQUITY PLATFORM

Proposed objectives and criteria for the Measure M 10-Year Comprehensive Assessment will guide a broad analysis of Measure M's impacts through Metro's Equity Platform framework. Metro serves riders throughout the Los Angeles region. The Assessment will consider impacts of Metro's investments on the people of Los Angeles County by analyzing demographic disparities in ridership, mobility choices, and investments. Work on the Assessment also includes development of an Access to Opportunity tool that will be utilized to create a deeper understanding of how Measure M investments have shaped access to opportunity in Los Angeles County.

Findings from the Assessment will be shared widely with stakeholders across the region to validate and contextualize the quantitative analyses. Through this engagement process, stakeholders will have the opportunity to provide perspectives on how the findings reflect or differ from their experiences with the Metro system. This input will help ground data in the lived experiences of our riders, to strengthen the overall assessment.

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 comprehensive planning activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. This aligns with Metro's Board-adopted VMT reduction targets, which build on the success of existing investments.

*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 Assessment supports Strategic Plan Goal #5, which seeks to "Provide responsive, accountable, and trustworthy governance within Metro." The Assessment will provide transparency and accountability in the delivery of the Measure M program and seek to ensure its effective delivery over the next decade.

ALTERNATIVES CONSIDERED

The Board may choose not to proceed with the recommended objectives and criteria; however, the proposed assessment criteria maintain continuity with the prior Board-approved assessment framework, reflect consultation with the MMITOC, and benchmark against how other transit agencies measure assessment best practices.

NEXT STEPS

Staff will continue developing the Assessment in coordination with Metro departments. This work will include refining the project and program evaluation framework, preparing an updated Measure M financial capacity analysis, coordinating agencywide needs across departments, and conducting extensive data collection to inform the assessment.

Upon approval of the objectives and criteria, staff will begin stakeholder outreach and engagement to support further development and refinement of the Assessment.

Staff will return to the Board in fall 2026 with a capital project evaluation framework, metrics and weighting. In March 2027 staff will present to the Board a discussion draft of the comprehensive assessment, including recommended amendments to the Measure M ordinance. Based on feedback received, staff will revise and present the final Assessment and amendments to MMITOC for comment on the Assessment and make requisite findings on amendments in July 2027. The final Assessment and amendments will be presented for Board consideration in September 2027.

Upon completion of the Assessment process, a final report will be presented to the Metro Board for consideration. At that time, if the Assessment is approved by a two-thirds vote, the Board may then consider amendments to the Measure M Ordinance and Expenditure Plan within the parameters established by the Ordinance.

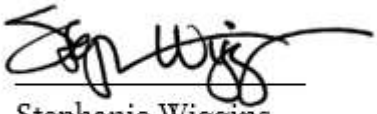
ATTACHMENTS

Attachment A - Proposed Assessment Objectives and Criteria

Attachment B - Measure M Ordinance and Expenditure Plan

Prepared by: Paul Backstrom, Senior Director, Countywide Planning and Development, (213) 922-2183
Rena Lum, Deputy Executive Officer, Countywide Planning and Development, (213) 922-6963
Michael Cano, Executive Officer, Countywide Planning and Development, (213) 418-3010
Craig Hoshijima, Executive Officer, Countywide Planning and Development, (213) 547-4290
Laurie Lombardi, Senior Executive Officer, Countywide Planning and Development, (213) 418-3251
Avital Barnea, Senior Executive Officer, Countywide Planning and Development, (213) 547-4317
Kimberly Houston, Deputy Chief Auditor, (213) 922-4720
Tim Mengle, Executive Officer, Finance (213) 922-7665
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274
Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Measure M Comprehensive Assessment Objectives and Criteria

The Measure M 10-Year Comprehensive Assessment (the Assessment) will evaluate the overall performance of the Measure M program, including major expenditure plan projects and Multi-Year Subregional Programs (MSP) that are either completed or anticipated to be completed during the next ten-year period. The Assessment will be informed by the Measure M Ordinance goals, key assessment objectives, and performance criteria.

To ensure continuity across Measure M assessments, the proposed objectives and criteria build on those in the 2023 Measure M Five-Year Comprehensive Assessment and Equity Report adopted by the Metro Board of Directors in 2023 (MM5Y Assessment).

Proposed 10-Year Comprehensive Assessment Objectives and Criteria

The following proposed assessment objectives and criteria build on the previously approved objectives and criteria from the first MM5Y Assessment in 2023. These proposed objectives and criteria include updates based on recommendations from the 2023 MM5Y Assessment, MMITOC recommendations, Board amendments, and additional areas of inquiry for the current Assessment.

Proposed Assessment Objectives

- Assess performance on the efficiency and effectiveness in delivering Measure M projects and programs
- Identify and evaluate any potential barriers in delivery of the Expenditure Plan
- Identify and evaluate opportunities for process improvements
- Identify and evaluate best practices to be used going forward
- Identify and evaluate any organizational changes needed to improve coordination

Proposed Assessment Criteria

Financial Analysis

- Accounting of revenues and expenditures
- Whether initial funding assumptions have been achieved, and by what ratio, and reasoning behind any differences

- Whether pass-through funding to direct and subrecipients is invested in expected, locally controlled infrastructure, operations, and programs and what is the performance outcome (i.e., mobility improvement, ridership, completed projects) of delivery by the pass-through recipients
- Whether Measure M operating and maintenance (O&M) set-aside investments to serve newly built capital assets and projects have been sufficient

Project Delivery

- Identification of potential risks on project deliveries
- Identification of progress of project and schedule related to original projections
- Outcomes (i.e., mobility, jobs created, ridership, accessibility) of the projects and programs included in progress and/or completed (this will measure outcomes by Metro led Measure M projects/programs as well as where any jurisdiction or subregion is the lead agency for a Measure M project/program)

Planning

- Whether/which projects have and/or will boost system-wide connectivity and ridership
- Whether Measure M is helping to address regional per-capita Vehicle Miles Traveled (VMT) targets

Construction

- Whether the industry maintained sufficient, quality staffing and resources adequate to support project development and implementation of multiple mega-projects within similar time periods

Economic Impact

- Whether Measure M projects and programs have contributed to the economy including but not limited to direct and indirect jobs during and after implementation
- Cost/Benefit measurement of expenditure plan projects/programs

Compliance, Transparency, and Accountability

- Demonstration of Metro, direct recipient, and subrecipient compliance with the Ordinance, including completion of projects/programs
- Whether reporting to MMITOC has been adequate
- Description of the purpose, functionality, and usefulness of the MMITOC meeting requirements of the Ordinance
- Whether reporting to Metro Board on MM has been adequate through reports including all items required in the Ordinance

- Whether Public Information has been available with expected regularity and detail, such as posting of agendas, public hearings, annual audit reports, dedicated website

Equity

- Whether equity and inclusion objectives have been aligned with other Metro endeavors, such as geographic distribution of services related to EFCs
- Whether Measure M investments have increased Access to Opportunity, especially for marginalized and Equity Focus Communities, and what gaps exist in the Measure M program

Proposed Ordinance #16-01

Measure M

Los Angeles County Traffic Improvement Plan

PREAMBLE

Los Angeles County's comprehensive plan to improve transportation and ease traffic congestion through the following core goals:

Improve freeway traffic flow; reduce bottlenecks and ease traffic congestion.

Expand the rail and rapid transit system; accelerate rail construction and build new rail lines; enhance local, regional, and express bus service; and improve system connectivity.

Repave local streets, repair potholes, synchronize signals; improve neighborhood streets and intersections, and enhance bike and pedestrian connections.

Keep the transit and highway system safe; earthquake-retrofit bridges, enhance freeway and transit system safety, and keep the transportation system in good working condition.

Make public transportation more accessible, convenient, and affordable for seniors, students, and the disabled and provide better mobility options for our aging population.

Embrace technology and innovation; incorporate modern technology, new advancements, and emerging innovations into the local transportation system.

Create jobs, reduce pollution, and generate local economic benefits; increase personal quality time and overall quality of life.

Provide accountability and transparency; protect and monitor the public's investments through independent audits and oversight.

SECTION 1. TITLE

This Ordinance shall be known and may be cited as the "Los Angeles County Traffic Improvement Plan" ("Ordinance"). The Ordinance shall include Attachment A entitled "Expenditure Plan" and Attachment B entitled "Subregional Maps" which are attached hereto and incorporated by reference as if fully set forth herein.

SECTION 2. SUMMARY

This Ordinance imposes a retail transactions and use tax at the rate of one-half of one percent (.5%) within Los Angeles County to be operative on the first day of the first calendar quarter commencing not less than 180 days after the adoption of this Ordinance by the voters. The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the

expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County Metropolitan Transportation Authority (Measure R).

SECTION 3. DEFINITIONS

The following terms, whenever used in this Ordinance, shall have the meanings set forth below:

"Active Transportation" means projects that encourage, promote, or facilitate environments that promote walking, bicycling, rolling modes, or transit use.

"ADA Paratransit" means paratransit service for the disabled as provided for by the Americans with Disabilities Act (42 U.S.C. § 12101 et seq.).

"Board of Equalization" means the California State Board of Equalization.

"Capital" means any project or program described in Attachment A that qualifies as a capital improvement expenditure.

"Capital Improvement Expenditures" means expenditures for the purpose of acquiring, upgrading, or maintaining transportation physical assets such as property, transportation facilities, rail improvements, highways, or equipment, so long as any such expenditures for maintenance substantially extend the useful life of the project. This also includes any physical improvement and any preliminary studies, design, or surveys relative thereto, including, but not limited to, any property of a permanent nature and equipment needed in connection with such improvements.

"Complete Streets" means a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods.

"Expected Opening Date" means the date that a project is expected to be open for use by the public, which is expressed as the first year of a three-year range. With respect to programs, the expected opening date is the last year in which funds are anticipated to be made available for use on the projects that comprise the program.

"Expenditure Plan" means that expenditure plan which is attached hereto as Attachment A.

"First/Last Mile" means infrastructure, systems, and modes of travel used by transit riders to start or end their transit trips. This includes but is not limited to infrastructure for walking, rolling, and biking (e.g. bike lanes, bike parking, sidewalks, and crosswalks), shared use services (e.g. bike share and car share), facilities for making modal connections (e.g. kiss

and ride and bus/rail interface), signage and way-finding, and information and technology that eases travel (e.g. information kiosks and mobile apps).

"Green Streets" means urban transportation rights-of-way integrated with storm water treatment techniques that use natural processes and landscaping and quantitatively demonstrate that they capture and treat storm water runoff from their tributary watershed through infiltration or other means and are included within the respective Enhanced Watershed Management Plan.

"Gross Sales Tax" means the amount of Sales Tax collected by the Board of Equalization pursuant to this Ordinance.

"Groundbreaking Start Date" means the first year of a three-year period by which the applicable project sponsor is expected to award a construction contract enabling the beginning of construction. In alternative project delivery methods, such as design-build and public-private partnership contracts, it means the start of the actual construction phase or phases of the project.

"Highway Construction" means a capital only project or program that includes all environmental, design, and construction work in public highway and street rights-of-way. This includes Complete Streets, Green Streets, and active transportation improvements such as bikeways and pedestrian improvements.

"Interest" means interest and other earnings on cash balances.

"Local Return" means funds returned to the cities within Los Angeles and Los Angeles County, based on population, for eligible transportation-related uses as defined by the Local Return Guidelines to be developed in coordination with such cities and Los Angeles County and adopted by the Metro Board of Directors. Funds will be eligible for communities' transportation needs, including transit, streets and roads, storm drains, Green Streets, Active Transportation Projects, Complete Streets, public transit access to recreational facilities, Transit Oriented Community Investments, and other unmet transit needs.

"Measure R" means Ordinance No. 08-01, including the attached expenditure plan, of the Los Angeles County Metropolitan Transportation Authority, as adopted by the Metro Board of Directors on July 24, 2008.

"Measure R Projects" means those projects and programs identified in the expenditure plan attached to Ordinance No. 08-01.

"Metro" means the Los Angeles County Metropolitan Transportation Authority or any successor entity.

"Metro Rail Operations" means service delivery for operating and regular and preventative maintenance for Metro Rail Lines as defined in guidelines adopted by the Metro Board of Directors, as well as Metro State of Good Repair.

"Metro State of Good Repair" means the repair, rehabilitation, and replacement required to maintain reliable, safe, effective, and efficient rail transit services.

"Multi-Year Subregional Programs" means multiple capital projects defined by guidelines adopted pursuant to Section 7(c).

"Net Revenues" means Sales Tax Revenues minus any amount expended on administrative costs pursuant to Section 10.

"Regional Rail" means regional commuter rail service within Los Angeles County, including operating, maintenance, expansion, and state of good repair.

"Sales Tax" means a retail transactions and use tax.

"Sales Tax Revenues" means the Gross Sales Tax minus any refunds and any fees imposed by the Board of Equalization for the performance of functions incident to the administration and operation of this Ordinance.

"Schedule of Funds Available" means the anticipated schedule for releasing funds to complete projects included in the Expenditure Plan.

"Subregion" means "subregional planning area" as shown by the boundaries in "Subregional Maps" attached hereto as Attachment B.

"Transit Construction" means a capital only project or program including environmental, design, and construction work in public transit rights-of-way or in support of the capital needs of the public transit system, such as rolling stock, transit stations, or transit stop improvements. Transit construction can also include first/last mile improvements.

"Transit Operations" means countywide transit service operated by Metro and the Included and Eligible Municipal Operators receiving funds allocated through a Board-adopted Formula Allocation Procedure (FAP).

SECTION 4. STATUTORY AUTHORITY

This Ordinance is enacted, in part, pursuant to:

a. Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code; and

b. Division 12 (commencing with Section 130000) of the California Public Utilities Code.

SECTION 5. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX

a. Subject to the limits imposed by this Ordinance, Metro hereby imposes, in the incorporated and unincorporated territory of Los Angeles County, a Transactions and Use tax at the rate of one-half of one percent (.5%) beginning on the first day of the first calendar quarter commencing not less than 180 days after the adoption of this Ordinance by the voters. The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County Metropolitan Transportation Authority (Measure R).

b. This Transactions and Use tax shall be in addition to any other taxes authorized by law, including any existing or future state or local Transactions and Use tax. The imposition, administration, and collection of the tax shall be in accordance with all applicable statutes, laws, and rules and regulations prescribed and adopted by the Board of Equalization.

c. Pursuant to Section 130350.7(h) of the Public Utilities Code, the tax rate authorized by this section shall not be considered for purposes of the combined rate limit established by Section 7251.1 of the Revenue and Taxation Code.

d. Pursuant to the provisions of Section 7262.2 of the Revenue and Taxation Code, the required provisions of Sections 7261 and 7262 of that Code as now in effect or as later amended are adopted by reference in this Ordinance.

e. This Ordinance incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

f. The Transactions and Use tax shall be administered and collected by the Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the Board of Equalization in administering and collecting the California State Sales and Use Taxes.

g. This Transactions and Use tax shall be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimizes the cost of collecting the transactions and use taxes, and at the same time, minimizes the burden of record keeping upon persons subject to taxation under the provisions of this Ordinance.

SECTION 6. ADMINISTRATION BY BOARD OF EQUALIZATION

a. CONTRACT WITH STATE. Prior to the operative date, Metro shall contract with the Board of Equalization to perform all functions incident to the administration and operation of this Ordinance; provided, that if Metro shall not have contracted with the Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

b. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of Los Angeles County at the rate of one half of one percent (.5%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this Ordinance. The rate of this tax shall increase to one percent (1.0%) of the gross receipts on July 1, 2039 immediately upon the expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County Metropolitan Transportation Authority (Measure R).

c. PLACE OF SALE. For the purposes of this Ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the Board of Equalization.

d. USE TAX RATE. An excise tax is hereby imposed on the storage, use, or other consumption in Los Angeles County of tangible personal property purchased from any retailer on and after the operative date of this Ordinance for storage, use, or other consumption in Los Angeles County at the rate of one half of one percent (.5%) of the sales price of the property. The rate of this tax shall increase to one percent (1.0%) of the sales price of the property on July 1, 2039 immediately upon the expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County Metropolitan Transportation Authority (Measure R). The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

e. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in this Ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of

Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this Ordinance as though fully set forth herein.

f. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

1. Wherever the State of California is named or referred to as the taxing agency, the name of Metro shall be substituted therefor. However, the substitution shall not be made when:

A. The word “State” is used as a part of the title of the State Controller, State Treasurer, Victim Compensation and Government Claims Board, State Board of Equalization, State Treasury, or the Constitution of the State of California;

B. The result of that substitution would require action to be taken by or against Metro or any agency, officer, or employee thereof rather than by or against the Board of Equalization, in performing the functions incident to the administration or operation of this Ordinance.

C. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:

i. Provide an exemption from this Sales Tax with respect to certain sales, storage, use, or other consumption of tangible personal property which would not otherwise be exempt from this Sales Tax while such sales, storage, use, or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code; or

ii. Impose this Sales Tax with respect to certain sales, storage, use, or other consumption of tangible personal property that would not be subject to this Sales Tax by the state under the said provision of that code.

D. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797, or 6828 of the Revenue and Taxation Code.

2. The phrase “Los Angeles County” shall be substituted for the words “this state” in the phrase “retailer engaged in business in this state” in Section 6203 and in the definition of that phrase in Section 6203 of the Revenue and Taxation Code.

g. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.

h. EXEMPTIONS AND EXCLUSIONS.

1. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

2. There are exempted from the computation of the amount of transactions tax the gross receipts from:

A. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the County in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

B. Sales of property to be used outside Los Angeles County which is shipped to a point outside Los Angeles County, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside Los Angeles County shall be satisfied:

i. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an address outside Los Angeles County and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

ii. With respect to commercial vehicles, by registration to a place of business outside Los Angeles County and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

C. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.

D. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this Ordinance.

E. For the purposes of subparagraphs (C) and (D) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

3. There are exempted from the use tax imposed by this Ordinance, the storage, use, or other consumption in Los Angeles County of tangible personal property:

A. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

B. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

C. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.

D. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this Ordinance.

E. For the purposes of subparagraphs (C) and (D) of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

F. Except as provided in subparagraph (G), a retailer engaged in business in Los Angeles County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

G. "A retailer engaged in business in Los Angeles County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in Los Angeles County.

4. Any person subject to use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use, or other consumption of which is subject to the use tax.

i. AMENDMENTS. All amendments subsequent to the effective date of this Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this Ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

j. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action, or proceeding in any court against the State or Metro, or against any officer of the State or Metro, to prevent or enjoin the collection under this Ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

SECTION 7. USE OF REVENUES

a. All Net Revenues generated from the Sales Tax imposed pursuant to this Ordinance plus any Interest, less any funds necessary for satisfaction of debt service and related requirements of all bonds issued and obligations incurred pursuant to this Ordinance that are not satisfied out of separate allocations, shall be allocated solely for the transportation purposes described in this Ordinance.

b. Metro shall establish and administer a sales tax revenue fund and such subfunds as established in this Ordinance. All Net Revenues and Interest on Sales Tax Revenues shall be credited into the sales tax revenue fund and credited to the appropriate subfunds and programs in accordance with the percentages in the column entitled "% of Sales

Tax (net of Admin)" on page 1 of Attachment A. All sums in the sales tax revenue fund shall be expended by Metro for the projects and programs described in Attachment A. Metro may expend additional funds from sources other than the Sales Tax imposed pursuant to this Ordinance on the projects and programs described in Attachment A.

1. Metro shall establish the following subfunds of the sales tax revenue fund:

A. Transit Operating and Maintenance Subfund, for Metro Rail Operations program funds, Transit Operations (Metro and Municipal Providers) program funds, ADA Paratransit for the disabled and Metro discounts for seniors and students program funds.

i. Metro Rail Operations program funds are eligible to be used for Metro Rail State of Good Repair.

ii. Transit Operations program funds are eligible to be used for Metro State of Good Repair.

B. Transit, First/Last Mile (Capital) Subfund, for Transit Construction (including System Connectivity Projects – Airports, Union Station, and Countywide BRT) program funds and Metro State of Good Repair program funds. This subfund shall include a Transit Contingency Subfund.

i. Transit Contingency Subfund. All Net Revenues allocated to the Transit, First/Last Mile (Capital) Subfund, except those allocated to Metro State of Good Repair, that are not assigned to a specific project or program coded "T" in the "modal code" column of Attachment A shall be credited to the Transit Contingency Subfund.

C. Highway, Active Transportation, Complete Streets (Capital) Subfund, for Highway Construction (including System Connectivity Projects – Ports, Highway Congestion Programs and Goods Movement) program funds and Metro Active Transportation (Bicycle, Pedestrian, Complete Streets) program funds. This subfund shall include a Highway Contingency Subfund.

i. Highway Contingency Subfund. All Net Revenues allocated to the Highway, Active Transportation, Complete Streets (Capital) Subfund, except those allocated to Metro Active Transportation Program, that are not assigned to a specific highway capital project or program coded "H" in the "modal code" column of Attachment A shall be credited to the Highway Contingency Subfund.

D. Local Return/Regional Rail Subfund, for Local Return program funds and Regional Rail program funds.

2. For each project identified in the "Expenditure Plan Major Projects"

section of Attachment A, Metro shall expend the amount of Net Revenues specified in the column entitled “Measure M Funding 2015$” for each project. Such expenditures shall commence in the fiscal year identified in the column “Groundbreaking Start Date,” or in the subsequent two fiscal years, except that expenditures for preconstruction costs may commence sooner.

A. Metro may expend funds from the Contingency Subfunds for inflation adjustments for any project identified in the “Expenditure Plan Major Projects” section of Attachment A if less than two-thirds (2/3) of the amount allocated in the “Measure M Funding 2015$” column has been expended prior to the first day of Fiscal Year 2027. Such expenditures shall be deducted from the Highway Contingency Subfund if the project is coded “H” in the “modal code” column of Attachment A or from the Transit Contingency Subfund if the project is coded “T” in the “modal code” column of Attachment A. Such expenditures shall not exceed the actual amount of inflation since 2015 as determined by an index selected by the Metro Board of Directors.

3. For each program identified in the “Multi-Year Subregional Programs” section of Attachment A, Metro shall expend the amount of Net Revenues specified in the column entitled “Measure M Funding 2015$” for each program. Such expenditures shall commence in the fiscal year identified in the column “Groundbreaking Start Date,” or in the subsequent two fiscal years, except that expenditures for preconstruction costs may commence sooner.

A. Metro may expend funds from the Contingency Subfunds for inflation adjustments for any project identified in the “Multi-Year Subregional Programs” section of Attachment A beginning in Fiscal Year 2027. Such expenditures shall be deducted from the Highway Contingency Subfund if the project is coded “H” in the “modal code” column of Attachment A or from the Transit Contingency Subfund if the project is coded “T” in the “modal code” column of Attachment A. Such expenditures shall not exceed the actual amount of inflation since 2015 as determined by an index selected by the Metro Board of Directors.

4. Metro shall expend funds allocated to the Contingency Subfunds, to the extent necessary, to service the debt of any bonds issued or other obligations incurred pursuant to Section 12 of this Ordinance.

5. Metro may expend funds from the Contingency Subfunds for Expenditure Plan Major Projects or Multi-Year Subregional Programs in any fiscal year in which Net Revenues received are not sufficient to meet Metro’s funding obligations for that year for such projects.

6. No earlier than July 1, 2039, the Metro Board of Directors shall increase the percentage of Net Revenues allocated to the Regional Rail program of the Local Return and Regional Rail Subfund from one percent (1%) to two percent (2%) provided that the recipient(s) satisfy certain performance criteria, which shall be adopted by the Metro Board of Directors. Any such increase in Net Revenues allocated to Regional Rail shall be offset by corresponding reductions in Net Revenues allocated to either the Transit, First/Last Mile (Capital) Subfund or Highway, Active Transportation, Complete Streets (Capital) Subfund, or both. No reduction shall delay any projects in Attachment A.

7. On July 1, 2039, the percentage of Net Revenues allocated to the Local Return program shall increase by three percent of Net Revenues. The Metro Board of Directors shall make corresponding reductions to either the Transit Construction or Highway Construction programs, or both. No reduction shall delay any projects in Attachment A.

c. The Metro Board of Directors shall adopt guidelines regarding Multi-Year Subregional Programs identified in Attachment A. The guidelines shall, at minimum, specify definitions of active transportation, first/last mile, visionary seed project studies, street car and circulator projects, greenway projects, mobility hubs, highway efficiency and operational improvement projects, bus system improvements, highway demand-based programs (such as high occupancy vehicle extensions and connections), transit capital projects, transportation system and mobility improvements, bus rapid transit capital improvements, safe route to schools, multi-modal connectivity projects, arterial street improvements, freeway interchange improvements, goods movement improvements, highway and transit noise mitigations, intelligent transportation systems, transportation technology improvements, streetscape enhancements and Great Streets, public transit state of good repair, and traffic congestion relief improvements.

d. Metro may enter into an agreement with the Board of Equalization to transfer Sales Tax Revenues directly to a bond trustee or similar fiduciary, in order to provide for the timely payment of debt service and related obligations, prior to Metro's receipt and deposit of such Sales Tax Revenues into the sales tax revenue fund; provided, however, that such payments of debt service and related obligations shall be allocated to the appropriate subfund consistent with the expenditure of the proceeds of the corresponding debt.

e. Metro shall include the projects and programs in Attachment A in the Long Range Transportation Plan within one year of the date the Ordinance takes effect. The revised and updated Long Range Transportation Plan shall also include capital projects and capital programs that are adopted by each subregion that are submitted to Metro for inclusion in the

revised and updated Long Range Transportation Plan, if the cost and schedule details are provided by the subregions, in a manner consistent with the requirements of the plan.

f. Three percent (3%) of the total project cost of any Expenditure Plan Major Project coded "T" in Attachment A shall be paid by each incorporated city within Los Angeles County, and Los Angeles County for those projects in unincorporated areas, based upon the percent of project total centerline track miles to be constructed within that jurisdiction's borders if one (1) or more stations are to be constructed within the borders of said jurisdiction. An agreement approved by both Metro and the governing board of the jurisdiction shall specify the total project cost determined at the conclusion of thirty percent (30%) completion of final design (which shall not be subject to future cost increases), the amount to be paid, and a schedule of payments. If the total project cost estimate is reduced after the conclusion of thirty percent (30%) completion of final design, the proportionate cost to the jurisdiction shall be reduced accordingly. The jurisdiction may request a betterment for a project. The jurisdiction, however, shall incur the full cost of any such betterment. Such agreements shall be in accordance with guidelines adopted by the Metro Board of Directors.

1. If no agreement is entered into and approved prior to the award of any contract authorizing the construction of the project within the borders of the jurisdiction, or if at any time the local jurisdiction is in default of any sums due pursuant to the approved agreement, all funds contained in the Local Return/Regional Rail Subfund allocated to that jurisdiction may, at Metro's sole discretion, be withheld for not longer than fifteen (15) years and used to pay for the project until the three percent (3%) threshold is met.

g. Once every ten (10) years, beginning in Fiscal Year 2027, Metro shall conduct a comprehensive assessment of each project and program identified in Attachment A as an "Expenditure Plan Major Project" or "Multi-Year Subregional Program." This assessment shall determine which projects or programs are either completed, or anticipated to be completed during the next ten-year period. The Measure M Independent Taxpayer Oversight Committee of Metro, established pursuant to Section 8, shall review and comment on the assessment. Metro shall also conduct a public review prior to the assessment's approval. Upon approval of this assessment by a two-thirds vote, the Metro Board of Directors may:

1. Add "Expenditure Plan Major Projects" and "Multi-Year Subregional Programs" to the Expenditure Plan by a two-thirds (2/3) vote so long as such additions do not delay the Groundbreaking Start Date, Expected Opening Date, or amount of "Measure M Funding 2015$" of any other "Expenditure Plan Major Project" or "Multi-Year Subregional

Program." No "Expenditure Plan Major Projects" or "Multi-Year Subregional Programs" may be added to the Expenditure Plan except through the decennial process described herein.

A. Should an "Expenditure Plan Major Project" or "Multi-Year Subregional Program", except for those coded "sc" in the "subregion" column of Attachment A, be completed without the expenditure of all Net Revenues allocated to that project or program in Attachment A, the surplus Net Revenues shall be expended on projects or programs in the same subregion as the project or program so completed. The Metro Board of Directors shall determine by a two-thirds (2/3) vote whether a project or program is complete.

B. Should an "Expenditure Plan Major Project" or "Multi-Year Subregional Program" coded "sc" in the "subregion" column of Attachment A be completed without the expenditure of all Net Revenues allocated to that project or program in Attachment A, the surplus Net Revenues shall be expended on another "Expenditure Plan Major Project" or "Multi-Year Subregional Program" coded "sc" in the "subregion" column of Attachment A. The Metro Board of Directors shall determine by a two-thirds (2/3) vote whether a project or program is complete.

2. Adopt an amendment to transfer Net Revenues between the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets (Capital) Subfund pursuant to Section 11(c). No such amendment shall be adopted except through the decennial process described herein.

3. Adopt an amendment to Attachment B pursuant to Section 11(a). No such amendment shall be adopted except through the decennial process described herein provided, however, the Metro Board of Directors shall not adopt an amendment to Attachment B prior to the comprehensive assessment in Fiscal Year 2047.

h. No Net Revenues generated from the Sales Tax shall be expended on the State Route 710 North Gap Closure Project.

i. Notwithstanding any other provision of this Ordinance, no recipient of Local Return program funds may expend more than thirty-three and one-third percent (33⅓ %) of total funds received in any fiscal year on Green Streets.

SECTION 8. OVERSIGHT

a. There is hereby established a Measure M Independent Taxpayer Oversight Committee of Metro ("Committee") to provide an enhanced level of accountability for expenditures of sales tax revenues made under the Expenditure Plan. The Committee shall

meet at least four (4) times each year to carry out the purposes of this Ordinance. The Committee reports directly to the Metro Board of Directors and the public.

b. It is the intent that the Committee will assist Metro and take advantage of changing situations in the future with regard to technologies and transportation developments. Therefore, the provisions contained in this Ordinance are based on a 2016 perspective and are not meant to be unduly restrictive on the Committee's and Metro's roles and responsibilities.

c. Committee Membership. The Committee Members established for oversight shall carry out the responsibilities laid out in this Ordinance and play a valuable and constructive role in the ongoing improvement and enhancement of this Ordinance.

1. As such, the Committee Members shall be comprised of seven (7) voting members representing the following professions or areas of expertise:

A. A retired Federal or State judge

B. A professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience

C. A transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices

D. A professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews

E. A professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects

F. A licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience

G. A regional association of businesses representative with at least ten (10) years of senior-level decision making experience in the private sector

2. The intent is to have one member representing each of the specified areas of expertise. If, however, after a good faith effort, qualified individuals have not been identified for one (1) or more of the areas of expertise, then no more than two (2) members from one (1) or more of the remaining areas of expertise may be selected.

3. The members of the Committee must reside in Los Angeles County and be subject to conflict of interest provisions. No person currently serving as an elected or appointed city, county, special district, state, or federal public officeholder shall be eligible to serve as a member of the Committee.

d. Conflict of Interest. The Committee members shall be subject to Metro's conflict

of interest policies. The members shall have no legal action pending against Metro and are prohibited from acting in any commercial activity directly or indirectly involving Metro, such as being a consultant to Metro or to any party with pending legal actions against Metro during their tenure on this Committee. Committee members shall not have direct commercial interest or employment with any public or private entity, which receives sales tax funds authorized by this Ordinance.

e. Committee Membership Selection Panel. The Selection Panel ("Panel") shall select for approval the Oversight Committee Members, who will be responsible for performing the responsibilities under this Ordinance. The Panel will be comprised of three (3) persons, each of whom shall be members of the Metro Board of Directors, or their designee.

1. The Panel shall be selected as follows, and will represent the existing leadership of Metro's Board (Chair, Vice Chair, and second Vice Chair):

A. One representative from the Los Angeles County Board of Supervisors; and

B. One representative selected by the Mayor of the City of Los Angeles; and

C. One representative from the Los Angeles County Cities

2. The Panel shall screen and recommend potential candidates for Committee Membership. The Panel will develop guidelines to solicit, collect, and review applications of potential candidates for membership on the Committee. The filling of membership vacancies, due to removals and reappointments will follow these same guidelines.

3. The recommended candidates for Committee Membership shall be approved by the Metro Board by a simple majority.

f. Term. Each member of the Committee shall serve for a term of five (5) years, and until a successor is appointed, except that initial appointments may be staggered with terms of three (3) years. A Committee member may be removed at any time by the appointing authority. Term limits for Committee members will be staggered to prevent significant turnover at any one time. There is no limit as to the number of terms that a Committee member may serve. Members will be compensated through a stipend and they may choose to waive.

g. Resignation. Any member may, at any time, resign from the Committee upon written notice delivered to the Metro Board. Acceptance of any public office, the filing of intent to seek public office, including a filing under California Government Code Section 85200, or change of residence to outside the County shall constitute a Member's automatic resignation.

h. Committee Responsibilities. The Committee shall, at a minimum, meet on a

quarterly basis to carry out its responsibilities and is hereby charged with the following responsibilities:

1. *General Responsibilities*

A. The Committee will have the responsibility for approving the scope of work and direct the work of the auditors, to include at minimum the above mentioned areas. Selection of the auditors will follow the Board approved procurement and solicitation policies. The Committee will be involved in the solicitation and selection process of the auditors.

B. The Committee shall prepare an annual report on the results of the annual audit per Section 8(h)(3)(B), any findings made, and report the comments to the Metro Board of Directors.

C. The Committee shall review all proposed debt financing and make a finding as to whether the benefits of the proposed financing for accelerating project delivery, avoiding future cost escalation, and related factors exceed issuance and interest costs.

D. The Committee shall review any proposed amendments to the Ordinance, including the Expenditure Plan, and make a finding as to whether the proposed amendments further the purpose of the Ordinance.

2. *Quarterly Responsibilities*. The Committee shall at minimum review the following:

A. For each Subfund, make findings on the effective and efficient use of funds.

B. For Local Return funds, review the programmed revenues and uses for each of the local jurisdictions.

C. For Transit and Highway (Capital), review comparison of budget expended to project milestone completion, comparison of contingency spent to project completion, and review of soft costs expended.

D. For Active Transportation Program, review programmed revenues and uses.

E. For State of Good Repair, review budget and expenses.

F. For Transit Operating and Maintenance (which includes Metro Rail Operations, Transit Operations, ADA Paratransit for the disabled/Metro discounts for seniors and students, and Regional Rail), review budget and expenses.

3. *Annual Responsibilities*

A. The Committee shall review the results of the audit performed

and make findings as to whether Metro is in compliance with the terms of the Ordinance. Such findings shall include a determination as to whether recipients of Net Revenues allocated and funds were expended for all the Subfunds (listed in Attachment A) and have complied with this Ordinance and any additional guidelines developed by Metro.

B. *Annual Financial and Compliance Audit.* Metro shall contract for an annual audit, to be completed within six (6) months after the end of the fiscal year being audited, for the purpose of determining compliance by Metro with the provisions of this Ordinance relating to the receipt and expenditure of Sales Tax Revenues during such fiscal year. The audit should include a determination as to whether recipients of Net Revenues allocated from these Subfunds have complied with this Ordinance and any additional guidelines developed by Metro for these Subfunds.

C. For major corridor projects, included in the Expenditure Plan, the Committee shall review at least once a year:

i. Project costs, established LOP budgets, and any significant cost increases and/or major scope changes of the major corridor projects identified in the Expenditure Plan.

ii. The funding available and programmed for the projects included in the Expenditure Plan, as well as any funding gaps for each of these projects. The Committee shall provide recommendations on possible improvements and modifications to deliver the Plan.

iii. Performance in terms of project delivery, cost controls, schedule adherence, and related activities.

4. *Five-Year Responsibilities*

A. The Committee shall review the Comprehensive Program Assessment of the Expenditure Plan every five (5) years or every ten (10) years in accordance with Section 7(g) and make findings and/or provide recommendations for improving the program. The results of this assessment will be presented to the Metro Board of Directors.

B. *Comprehensive Program Assessment.* Metro shall conduct every five (5) years a comprehensive review of all projects and programs implemented under the Plan to evaluate the performance of the overall program and make recommendations to improve its performance on current practices, best practices, and organizational changes to improve coordination.

i. Accountability to the Public and the Metro Board. All audit reports, findings, and recommendations will be available and accessible to the public (through various types of media)

prior to the public hearing and upon request. Metro will establish a website dedicated to the Oversight of this Measure and include all pertinent Ordinance information for the public. The Committee shall review all audits and hold an annual public hearing to report on the results of the audits.

SECTION 9. MAINTENANCE OF EFFORT REQUIREMENTS

a. It is the intent of Metro that any Sales Tax Revenues provided to local jurisdictions in Los Angeles County under the program described in Attachment A as "Local Return" be used to augment, not supplant, existing local revenues being used for transportation purposes.

b. Metro shall develop guidelines that, at a minimum, specify maintenance of effort requirements for the local return program, matching funds, and administrative requirements for the recipients of revenue derived from the Sales Tax.

SECTION 10. COSTS OF ADMINISTRATION

Metro shall establish an Administration/Local Return fund and one and one-half percent (1.5%) of Gross Sales Tax revenues shall be credited into this fund. As funds are received by Metro and credited to this fund, one percent (1%) of Net Revenues shall be immediately transferred to the Local Return/Regional Rail Subfund of the sales tax revenue fund to be used solely for the Local Return program. All other amounts in the Administration/Local Return fund shall be available to Metro for administrative costs, including contractual services.

SECTION 11. AMENDMENTS

a. The Metro Board of Directors may amend this Ordinance, including Attachment A and Attachment B, with the exception of Section 11, for any purpose subject to the limitations contained in Section 7(g), including as necessary to account for the results of any environmental review required under the California Environmental Quality Act or the National Environmental Policy Act and any related federal statute of the projects listed in Attachment A. Any such amendments shall be approved by a vote of not less than two-thirds (2/3) of the Metro Board of Directors. Metro shall hold a public meeting on proposed amendments prior to adoption. Metro shall provide notice of the public meeting to the Los Angeles County Board of Supervisors, the city council of each city in Los Angeles County, and the public, and shall

provide them with a copy of the proposed amendments, at least 60 days prior to the public meeting.

b. By two-thirds (2/3) vote, the Metro Board of Directors may amend the "Schedule of Funds Available" columns listed in Attachment A to accelerate a project, provided that any such amendments shall not reduce the amount of funds assigned to any other project or program as shown in the "Measure M Funding 2015$" column of Attachment A or delay the Schedule of Funds Available for any other project or program. Metro shall hold a public meeting on proposed amendments prior to adoption. Metro shall provide notice of the public meeting to the Los Angeles County Board of Supervisors, the city council of each city in Los Angeles County, and the public, and shall provide them with a copy of the proposed amendments, at least 30 days prior to the public meeting.

c. The Metro Board of Directors shall not adopt any amendment to this Ordinance, including Attachment A, that reduces total Net Revenues allocated to the sum of the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets (Capital) Subfund. Not more than once in any ten (10) year period commencing in FY2027, Metro may adopt an amendment transferring Net Revenues between the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets (Capital) Subfund. This subparagraph shall not apply to adjustments to the Net Revenues allocated to the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets (Capital) Subfund pursuant to Section 7(b)(6) or Section 7(b)(7). Such adjustments shall not require an amendment to this Ordinance or Attachment A.

d. Notwithstanding Section 11(a) of this Ordinance, the Metro Board of Directors shall not adopt any amendment to this Ordinance, including Attachment A, that reduces Net Revenues allocated to the Transit Operating & Maintenance Subfund or the Local Return/Regional Rail Subfund.

e. The Metro Board of Directors may amend Section 11 of this Ordinance if such amendments are approved by a vote of not less than two-thirds (2/3) of the Metro Board of Directors and are approved by a majority of the voters voting on a measure to approve the amendment. Metro shall hold a public meeting on proposed amendments prior to adoption. Metro shall provide notice of the public meeting to the Los Angeles County Board of Supervisors, the city council of each city in Los Angeles County, and the public, and shall provide them with a copy of the proposed amendments, at least 60 days prior to the public meeting. Amendments shall become effective immediately upon approval by the voters.

SECTION 12. ESTABLISHMENT OF BONDING AUTHORITY

a. Metro is authorized to issue limited tax bonds and incur other obligations, from time to time, payable from and secured by all or any portion of the Sales Tax Revenues to finance any program or project in the Expenditure Plan, pursuant to Sections 130500 et seq. of the Public Utilities Code, and any successor act, or pursuant to any other applicable sections of the Public Utilities Code or the Government Code. As additional security, such bonds and other obligations may be further payable from and secured by farebox revenues or general revenues of Metro, on a basis subordinate to Metro's existing General Revenue Bonds, or any other available source of Metro's revenues, in each case as specified in a resolution adopted by a majority of Metro's Board of Directors. The maximum bonded indebtedness, including issuance costs, interest, reserve requirements and bond insurance, shall not exceed the total amount of the Gross Sales Tax. Nothing herein shall limit or restrict in any way the power and authority of Metro to issue bonds, notes or other obligations, to enter into loan agreements, leases, reimbursement agreements, standby bond purchase agreements, interest rate swap agreements or other derivative contracts or to engage in any other transaction under the Government Code, the Public Utilities Code or any other law.

b. The Metro Board of Directors shall adopt guidelines regarding the issuance of bonds and the incurrence of other obligations pursuant to this Section 12. The guidelines shall, at a minimum, establish methods for taking into account (a) the expenditure of proceeds of such bonds and other obligations and (b) the payment of debt service and other amounts with respect to such bonds and other obligations, for purposes of meeting the program expenditure requirements of Section 7 hereof.

SECTION 13. APPROPRIATIONS LIMIT

Article XIIIB of the California Constitution requires certain governmental entities to establish an annual appropriations limit. This appropriations limit is subject to adjustment as provided by law. To the extent required by law, Metro shall establish an annual appropriations limit and expenditures of the retail transactions and use tax shall be subject to such limit.

SECTION 14. ELECTION

Pursuant to California Public Utilities Code Section 130350.7(d), Metro hereby calls a special election to place this Ordinance before the voters. The ballot language shall read as follows:

Los Angeles County Traffic Improvement Plan.

To improve freeway traffic flow/safety; repair potholes/sidewalks; repave local streets; earthquake retrofit bridges; synchronize signals; keep senior/disabled/student fares affordable; expand rail/subway/bus systems; improve job/school/airport connections; and create jobs; shall voters authorize a Los Angeles County Traffic Improvement Plan through a ½ ¢ sales tax and continue the existing ½ ¢ traffic relief tax until voters decide to end it, with independent audits/oversight and funds controlled locally?

SECTION 15. EFFECTIVE DATE

a. This Ordinance shall be effective on January 1, 2017, if:

1. Two-thirds (2/3) of the voters voting on the measure vote to approve this Ordinance at the statewide general election scheduled for November 8, 2016; and

2. No California state statute that requires Metro to provide funding from revenues derived from the Sales Tax imposed pursuant to this Ordinance for any project or program other than those in the Expenditure Plan, or provide a level of funding greater than described in the Expenditure Plan, or on a different schedule than described in the Expenditure Plan, is adopted by the California Legislature subsequent to the adoption of this Ordinance by the Metro Board of Directors and becomes law.

SECTION 16. SEVERABILITY

If any tax or provision of this Ordinance is for any reason held invalid or unenforceable by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of the remaining taxes or provisions, and Metro declares that it would have passed each part of this Ordinance irrespective of the validity of any other part.

Los Angeles County Transportation Expenditure Plan **ATTACHMENT A**

Outline of Expenditure Categories

Fiscal Year (FY) 2018 - 2057, Escalated Dollars

(millions)

Subfund	Program	% of Sales Tax (net of Admin)	First Year Amount (FY 2018)	FY 2018 - FY 2032 (15 Years)	FY 2033 - FY 2047 (15 Years)	FY 2048 - FY 2057 (10 Years)	FY 2018 - FY 2057 (40 Years)
Transit Operating & Maintenance	Metro Rail Operations [1]	5%	$ 42	$ 850	$ 2,320	$ 2,810	$ 5,980
	Transit Operations [2] (Metro & Municipal Providers)	20%	$ 169	$ 3,400	$ 9,280	$ 11,240	$ 23,920
	ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students	2%	$ 17	$ 340	$ 930	$ 1,120	$ 2,390
Transit, First/Last Mile (Capital)	Transit Construction (Includes System Connectivity Projects - Airports, Union Station, and Countywide BRT)	35%	$ 296	$ 5,960	$ 16,230	$ 19,670	$ 41,860
	Metro State of Good Repair [5]	2%	$ 17	$ 340	$ 930	$ 1,120	$ 2,390
Highway, Active Transportation, Complete Streets (Capital)	Highway Construction (includes System Connectivity Projects - Ports, Highway Congestion Programs, Goods Movement)	17%	$ 144	$ 2,890	$ 7,880	$ 9,560	$ 20,330
	Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets)	2%	$ 17	$ 340	$ 930	$ 1,120	$ 2,390
Local Return / Regional Rail	Local Return - Base [3] (Local Projects and Transit Services)	16%	$ 136	$ 2,720	$ 7,420	$ 8,990	$ 19,130
	Local Return / Regional Rail (Beginning FY 2040) [4]				*3% / 1%* → *$ 690*	*$ 2,240*	*$ 2,930*
	Regional Rail	1%	$ 8	$ 170	$ 460	$ 560	$ 1,200
	TOTAL PROGRAMS		**$ 847**	**$ 17,010**	**$ 46,380**	**$ 56,190**	**$ 119,590**
Administration /Local Return	0.5% for Administration	0.5%	$ 4	$ 85	$ 230	$ 280	$ 600
	1.0% Local Return [3]	1.0%	$ 8	$ 170	$ 460	$ 560	$ 1,200
	GRAND TOTAL		**$ 860**	**$ 17,265**	**$ 47,070**	**$ 57,030**	**$ 121,390**

1. Funds are eligible to be used for Metro Rail State of Good Repair.
2. Funds are eligible to be used for Metro State of Good Repair.
3. 1% Administration to supplement Local Return, **increasing the Local Return-Base to 17% of net revenues**.
4. To be funded by Highway/Transit Capital Subfunds in FY 2040 and beyond.
5. The Metro Board of Directors will prioritize the Wardlow Grade Separation project to receive new funding and/or grants and assign this project to be included in Metro's State of Good Repair program.

All totals are rounded; numbers presented in this document may not always add up to the totals provided.
Based on January 2016 revenue projections.

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‡	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
	Expenditure Plan Major Projects			1st yr of Range					
1	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	a,p	FY 2018	CY 2021	sc	$233,984	$347,016	$581,000	T
2	Westside Purple Line Extension Section 3 ®	b	FY 2018	FY 2024	w	$986,139	$994,251	$1,980,390	T
3	High Desert Multi-Purpose Corridor (HDMC)®	q	FY 2019	FY 2021	nc	$100,000	$170,000	$270,000	H
4	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®		FY 2019	FY 2023	nc	$544,080	$240,000	$784,080	H
5	Gold Line Foothill Extension to Claremont ®	c	FY 2019	FY 2025	sg	$78,000	$1,019,000	$1,097,000	T
6	Orange Line BRT Improvements	n	FY 2019	FY 2025	sf	$0	$286,000	$286,000	T
7	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	av	$0	$240,300	$240,300	T
8	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	sf	$0	$26,700	$26,700	T
9	East SF Valley Transit Corridor Project ®	d	FY 2021	FY 2027	sf	$520,500	$810,500	$1,331,000	T
10	West Santa Ana Transit Corridor LRT ®	b,d	FY 2022	FY 2028	gc	$500,000	$535,000	$1,035,000	T
11	Crenshaw/LAX Track Enhancement Project	e,p	FY 2022	FY 2026	sc	$0	$49,599	$49,599	T
12	SR-71 Gap from I-10 to Rio Rancho Rd.		FY 2022	FY 2026	sg	$26,443	$248,557	$275,000	H
13	LA River Waterway & System Bikepath		FY 2023	FY 2025	cc	$0	$365,000	$365,000	H
14	Complete LA River Bikepath		FY 2023	FY 2025	sf	$0	$60,000	$60,000	H
15	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	sf	$0	$130,000	$130,000	H
16	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	w	$0	$130,000	$130,000	H
17	Vermont Transit Corridor	o	FY 2024	FY 2028	cc	$400,000	$25,000	$425,000	T
18	SR-57/SR-60 Interchange Improvements	d	FY 2025	FY 2031	sg	$565,000	$205,000	$770,000	H
19	Green Line Extension to Crenshaw Blvd in Torrance ®	d,g	FY 2026	FY 2030	sb	$272,000	$619,000	$891,000	T
20	I-710 South Corridor Project (Ph 1) ®	d,h	FY 2026	FY 2032	gc	$150,000	$250,000	$400,000	H
21	I-105 Express Lane from I-405 to I-605	p	FY 2027	FY 2029	sc	$0	$175,000	$175,000	H
22	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	sf	$1,567,000	$1,270,000	$2,837,000	T
23	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	w	$1,567,000	$1,270,000	$2,837,000	T
24	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	gc	$957,000	$543,000	$1,500,000	T
25	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	sg	$957,000	$543,000	$1,500,000	T
26	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	cc	$1,082,500	$400,000	$1,482,500	T
27	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	gc	$982,500	$500,000	$1,482,500	T
28	I-710 South Corridor Project (Ph 2) ®		FY 2032	FY 2041	gc	$658,500	$250,000	$908,500	H
29	I-5 Corridor Improvements (I-605 to I-710)		FY 2036	FY 2042	gc	$46,060	$1,059,000	$1,105,060	H
30	Crenshaw Northern Extension	i	FY 2041	FY 2047	cc	$495,000	$1,185,000	$1,680,000	T
31	Crenshaw Northern Extension	i	FY 2041	FY 2047	w	$0	$560,000	$560,000	T
32	I-405/I-110 Int. HOV Connect Ramps & Intrchng Improv ®		FY 2042	FY 2044	sb	$0	$250,000	$250,000	H
33	I-605/I-10 Interchange		FY 2043	FY 2047	sg	$472,400	$126,000	$598,400	H
34	SR 60/I-605 Interchange HOV Direct Connectors		FY 2043	FY 2047	sg	$360,600	$130,000	$490,600	H
35	Lincoln Blvd BRT	l,o	FY 2043	FY 2047	w	$0	$102,000	$102,000	T
36	I-110 Express Lane Ext South to I-405/I-110 Interchange		FY 2044	FY 2046	sb	$228,500	$51,500	$280,000	H
37	I-405 South Bay Curve Improvements		FY 2045	FY 2047	sb	$250,840	$150,000	$400,840	H
38	Green Line Eastern Extension (Norwalk)	p	FY 2046	FY 2052	sc	$570,000	$200,000	$770,000	T
39	SF Valley Transportation Improvements	m	FY 2048	FY 2050	sf	$0	$106,800	$106,800	T
40	Sepulveda Pass Westwood to LAX (Ph 3)	p	FY 2048	FY 2057	sc	$3,800,000	$65,000	$3,865,000	T
41	Orange Line Conversion to Light Rail		FY 2051	FY 2057	sf	$1,067,000	$362,000	$1,429,000	T
42	City of San Fernando Bike Master Plan		FY 2052	FY 2054	sf	$0	$5,000	$5,000	H
43	Historic Downtown Streetcar		FY 2053	FY 2057	cc	$0	$200,000	$200,000	T
44	Gold Line Eastside Ext. Second Alignment	p	FY 2053	FY 2057	sc	$110,000	$2,890,000	$3,000,000	T
45	High Desert Multi-Purpose Corridor - LA County Segment	p	FY 2063	FY 2067	sc	$32,982	$1,845,718	$1,878,700	H
46	**Expenditure Plan Major Projects Subtotal**					**$19,581,027**	**$20,989,941**	**$40,570,969**	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

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‡	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**	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Los Angeles County Transportation Expenditure Plan

(2015 $ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

Footnotes:

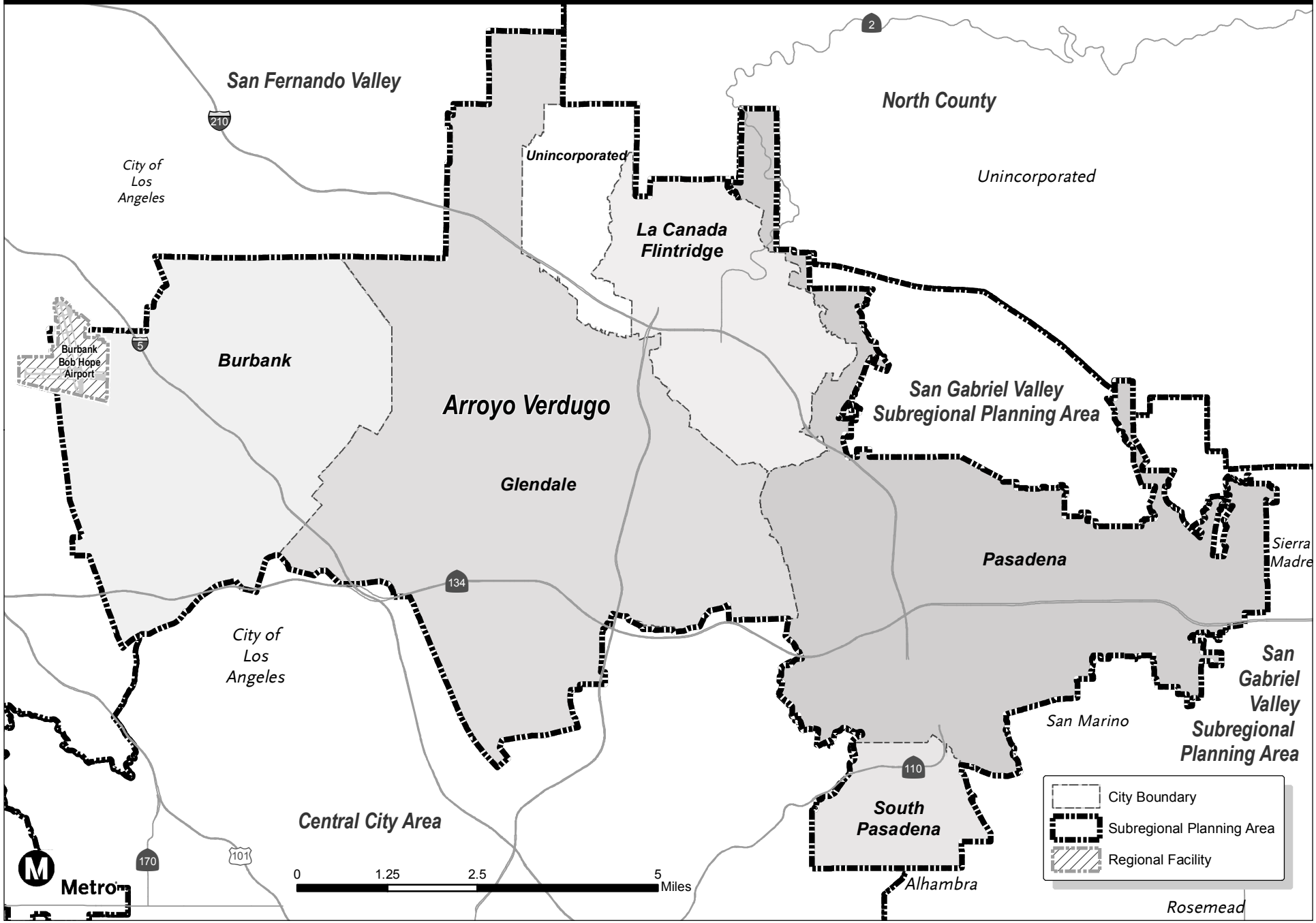
a. Interface station to LAX sponsored Automated People Mover includes an extended Green Line terminus and a consolidated bus interface for 13 Metro and Municipal bus lines. Bicycle, passenger, and other amenities are also included.
b. Project acceleration based on high performance.
c. Identified as a priority per the Metro Board Motion in October 2009.
d. Project funded on LRTP schedule, per Dec. 2015 Board Policy.
e. Consistent with the Orange Line, no sooner than 15 years after the revenue operation date of the Crenshaw/LAX project, Metro will consider, as transportation system performance conditions warrant, grade separation and/or undergrounding of the Crenshaw/LAX Line (including the Park Mesa Heights section & Inglewood section of the project). These additional track enhancements, when warranted, will be eligible for funding through the decennial comprehensive review process in the Ordinance.
f. Sepulveda Pass Ph. 1 from Orange Line/Van Nuys to Westwood includes early delivery of highway ExpressLane.
g. Studies will be completed to evaluate a future Green Line connection to the Blue Line (city of Long Beach). No capital funds from the Green Line to Torrance Project will be used for the studies.
h. I-710 South Project assumes an additional $2.8 billion of alternative revenue sources; not shown here with the cost or revenues for the project. The Shoemaker Bridge "Early Action" project is a priority project for these funds.
i. Council of Government descriptions vary for the "Crenshaw Northern Extension" project.
k. Lump sum would be provided in the first 5 years for initial capital costs only. Project sponsors responsible for ongoing operations & maintenance.
l. Acceleration of Lincoln BRT project eligible as Countywide BRT Program. Any funds freed up from accelerations returns to Countywide BRT Program.
m. SF Valley Transportation Improvements may include, but are not limited to, Transit Improvements, and I-210 soundwalls in Tujunga, Sunland, Shadow Hills and Lakeview Terrace.
n. Critical grade separation(s) will be implemented early through Operation Shovel Ready.
o. Conversion to LRT or HRT after FY 2067 included in expenditure plan based on ridership demand.
p. Funds for projects identified as "sc" that are not expended are only available for other System Connectivity Capital Projects.
q. Funding calculated based on estimated right-of-way acquisition costs; but can be repurposed for appropriate project uses, as approved by the MTA Board of Directors.
r. This project could start as early as FY 2028 and open as early as FY 2037 with Public-Private Partnership delivery methods.
s. This project will increase system connectivity in the North San Fernando Valley and the Metro Transit System. Environmental plan work shall begin no later than six months after passage of Measure M. To provide equivalent funding to each subregion other than the San Fernando Valley, the subregional equity program will be provided as early as possible to the following subregions in the amounts (in thousands) specified here: AV* $96,000; W* $160,000; CC* $235,000; NC* $115,000; LVM* $17,000; GC* $244,000; SG* $199,000; and SB* $130,000.

* Subregion Abbreviations:

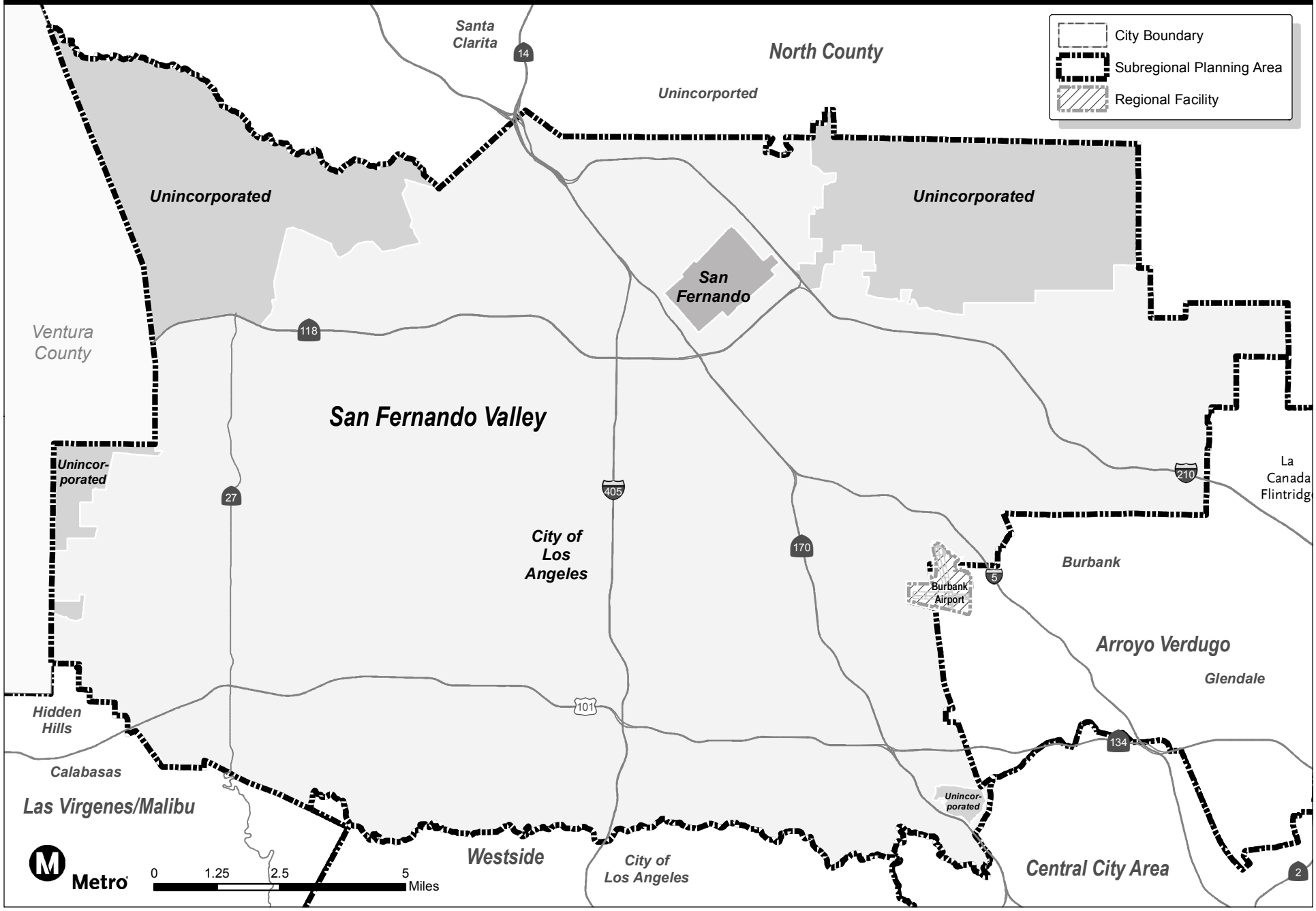
sc = System Connectivity Projects (no subregion)	nc = North County	® Indicates Measure R-related Projects
av = Arroyo Verdugo	sb = South Bay	
lvm = Las Virgenes Malibu	w = Westside	CY = Calendar Year
cc = Central City Area	gc = Gateway Cities	FY = Fiscal Year
sg = San Gabriel Valley	sf = San Fernando Valley	YOE = Year of Expenditure

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

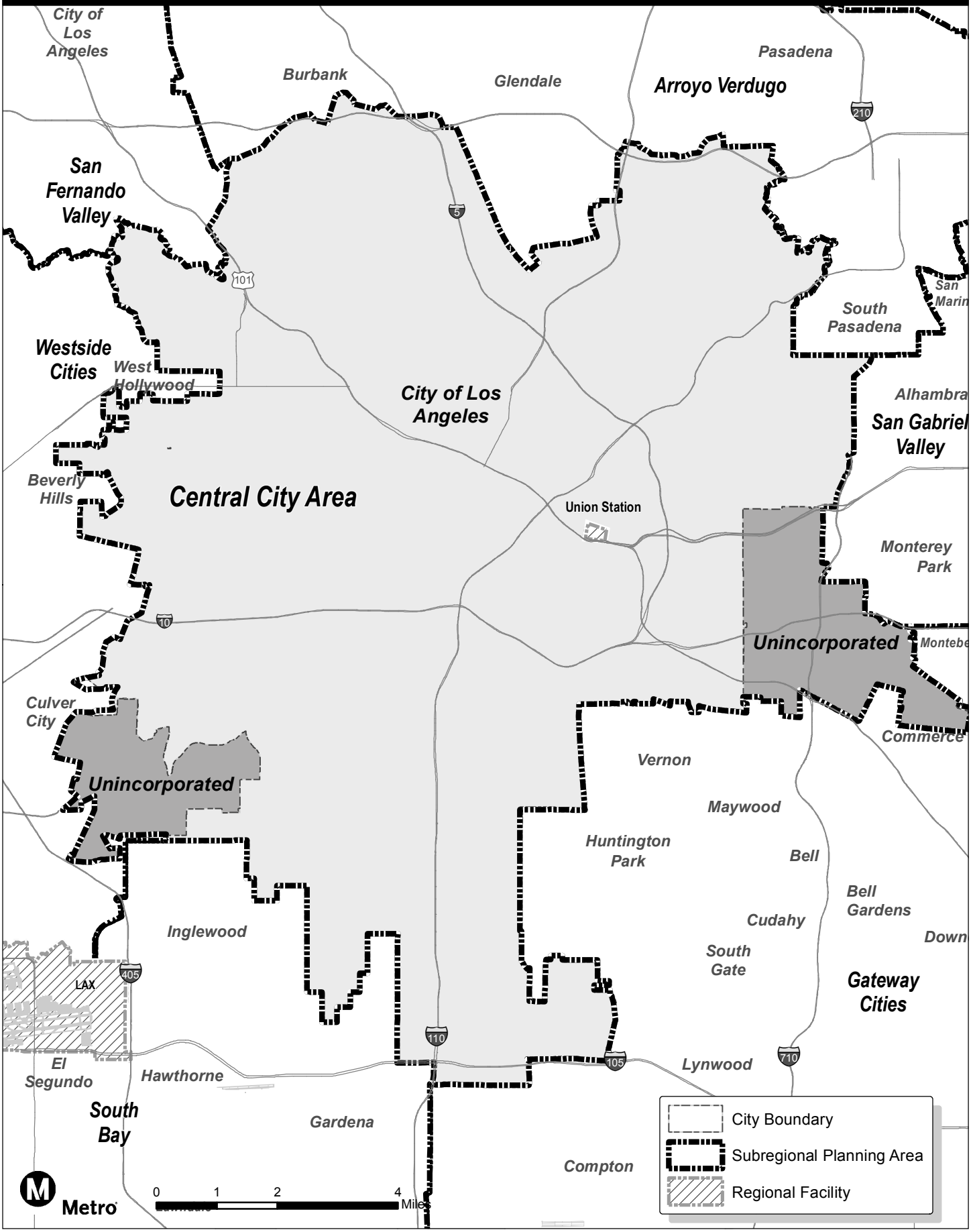
ATTACHMENT B - page 1 of 9
Arroyo Verdugo Subregional Planning Area



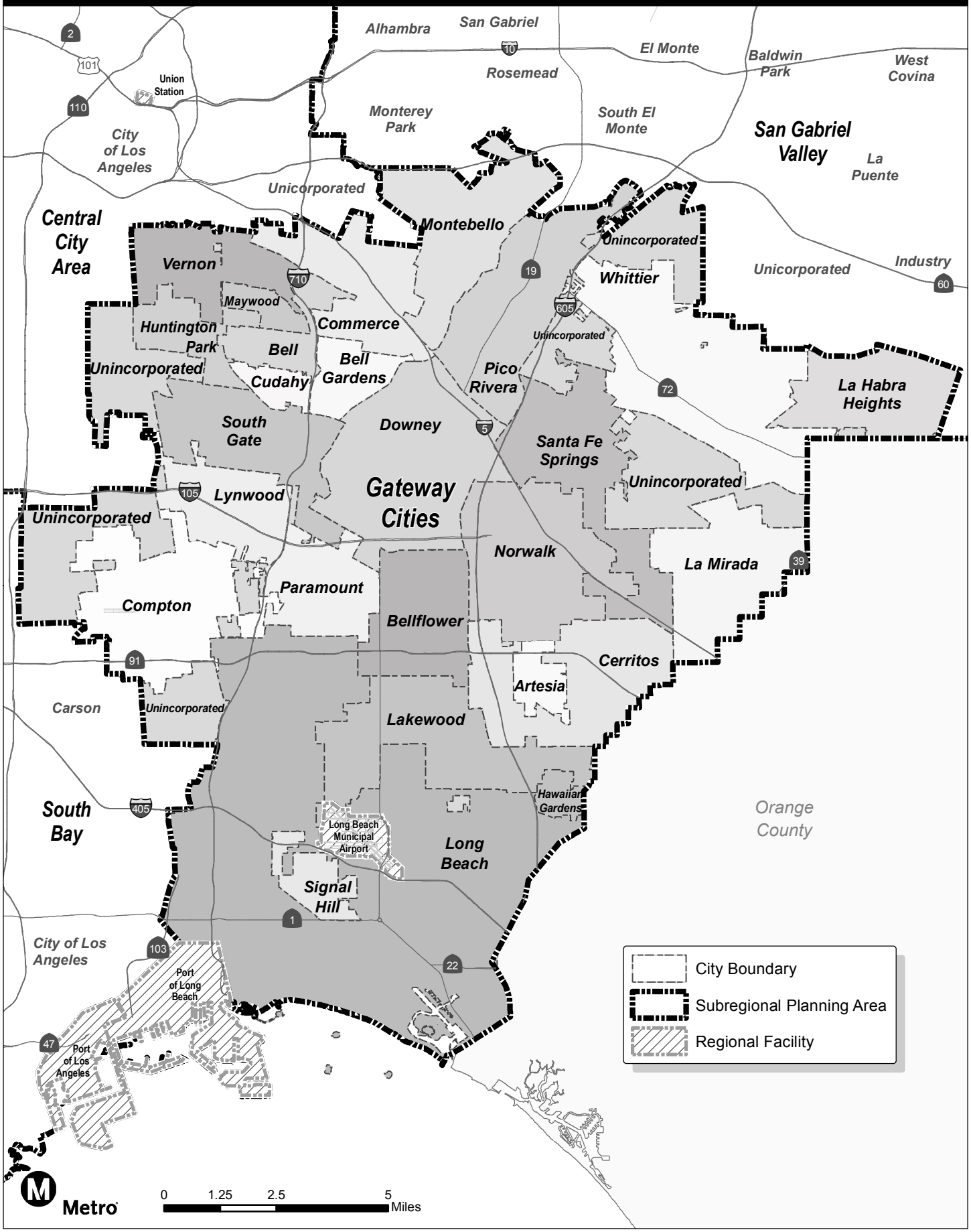
ATTACHMENT B - page 2 of 9
San Fernando Subregional Planning Area



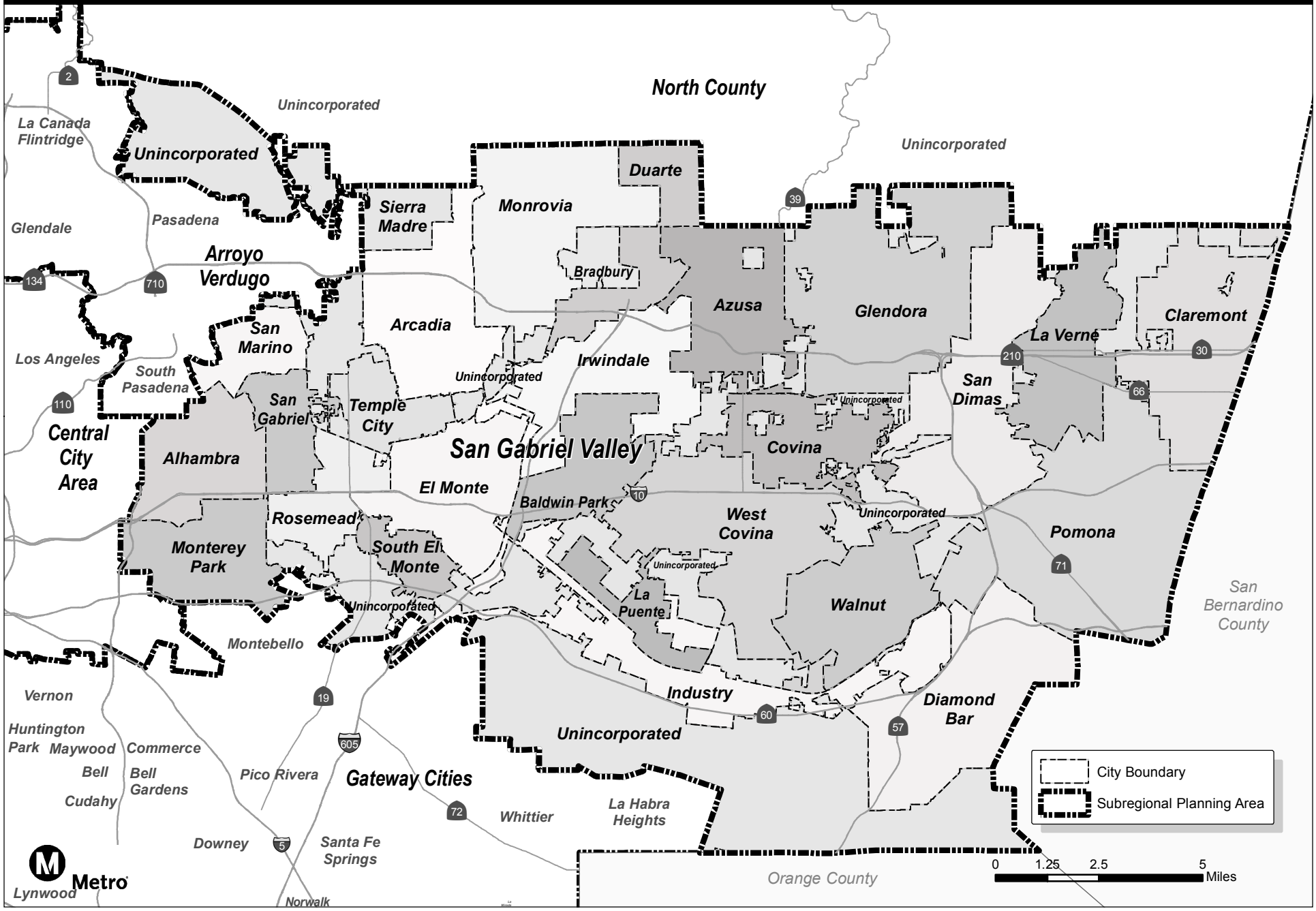
ATTACHMENT B - page 3 of 9
Central City Area Subregional Planning Area



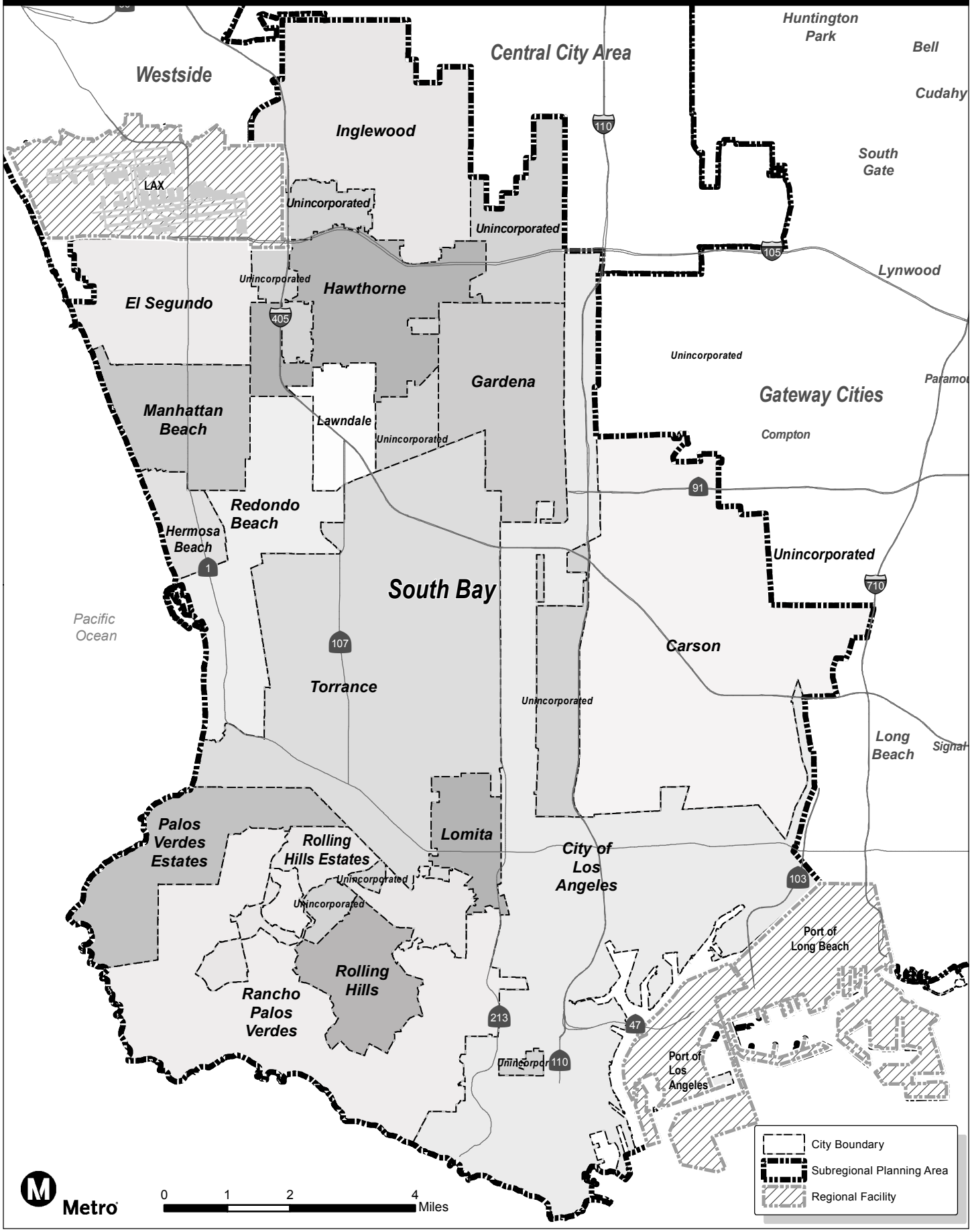
ATTACHMENT B - page 4 of 9
Gateway Cities Subregional Planning Area



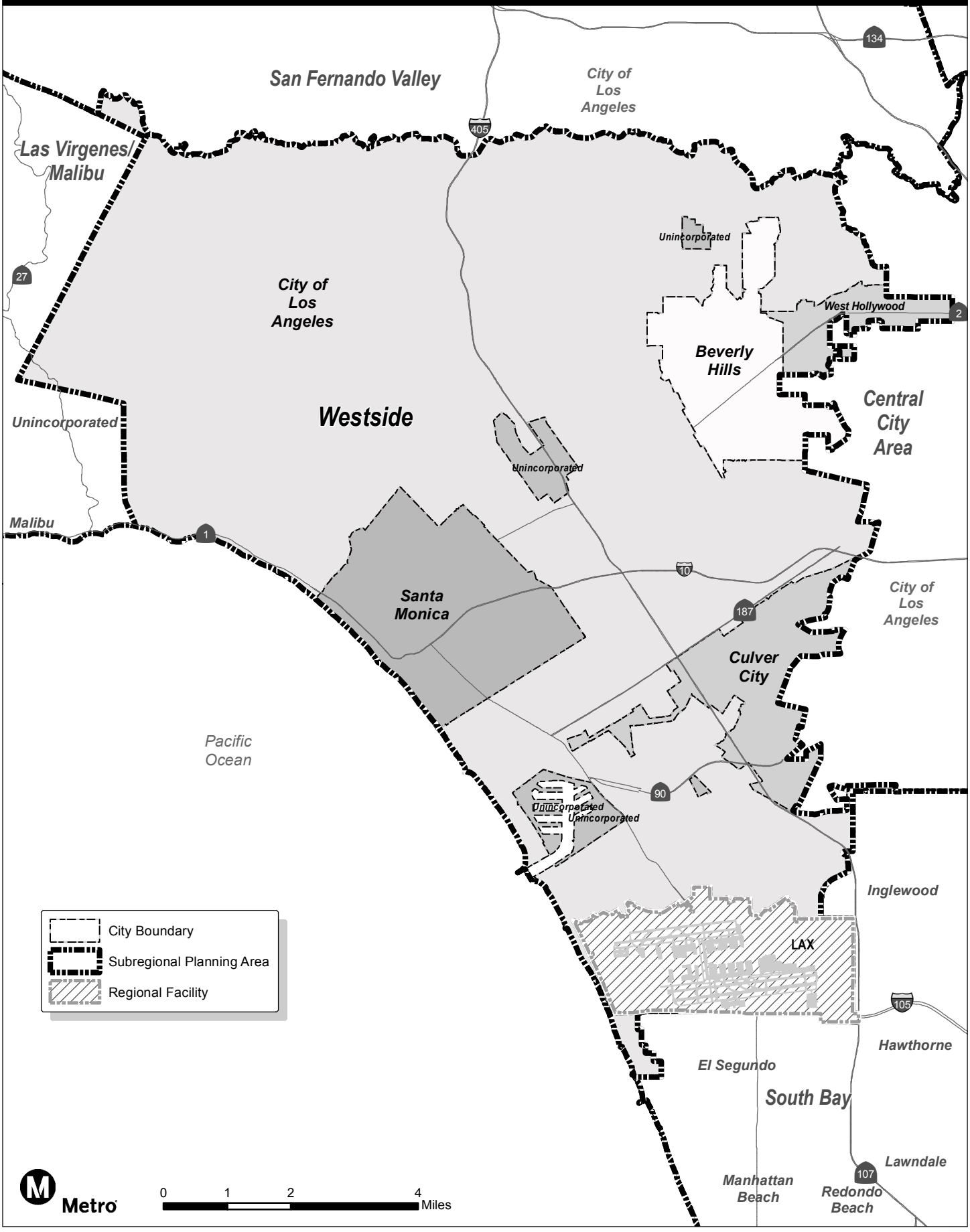
ATTACHMENT B - page 5 of 9
San Gabriel Subregional Planning Area



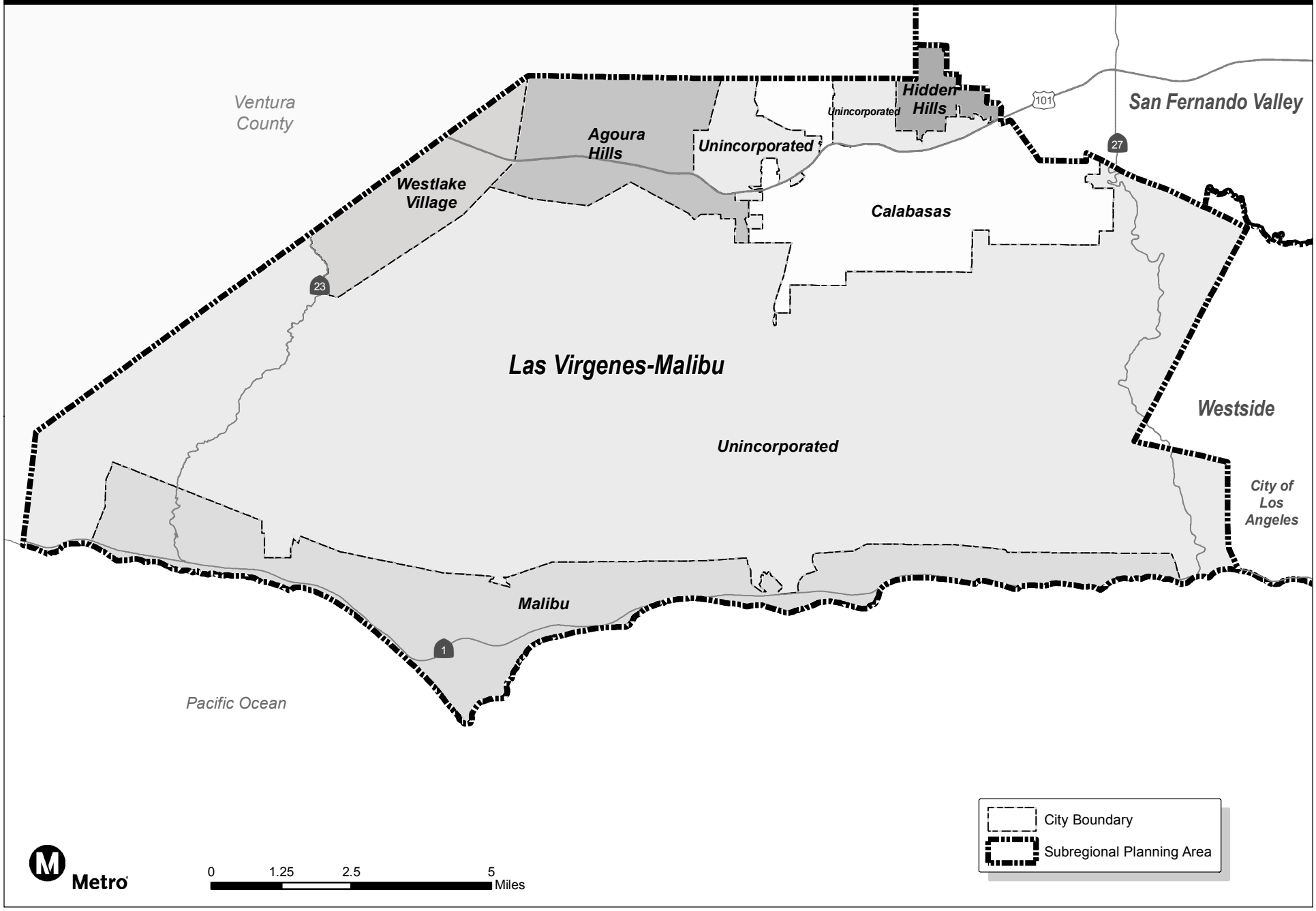
ATTACHMENT B - page 6 of 9
South Bay Subregional Planning Area



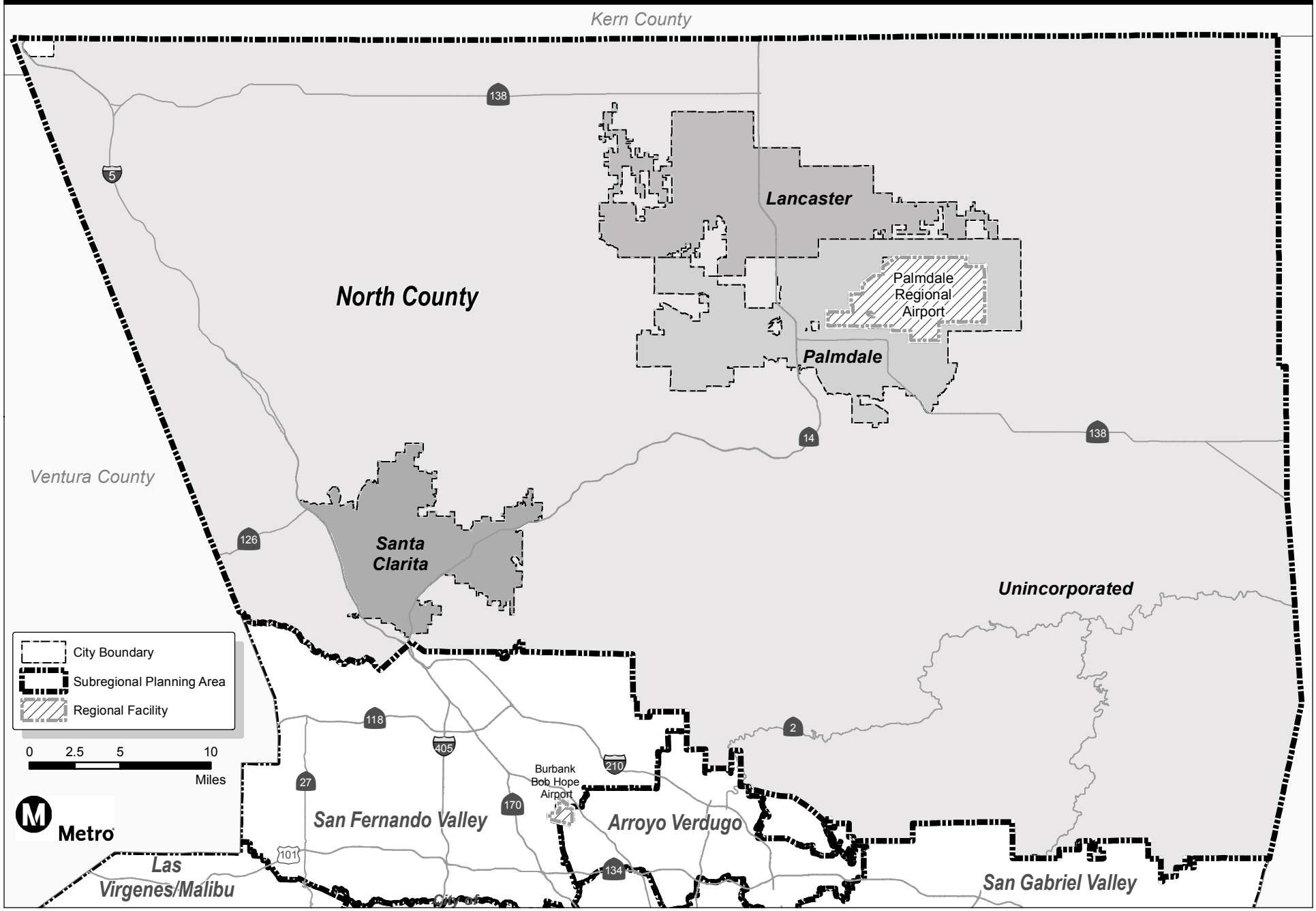
ATTACHMENT B - page 7 of 9
Westside Subregional Planning Area



ATTACHMENT B - page 8 of 9
Las Virgenes-Malibu Subregional Planning Area



ATTACHMENT B - page 9 of 9
North County Subregional Planning Area



Measure M 10-Year Comprehensive Assessment Objectives and Criteria

Planning and Programming Committee

July 15, 2026

File# 2026-0406

Metro

Requested Action

RECOMMENDATION

APPROVE objectives and criteria for the Measure M 10-Year Comprehensive Assessment.

Comprehensive Assessment

PURPOSE

The Assessment serves as a key milestone in the implementation of Measure M:

- Provide accountability and transparency for Measure M expenditures
- Assess Metro performance in delivering the voter-approved program
- Position Metro and its partners for the next decade of investment

PROCESS

- Five-year look back and ten-year look forward
- Estimate Measure M financial capacity
- Assess project and program benefits
- Coordinate with key Metro teams
- Gather & evaluate stakeholder feedback
- Prepare assessment and amendments for Board consideration*

**2/3 Board vote to approve report and amend Expenditure Plan*

Overview: Assessment Framework and Objectives

Measure M 5/10- Year Comprehensive Assessment

PART 1

MM5Y* Systemwide Assessment (FY23-27)

- State of the System & Quality of Life
- Program Delivery

PART 2

MM10Y Capital Project and Program Assessment (FY18-37)**

- Performance and Delivery Assessment
- Measure M Amendments

The Assessment Objectives are to:

- Assess performance on the **efficiency and effectiveness** in delivering Measure M projects and programs
- Identify and evaluate any **potential barriers** in delivery of the Expenditure Plan
- Identify and evaluate opportunities for **process improvements**
- Identify and evaluate **best practices** to be used going forward
- Identify and evaluate any **organizational changes** needed to improve coordination

**MM5Y: Measure M Five-Year Comprehensive Assessment*
***MM10Y: Measure M Ten-Year Comprehensive Assessment*

Development of the Proposed Assessment Criteria

2023 MM5Y Board Approved Assessment Criteria

Relevant Changes Since 2023 MM5Y
MMITOC Member and Staff Recommendations (2023)
Board Amendments (2023)
MM5Y Report Recommendations (2023)
MM10Y Assessment Needs

Proposed Measure M Assessment Criteria

Assessment Areas

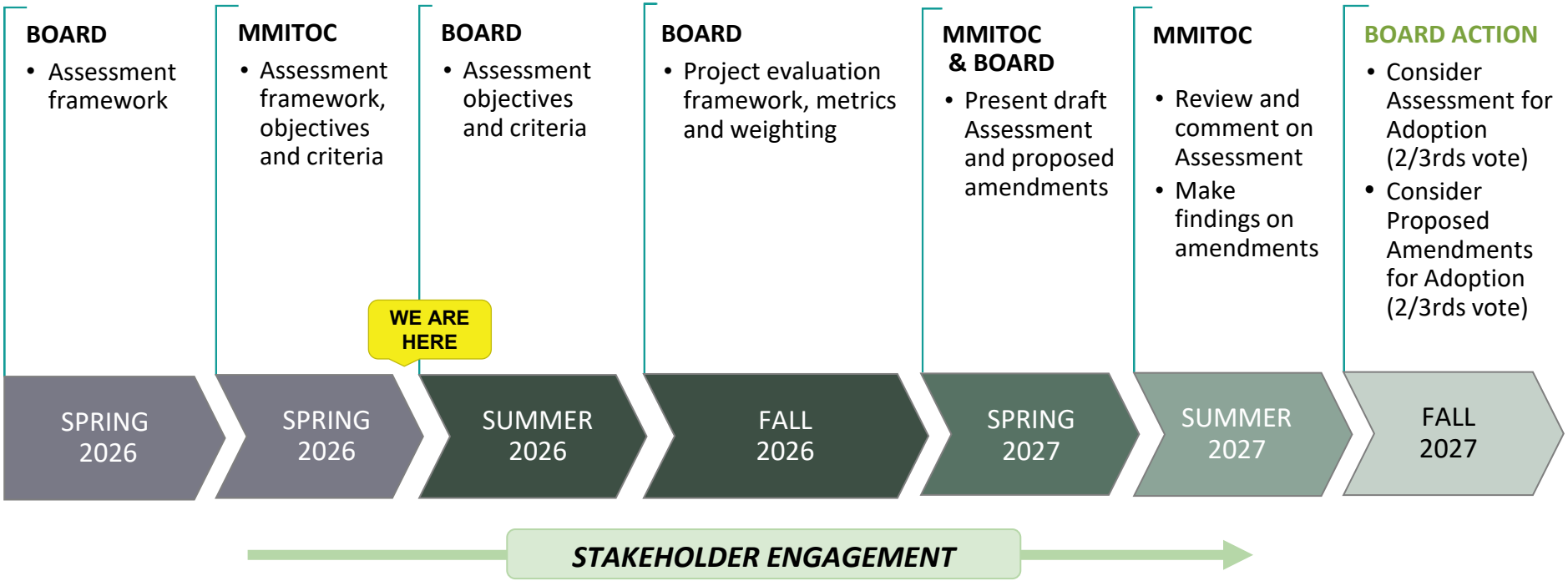
- Financial Analysis: accounting of revenues and expenditures, assess pass-through funding to direct recipients and subrecipients, and sufficency of set-aside investments for operations and maintencance
- Project Delivery: identify potential project delivery risks, progress of project scopes relative to original projections, and outcomes of projects and programs led by Metro, jurisdictions, or subregions
- Planning: analyze whether/which projects have and/or will boost system-wide connectivity and ridership and whether Measure M is helping to address regional per-capita Vehicle Miles Traveled targets
- Construction: assess whether the industry maintained sufficient, quality staffing and resources adequate to support project development and implementation of multiple mega-projects within similar time periods
- Economic Impact: direct and indirect jobs during and after implementation, and cost/benefit of expenditure plan projects and programs
- Compliance, Transparency, and Accountability: to demonstrate Metro, direct recipient, and subrecipient compliance with the Ordinance, whether reporting to the Measure M Indpependent Taxpayer Oversight Committee has been adequate
- Equity: identify whether equity and inclusion objectives have been aligned with other Metro endeavors, and whether Measure M investments have increased Access to Opportunity

Financial Capacity to Add Projects/Programs

Determines if financial capacity exists to add projects or MSPs to the Expenditure Plan through an amendment.

- Financial forecast prepared for the 2025 Short Range Transportation Plan shows that revenues are down from the 2016 Expenditure Plan forecast
- Metro staff are currently updating the forecast based on April/May 2026 taxable sales forecast, and it will be incorporated into the Assessment
- The updated forecast will inform stakeholder discussions regarding potential amendments to the Expenditure Plan

Milestone Schedule and Next Steps



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

File #: 2026-0385, **File Type:** Project **Agenda Number:** 12.

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the Environmental Assessment (EA), in accordance with the National Environmental Policy Act (NEPA), including the NEPA project mitigation measures for the Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment to the City of Montebello;

B. APPROVING the EA's 9-acre Maintenance and Storage Facility (MSF) Site 3 in the City of Commerce for the Board-selected Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment extension of the existing Metro E-Line, while maintaining the full nine-mile Eastside Transit Corridor Phase 2 with the Lambert Station in the City of Whittier as the terminus for the Project; and,

C. AMENDING the 2020 Long Range Transportation Plan (LRTP) to reflect the Board-selected LPA for the E-Line Eastside Transit Corridor Phase 2 Project.

ISSUE

On May 27, 2026, Metro, in coordination with the Federal Transit Administration (FTA), released the Environmental Assessment (EA) for the Eastside Transit Corridor Phase 2 Project's Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment (IOS) for future E-Line extension from East Los Angeles to the City of Montebello, per the NEPA guidelines. FTA is the NEPA Lead Agency, and Metro is the Project Sponsor for the EA. The full EA document was published on the Federal Register (www.federalregister.gov/ <https://www.federalregister.gov/>) and the Project website (www.metro.net/projects/eastside_phase2/ <https://www.metro.net/projects/eastside_phase2/>). The Executive Summary of the EA is included in Attachment A. The EA was available for a 30-day public review period through June 26, 2026. The EA identifies the Project IOS's reasonably foreseeable environmental effects and provides NEPA project mitigation measures to reduce or avoid potentially adverse effects. These measures are generally similar or slightly modified compared to the Mitigation and Monitoring Reporting Program (MMRP) in the certified Final Environmental Impact Report (May 2024).

The Project is a Measure R and Measure M project that is included in the 2020 LRTP and the 2024-2050 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Board approval of the recommended actions is necessary to 1) update the Project LPA definition to include a new 9-acre MSF in the City of Commerce and associated NEPA project mitigation measures for inclusion in FTA's NEPA decision document, and 2) amend the 2020 LRTP with the refined LPA and request an amendment for the refined Project description in the SCAG RTP/SCS updates.

BACKGROUND

Since 2007, Metro has conducted extensive environmental reviews and outreach programs for the Eastside Transit Corridor Phase 2 Project (Project). This has included the Alternatives Analysis (AA) in 2007-2009, the original Draft Environmental Impact Report (EIR) in 2014, technical studies for project refinements in 2015-2018, scoping for the Recirculated EIR in 2019, release of the Recirculated Draft EIR in June 2022, selection of the LPA in December 2022, and release of Final EIR with responses to a total of 301 submissions, which encompassed 958 comments received on the Recirculated Draft EIR. Throughout the process, Metro engaged and informed elected officials, agency staff (e.g., the Washington Coalition and other local, state, and federal partnering agencies), community stakeholders, and the general public of the status of the Project in each phase of the Project, including the progress of the environmental review process. At its May 2024 meeting, the Board approved the full 9-mile Project and certified the Final Environmental Impact Report (Final EIR) under the California Environmental Quality Act (CEQA), with an IOS from East Los Angeles to City of Montebello and a 39-acre Maintenance and Storage Facility (MSF) for E-Line systemwide operations in the City of Montebello. Specifically, construction of the 39-acre Montebello MSF site would have involved acquiring six industrial properties and the relocation of nine businesses that currently provide roughly 500 jobs.

The 9-mile Project area has about 722,000 residents and 274,000 employees, with projections indicating an 11% increase in population and a 25% increase in jobs by 2042. It will pass through densely populated, low-income, and transit-dependent communities. Approximately 119,759 residents within ½ mile of the stations are identified as disadvantaged or low-income. Of this group, 49% are minorities, and 15% are transit-dependent individuals living below the federal poverty level, according to the American Community Survey (2020). Additionally, per the May 2024 Final EIR, once fully built to the Lambert Station terminus, the 9-mile Project is expected to serve over 15,000 average weekday boardings, an increase of approximately 7,700 in daily transit ridership, and to reduce daily VMT by over 10,000 vehicle miles.

NEPA Process

The Board had previously directed staff in December 2022 to reinitiate the NEPA process to pursue federal funding for the LPA (IOS to Montebello). In May 2025, the FTA determined that the Project requires preparation of an EA for a publication of a Finding of No Significant Impact (FONSI). An EA is a concise document assessing the significance of the potential social, economic, and environmental impacts of a federal action on a project. If an EA finds that the action has no significant effect, or that impacts can be mitigated to a level below significance for the environment, it concludes with a FONSI.

DISCUSSION

The EA evaluates the LPA (IOS to Montebello), identified in the Final EIR under CEQA, as the Build Alternative. As required by NEPA, a "No Build Alternative" is also evaluated in the EA. The Build Alternative would consist of 4.7 miles of new and reconfigured light rail transit extending the Metro E Line from the current terminus at Atlantic Boulevard/Pomona Boulevard to an at-grade terminal station in the City of Montebello. There would be one relocated underground Atlantic/Pomona station and three new stations, including the Atlantic Blvd/Whittier Blvd station (underground), the Commerce/Citadel station (underground), and the Greenwood Ave/Washington Blvd station (at-grade). Metro's project team collaborated with the FTA to prepare the EA document and technical studies, Section 106 consultation with tribal and cultural resources, and prepared Categorical Exemptions for pre-construction surveys.

Project Design Refinements during the NEPA study
Metro continued advancing the project design to 30% Preliminary Engineering (PE) for the IOS, focusing on rightsizing MSF and other complex design elements (tunnels, cut-and-cover stations, cross passages, transition structures, at-grade crossings). The Metro project team completed pre-construction surveys (including 158 soil borings and 178 utility potholes), along with over 8,000 flyers for door-to-door distribution and digital eblasts to key stakeholders and surrounding communities. Metro's project team met regularly with corridor cities, utility companies, and railroad companies on engineering design reviews and refinements, utility conflicts and adjustments, and first-last mile planning. Compared to the April 2024 Final EIR, the EA includes design adjustments to the Project's IOS, such as three new MSF site options, modification of traffic circulation to improve safety on 3rd Street, and refinements to traffic circulation at the LPA's Greenwood/Washington station area along Washington Boulevard in Montebello. Additionally, the frequency of operations during peak periods has changed from 5 minutes to 6 minutes to ensure safe operations for the E-Line through the Regional Connector.

In response to environmental considerations and feedback from corridor cities, property owners, and the general public concerning the extensive 39-acre MSF site, Metro proactively undertook a design refinement study to reduce property impacts and project footprint during the Preliminary Engineering phase (30% design). Metro conducted a targeted stakeholder outreach related to the MSF site.

The Montebello MSF site, as identified in the Final EIR, is designated for the storage and maintenance of up to 120 vehicles to support the full 9-mile rail extension to the City of Whittier and existing E-Line systemwide operations. The Montebello MSF site will necessitate the acquisition of six industrial properties that are currently engaged in active manufacturing and operations. Metro has revisited the fleet size and operating and maintenance requirements for the IOS and the existing E-Line system by fully utilizing any remaining capacity of our existing Metro yards, while keeping our environmental footprint for the MSF as small as possible.

For the 4.7-mile IOS, the EA evaluates all three opportunity sites for the MSF, including:

- **MSF Site 1**: Site 1 is a 25-acre site in the City of Montebello for maintenance and storage of up to 84 light rail vehicles and 204 employee parking stalls, located west of Vail Avenue, with

mid-block yard lead tracks. MSF Site 1 and the associated aerial yard lead tracks would require full acquisition of five (5) industrial properties supporting nine (9) businesses, and partial acquisition of a parcel owned by AT&SF Railway (part of BNSF Railway).

- **MSF Site 2:** Site 2 is a 28-acre site in the City of Montebello for maintenance and storage of up to 84 light rail vehicles and 255 employee parking stalls, located between Yates Avenue and Vail Avenue with aerial yard lead tracks on Yates Avenue. Construction of MSF Site 2 would require the acquisition of two (2) large industrial buildings, one strip parcel owned by AT&SF Railway (part of BNSF Railway), one full acquisition of a property at the corner of Washington Boulevard and Yates Avenue, and additional partial acquisitions of two industrial properties along Yates Avenue for the lead tracks to the MSF site.
- **MSF Site 3:** Site 3 is a 9-acre site in the City of Commerce for maintenance and storage of up to 39 vehicles and 55 employee parking stalls, located south of Gayhart Street and east of Saybrook Avenue. Site 3 will suffice for the minimum fleet requirement of 12 vehicles to operate the IOS to Montebello and for additional storage needed for E-Line systemwide operations. Site 3 would utilize five (5) parcels already acquired to support tunnel boring operations per the Final EIR and the rail alignment transit structure from the tunnel to the aerial Light Rail Transit structure over Garfield Boulevard. After tunnel boring is finished, a permanent satellite yard can be built on these five parcels without displacing any additional businesses prior to construction of the MSF.

After completion of the MSF design refinement study, public release of the EA, completion of the public hearings and public comment period on the EA, the MSF Site 3 in the City of Commerce is recommended as it meets the fleet requirement for the IOS, does not require any new additional acquisitions or business relocations, reduces the number of acquisitions required for the IOS, avoids displacing an additional nine businesses employing approximately 500 jobs before the construction of a MSF, and it significantly reduces environmental and construction impacts on the Washington Boulevard corridor.

Summary of Environmental Effects

The EA discloses potential impacts to 16 broad categories of environmental resources per NEPA and identifies mitigation measures to reduce or avoid adverse effects. The EA identified that there would be no adverse effect related to the following environmental topics: air quality, economics, growth, land use and development, acquisitions and relocations, utilities, and visual resources and aesthetics.

The EA identified that the project would be a de minimis impact on Section 4(f) resources, indicating that it would not affect the features, attributes, or activities of the historic sites in the study area. The EA identified adverse effects associated with the operation and construction of the Build Alternative related to the following environmental topics: biological resources; community impacts; historic, archaeological, and tribal resources; geology, soils, and paleontological resources; hazardous materials; water resources; noise and vibration; safety and security; and transportation. Avoidance, minimization, and mitigation measures were identified for these resources, and, as described in the EA, the Build Alternative would have no adverse effect on them with the implementation of the NEPA project mitigation measures. National Historic Preservation Act Section 106 consultation efforts require the federal lead agency, FTA, to continue coordination with SHPO in Summer 2026 for the

Project, to obtain concurrence and a determination that the project would not adversely affect historic properties. The results will be documented in the final NEPA document, with responses to comments received on the EA during the 30-day public review period, and FONSI, anticipated in Fall 2026.

Project Benefits

According to the EA, the IOS is expected to serve approximately 7,550 total daily weekday station boardings by 2050, an increase of 4,050 daily transit riders. This estimated ridership in the EA is lower than that presented in the Final EIR due to changes in regional and local travel patterns resulting from the COVID-19 pandemic and the 2024 SCAG current economic forecasts. The IOS would ease traffic congestion by reducing daily vehicle miles traveled (VMT) by over 8,000. Construction of the IOS is anticipated to create over 11,600 new jobs (construction, operations, maintenance, service) for Los Angeles County, with local hiring, and approximately $3.1 billion in additional economic activity beyond the direct construction spending for the region. Operation-related spending for the IOS is expected to generate an additional $2.2 million annually for employment opportunities for the region.

EA Notifications

Metro utilized a multi-channel, multilingual outreach strategy to maximize public awareness and participation during the NEPA Environmental Assessment review period. Consistent with Metro's community engagement strategy, opportunities for participation were provided through in-person meetings, virtual meetings, public hearings, stakeholder briefings, community-based organizations, pop-up events, direct outreach, and digital engagement platforms.

The Notice of Availability (NOA) for the EA was filed with the California State Clearinghouse and the Los Angeles County Clerk and mailed to the public and responsible agencies, organizations, elected officials, property owners, and other interested parties. Metro notified the public of the EA's release and opportunities to provide public comment through various means in English and Spanish, including notifications to properties along the Build Alternative, flyers at local events through partnership with 14 community-based organizations (CBOs)*, city halls and libraries in the IOS communities, banners, e-blasts, about 200 SMS texts, 285 phone calls, newspaper legal ads, and social media ads for engaging people of color, low-income, limited English proficiency populations, and persons with disabilities. Approximately 28,280 flyers to save the date of the 4 public hearings were distributed to the general public along the project corridor, with an additional 23,200 flyers distributed to residents or businesses in the IOS station areas via transit intercepts and door-to-door business canvassing.

*List of 14 CBOs includes: Alma Family Services, Bike LA, Breathe SoCal, Day One, DESI, Heart of Compassion, Helpline Youth Counseling, LEEAF, Mundo Maya Foundation, Streets Are For Everyone, Strength Based Community Change, California Resource Services for Independent Living, MAOF, and Casa de La Familia.

The EA was made available to the public and agencies via the Project website (www.metro.net/projects/eastside_phase2/ <https://www.metro.net/projects/eastside_phase2/>). A web-based, user-friendly platform was used to present the EA document. The EA was published on the Federal Register (federalregister.gov/ <https://www.federalregister.gov/>). The Executive Summary of the EA was provided in both English and Spanish. Printed copies of the full EA document were available at the following locations:

1. Federal Transit Administration, Region 9 Southern California Office, 888 S Figueroa St Ste

440, Los Angeles, CA 90017
2. Metro Headquarters, Dorothy Peyton Gray Transportation Library, One Gateway Plaza, Los Angeles, CA 90012
3. East Los Angeles Library, 4837 E 3rd Street, East Los Angeles, CA 90022
4. Rosewood Neighborhood Library, 5655 Jillson Street, Commerce, CA 90040
5. Chet Holifield County Library, 1060 S Greenwood Avenue, Montebello, CA 90640

To provide the community with relevant Project information that is not evaluated under NEPA, Metro published additional reports and resources on the Project website, including responses to Frequently Asked Questions (FAQs), an interactive StoryMap/Hub, and plans/profiles of the Build Alternative for the IOS.

Community Engagement and Public Participation

Metro implemented a comprehensive community engagement program during the NEPA Environmental Assessment phase to inform residents, businesses, stakeholders, and public agencies about the project and opportunities to participate in the federal environmental review process. Engagement efforts focused on increasing awareness of the Environmental Assessment, providing accessible and bilingual project information, revisiting concerns raised during previous project outreach activities, and ensuring meaningful public participation during the 30-day comment period. The following is a summary of the recent public meetings and community outreach efforts that helped inform the EA:

- January 2025 - Seven outreach events with community members (total 884 engagements) along the LPA;
- January and February 2025 - Four community meetings (total of 216 participants, consisting of three in-person meetings in East Los Angeles, Montebello, Commerce, and one virtual meeting) to inform the public of project updates, Metro's intent to start the NEPA process, and discuss the NEPA schedule;
- March 2025 through May 2026- Partnership with 14 community-based organizations (CBOs) to continue increasing project awareness along the project corridor, including participation in about 23 local pop-up events, 162 targeted stakeholder briefings, and one community-based organization (CBO) meeting (with representatives from 9 CBOs) to notify CBO partners of Project updates;

Following the release of the EA on May 27, 2026, Metro hosted four public hearings in June 2026 to provide project updates and receive comments on the NEPA EA (a total of 189 attendees and 67 comments), consisting of three in-person meetings in East Los Angeles, Commerce, Montebello, and one virtual meeting. Court reporters and translators were present at all public hearings to receive spoken and/or written public comments. Both English and Spanish-speaking staff members and Spanish translators were present at all public hearings and outreach events to engage the public. Various exhibits, monitors, and interactive website tools were used to provide the public with an understanding of project design refinements and included the Metro project planning and engineering team to answer questions during the open house sessions, as well as a full presentation reviewing those design refinements. Public comments on the EA were accepted at the June 2026 public hearings and via mail, phone, email, and web form during the 30-day public comment period. Community feedback helped inform ongoing project refinements, including further evaluation of MSF options and continued efforts to minimize impacts to surrounding communities while advancing the

project's mobility, equity, and sustainability goals.

At the conclusion of the 30-day public review period ending June 26, 2026, a total of approximately 140 comment submissions were received, which encompassed approximately 350 comments. Comments received on the EA are generally similar to the types of comments (a total of 301 submissions, which encompassed 958 comments) recorded in the Project's Final EIR. Comments received on the EA during the formal public review period cover a wide range of topics, including strong support for the E-Line extension to Whittier from the general public and corridor cities; comments and suggestions related to project alignment and profile (underground vs. street level), alternative routes, station design, parking and multimodal access, landscaping, temporary construction impacts, permanent traffic impacts to residents and businesses due to traffic reconfiguration, truck access and detours; property acquisition and relocation for businesses, safety and security; and interest in ongoing community engagement as project design advances, transit-oriented development opportunities, public realm enhancements, and strategies to minimize impacts to surrounding communities. Metro will work with the FTA to prepare responses to comments received on the EA for inclusion in the final NEPA decision document by Fall 2026.

Funding Plan

The preliminary cost estimate for the IOS is approximately $7,902 millions in year 2022 dollars based on 15 percent design. This estimate will be refined upon completion of 30 percent Preliminary Engineering for the IOS in Fall 2026 and following FTA review during Project Development. The IOS funding plan was last presented to the Board in May 2024, when the Final EIR was certified. It relies on committed Measure M and Measure R sales tax revenues, other local sales tax sources (Proposition A and Proposition C), secured state funds, and additional state and federal funding to be secured. Groundbreaking of the IOS is assumed in Fiscal Year (FY) 2029 and opening in FY2035-2037. The remaining funding to be secured totals approximately $3,943.0 million for the IOS.

Funding Sources	LPA (IOS Greenwood) Costs in year of expenditure dollars, in millions
Sources – Secured	
Local (Sales Tax – Measure R, Measure M, Proposition A, Proposition C, 3% Contribution)	$3,790.5
State (TIRCP, STIP)	$168.8
Total Secured	***$3,959.3***
Sources – Yet-to-be-Secured	
State (e.g., SB-1, TIRCP)	$1,505.1
Federal (e.g., New Starts)	$2,437.9
Total Yet-to-be-secured	***$3,943.0***
Total	***$7,902.3***

Notes:
STIP: State Transportation Improvement Program
TIRCP: Transit and Intercity Rail Capital Program
SB1: Senate Bill 1

For the future 4.3-mile extension from Montebello to Whittier, the preliminary cost estimate is approximately $1.9 billion in year 2022 dollars based on 15 percent design. Based on preliminary cash flow forecasts, Measure M Cycle 2 funding is anticipated to be sufficient to cover both pre-construction and construction costs for further E-Line extension to Whittier, totaling approximately $4,989 million in year-of-expenditure (YOE) dollars, with groundbreaking scheduled for FY2053 and opening for revenue services by FY2058. Staff will continue the development of a funding strategy for the LPA and the full Project to address the funding gap. As the project progresses to key milestones, staff will continue coordinating with the Early Intervention Team to identify project risks and mitigation opportunities to control the project costs, including assessment of project delivery method options for future project phases, value engineering, working with local stakeholders to refine right-of-way acquisition assumptions, exercising cooperative agreements, streamlining the permitting process with cities, etc.

Metro Cost Benefit Analysis
In July 2025, the Board adopted a standardized Cost-Benefit Analysis (CBA) methodology framework for conducting data-driven evaluations of project alternatives, particularly in assessing benefits relative to the costs of alternatives. In this instance, a CBA was conducted for the three MSF

alternatives as discussed in Attachment B. The CBA indicates that all MSF options are viable. MSF Site 3 performs best, with a score of 6.2 out of 7 points across qualitative and quantitative evaluation metrics, including various benefits and costs. MSF Site 2 scored 5.7 out of 7, and MSF Site 1 scored 5.3 out of 7 across the same metrics. MSF Site 3 (a 9-acre site in the City of Commerce) performs best due to its ability to deliver similar mobility, accessibility, safety, health and economic benefits, at a lower cost, shorter construction duration and lesser impact to adjacent properties and businesses.

DETERMINATION OF SAFETY IMPACT

Recommended actions will not affect the safety of Metro customers and/or employees because this Project is in the planning phase, and no construction or operational safety impacts result from the recommended Board Actions.

FINANCIAL IMPACT

The FY 2027 budget includes approximately $5.29M in Project 460232 for professional services in Countywide Planning and Development to complete the final NEPA document. The source of funds comes from Measure R 35% Transit Capital fund, Measure M 35% Transit Construction fund, as well as state grant funds that have been awarded to the Project. These funds are not eligible for bus or rail operating expenses.

EQUITY PLATFORM

Board approval for the recommended actions is consistent with the goals and objectives outlined in the Metro Equity Platform Framework that identified that the Project traverses through Equity Focus Communities (EFCs) along the eastern portion of Los Angeles County. The full project alignment traverses six EFCs, which are in the Cities of Montebello, Commerce, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated communities of East Los Angeles and West-Whittier Los Nietos. There are 2,281 transit-dependent households along the project alignment and 1,828 transit-dependent households along the IOS. This Project will benefit these EFCs and other communities along the eastern portion of Los Angeles County by providing access to a reliable light rail system and filling a current gap in high-quality transit services. When the eventual build-out of the project occurs, communities along the corridor will have access to the Metro regional network providing residents with critical transit service to access greater employment, health, and educational opportunities that include, but are not limited to, Whittier College, East Los Angeles College, Citadel Outlets, Historic Whittier Boulevard retail, and Presbyterian Intercommunity Hospital.

VEHICLE MILES TRAVELED OUTCOME

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

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

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway 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 4: Transform LA County through regional collaboration and national leadership
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could consider not approving any of the recommended actions. However, this action is not recommended as it would jeopardize the Project schedule, delay progress toward revenue operations for the IOS by Year 2035-2037 per Measure M. Delaying the Project would delay these efforts and add cost.

NEXT STEPS

Upon Board approval of the recommended actions, Metro will work with the FTA to publish the Final NEPA document, which will include the minor design refinements and the 9-acre MSF Site 3 in the City of Commerce as the Board-approved MSF Site for the IOS, with a FONSI anticipated by Fall 2026. Metro staff will amend the 2020 LRTP for the refined LPA and request amendments for the Project in the SCAG RTP/SCS. To be consistent with other projects' successful progress and delivery, the Project staff will continue to coordinate with corridor cities and engage communities throughout the NEPA environmental process.

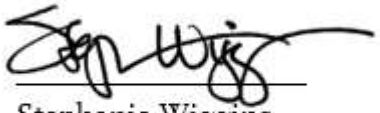
ATTACHMENTS

Attachment A - NEPA EA Executive Summary
Attachment B - Cost-Benefit Analysis

Prepared by: Emily Cadena, Transportation Planner, (213) 922-2876
Serena Lin, Senior Transportation Planner, (213) 922-2913
Maressa Sah, Manager, Transportation Planning, (213) 922-2462
Jill Liu, Senior Director, Countywide Planning & Development (213) 922-7220

Dolores Roybal, Deputy Executive Officer, Countywide Planning & Development, (213) 922-3024
Allison Yoh, Senior Executive Officer, Countywide Planning & Development, (213) 922-4812
David Mieger, Senior Executive Officer, Countywide Planning & Development, (213) 922-3040
Rafie Zamani, Senior Executive Officer, Program Management, (213) 418- 3140
Hector Guerrero, Senior Executive Officer, Rail Operations, (213) 418-3003
Lorena Sanchez, Manager, Community Relations, (213) 922-2401

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274
Conan Cheung, Chief Operations Officer, (213) 418-3034
Timothy Lindholm, Chief Program Management Officer, (213) 922-7297



Stephanie Wiggins
Chief Executive Officer

EXECUTIVE SUMMARY

ES-1 Introduction

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro) has prepared this Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for the Eastside Transit Corridor Phase 2 (Project). The Project includes the Build Alternative and the No Build Alternative and is described in detail in **Chapter 2.0** (Description of Alternatives) and **Appendix E** (Alternatives Considered and Project Description).

Metro proposes to extend the Metro E Line east from the current terminus at Atlantic Station to an at-grade terminal station at the Greenwood station in the City of Montebello. The Build Alternative includes the following key features:

- Approximately 4.7 miles of reconfigured and new light rail transit guideway
- One reconfigured and three new stations
- Facilities to support rail operations constructed near the alignment (e.g., traction power substation, train control houses, radio communications)
- A modification to existing tracks west of the proposed alignment extension (Maravilla Crossover)
- One maintenance and storage facility (MSF)

Relying upon the requirements under NEPA, as revised by the Building United States Infrastructure through Limited Delays and Efficient Reviews Act of 2023, and 23 Code of Federal Regulations (CFR) Part 771, effective July 3, 2025, this EA analyzes reasonably foreseeable effects that result from the Project. As discussed in **Chapter 3.0** (Affected Environment and Environmental Consequences), reasonably foreseeable effects are those effects that have a rational link to the Project in terms of geographic and temporal proximity, and must be sufficiently likely to occur. Reasonably foreseeable effects do not include effects that are speculative in nature or causally attenuated from the Project.

Unless otherwise defined in the resource-specific section of the EA, for the purposes of assessing reasonably foreseeable effects, the following parameters apply:

- Geographic proximity includes effects as described in **Section 3.1.1** of this EA. The Study Area extends 0.5 to 2 miles from the centerline of the Build Alternative's guideway; it encompasses the Cities of Commerce and Montebello, the community of East Los Angeles in unincorporated Los Angeles County, and a small portion of Monterey Park to the northwest. For some environmental resource topics, specialized study areas are geographical boundaries designed to analyze a specific environmental, social, or technical impact. **Appendix S** (Regulatory Setting Summary) summarizes federal, state, and local regulations for the individual environmental resource.
- The temporal scope for long-term effects is between 2025 (the year the EA for the Project was started) and 2050 (the horizon year for planned regional projects in operation). Temporary effects are expected to occur during Project construction and are described in **Section 3.17** (Construction). Project construction is anticipated to last approximately 60 to 84 months.
- Sufficiently likely to occur includes effects associated with other projects for which funding has been committed, including, for example, projects included in the fiscally-constrained list of projects in the Regional Transportation Plan with dedicated funding for construction.

Under NEPA, a proposed project is an activity that is subject to a federal action. This Project is subject to federal and state environmental review requirements pursuant to NEPA and California Environmental Quality Act (CEQA). FTA is the lead agency for NEPA, as Metro plans to seek federal funding for the Project from FTA. Metro is the lead agency under CEQA.

ES-1.1 Project Background

Since 2007, Metro has implemented a comprehensive outreach program and alternative selection process for the Project, including extensive public outreach comprised of community meetings, workshops, open houses, and public hearings throughout each phase of environmental review. Additional details on the Project background, alternative screening and selection process, and environmental review process are provided in **Chapter 2.0** and **Appendix E**, of this EA. The outreach efforts are described in more detail in **Chapter 5.0** (Public Involvement) and **Appendix Q** (Public Outreach Report).

ES-2 Purpose and Need

The purpose of the Project is to reduce travel times for communities in eastern Los Angeles County and provide new multimodal connections to destinations within the greater Southern California region. By serving highly concentrated areas of employment, activity centers, and residential communities, the Project would expand economic opportunities and promote the growth of local economies, while supporting transit oriented community goals and addressing the travel needs of transit dependent populations. It would enhance regional connectivity by providing new and faster multimodal options and lead to economic development and infill growth opportunities throughout eastern Los Angeles County.

The Build Alternative addresses the transportation needs of eastern Los Angeles County communities which face high population and employment growth and constrained transportation facilities. Future population and employment growth will contribute to increases in travel demand which, if unaddressed, will overwhelm existing and future transportation networks, impact goods movement, and exceed transit capacities in eastern Los Angeles County. The Build Alternative is needed to address growing population and employment densities, congestion impacts on bus transit and vehicle travel, quality of life, and high transit demand within the Study Area. See **Chapter 1.0** of this EA for additional information.

ES-3 Alternatives

ES-3.1 No Build Alternative

The No Build Alternative evaluates the reasonably foreseeable effects within the Study Area if the Build Alternative is not approved. The No Build Alternative would maintain existing transit service through the year 2050. No new transportation infrastructure would be built within Los Angeles aside from projects currently under construction or funded for construction and operation by 2050 via the 2008 Measure R or 2016 Measure M sales taxes. The No Build Alternative would include existing transit and roadway projects from the base year (2025) and planned transit projects currently under construction or funded for construction that would be in operation by the horizon year (2050). The No Build Alternative is used for comparison purposes to assess the relative benefits and effects of constructing a new transit project in the Study Area versus implementing only currently planned and funded projects the serve the greater Los Angeles County region. The No Build Alternative evaluates the reasonably foreseeable effects that would be expected to occur within the Project's geographic proximity and temporal scope described in **Section ES-1** and **Chapter 3.0** if the Build Alternative were not implemented. The No Build Alternative is required for comparison under NEPA.

The No Build Alternative would not provide a rail transit option for communities in eastern Los Angeles County and, therefore, would not satisfy the purpose of the Build Alternative. The No Build Alternative would not address growing population and employment densities, local and arterial roadway congestion, quality of life issues, or high transit demand in the Study Area; therefore, the No Build Alternative would not satisfy the Build Alternative's need.

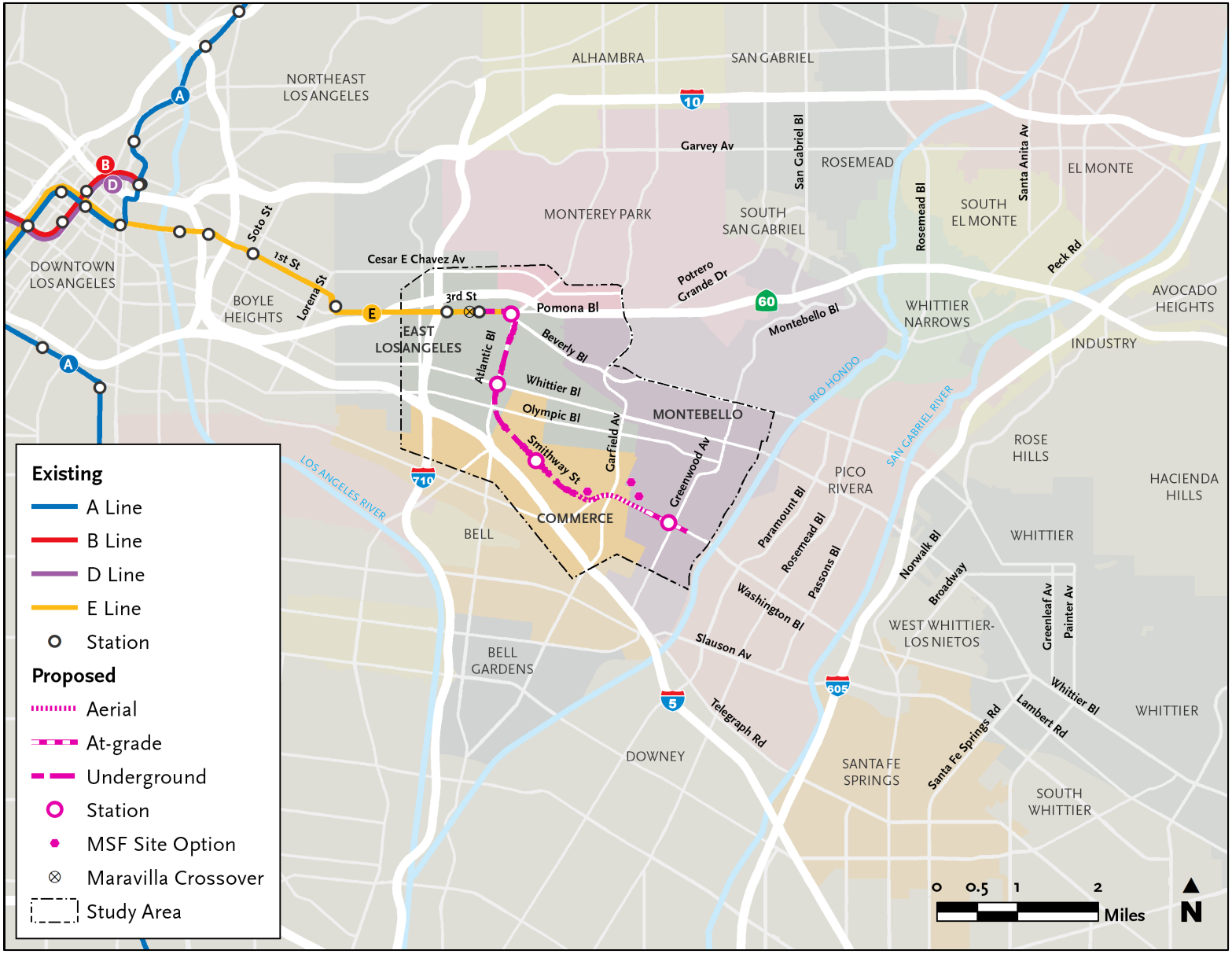
ES-3.2 Build Alternative

The Build Alternative is an electric-powered light rail transit service extension in eastern Los Angeles County. It would include approximately 4.7 miles of reconfigured and new light rail transit guideway, extending the Metro E Line east from its current terminus at Atlantic Boulevard to an at-grade terminal station at the proposed Greenwood station in the City of Montebello. The 4.7 mile alignment would include the reconfiguration of 0.4 mile of existing track to transition to a new 4.3 mile extension. This alternative would have approximately 3.1 miles of underground alignment, 0.9 miles of aerial alignment, and 0.7 miles of at-grade alignment; a relocated underground Atlantic/Pomona station; and three new stations. The Build Alternative would also include facilities to support vehicle operations, such as overhead catenary systems, radio communications, and train control houses that would be constructed along the alignment; a modification to existing tracks west of the proposed alignment extension (Maravilla Crossover); and one MSF. The MSF would either be located in the City of Montebello (MSF Site 1 or 2) or in the City of Commerce (MSF Site 3), as shown in **Figure ES.1**.

The Build Alternative would construct a light rail transit option for communities in eastern Los Angeles County, enhancing regional connectivity, improving mobility and increasing travel efficiencies, supporting transit dependent populations, promoting local economic growth, and serving high-density urban areas. The Build Alternative satisfies the purpose and need of the Eastside Transit Corridor Phase 2 Project because it would expand transit opportunities in eastern Los Angeles County, provide a transportation alternative to local and arterial roadways during periods of congestion, improve quality of life by enhancing mobility and access options, and serve a population with high transit demand.

ES-4 Summary of Environmental Consequences and Mitigation Measures

Table ES.1 provides a summary of the Build Alternative's reasonably foreseeable environmental effects and the NEPA project measures (NPM) and/or NEPA mitigation measures (NMM) that would be implemented to address the Build Alternative's reasonably foreseeable permanent and temporary effects on the environment. NPMs and NMMs are identified for various resources. NPMs are incorporated as part of the Build Alternative to avoid or minimize potential adverse effects and consist of design features, best management practices, and measures required by law, including permit approvals. NMMs are additional actions, not otherwise part of the Build Alternative, that are designed to minimize, reduce, or compensate for reasonably foreseeable adverse effects. **Chapter 3.0** of the EA provides more detailed information and analysis about the Build Alternative's reasonably foreseeable environmental effects. **Appendix D** (Environmental Commitments Record) is a record of all NPMs and NMMs.



Source: Metro; CDM Smith/AECOM JV 2026.

Figure ES.1 Study Area

Table ES.1 Summary of Environmental Effects

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Air Quality	**Long-Term:** The Build Alternative would be consistent with transportation plans and programs. There would be no potential for operation of the Build Alternative to generate a carbon monoxide or particulate matter hotspot. Emissions of all relevant criteria pollutants and precursors, except for volatile organic compounds, would be reduced as a result of the Build Alternative. The increase in volatile organic compounds would not exceed South Coast Air Quality Management District's regional emissions threshold levels (see **Appendix F** [Air Quality Impacts Report]) and there would be no potential for operational emissions to violate air quality standards. The Build Alternative would decrease vehicle miles traveled (VMT) compared to existing conditions, resulting in long-term benefits on air quality. **Short-Term/Construction:** Emissions during construction would be temporary and would not exceed the South Coast Air Quality Management District's regional construction emissions thresholds or localized significance thresholds. Construction would not be expected to result in emissions in any one location for 5 years or more; thus, construction emissions would not be expected to meaningfully affect long-term ambient concentrations and no quantitative particulate matter hot spots analysis is required. No adverse effect would occur. On March 24, 2026, the Transportation Conformity Working Group reviewed and determined that the Build Alternative is not a Project of Air Quality Concern and would not have adverse impacts on air quality. The Build Alternative meets the requirements of the Clean Air Act and 40 CFR 93.116.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term and Short-Term/ Construction:** No Adverse Effect
Biological Resources (Migratory Birds)	**Long-Term:** Disturbing vegetation during the bird nesting season could disrupt migratory bird nesting activities. However, long-term vegetation disturbance would primarily be from maintenance tree trimming, which is expected to be minimal. Additionally, the Build Alternative would comply with the Migratory Bird Treaty Act, which protects against the take of migratory birds. Therefore, there would be no long-term adverse effect on migratory birds. **Short-Term/Construction:** Street trees and landscape vegetation could be affected by construction and maintenance activities during the 3-year tree establishment period. If vegetation disturbance occurs during the bird nesting season, it could adversely affect migratory birds by disrupting nesting activities. The Build Alternative would comply with the Migratory Bird Treaty Act, Metro's tree policy, and tree protection policies of the corridor jurisdictions, which include provisions for tree protection and replanting during construction. Implementation of NMM BIO-1, which requires nesting bird surveys and avoidance of active nests during the bird nesting season, would reduce adverse effects on migratory birds during the construction and tree establishment period.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NMM BIO-1 - Nesting Birds	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Biological Resources (Vegetation)	**Long-Term:** Vegetation communities do not exist within the Biological Resources Study Area. Any tree-related maintenance activities would comply with the Metro Tree Policy and local tree protection policies. Thus, vegetation would not be affected by long-term maintenance activities. **Short-Term/Construction:** Street trees and landscape vegetation could be affected by construction activities; however, Metro would comply with its tree policy and local tree protection policies, which include provisions for tree protection and replanting during construction, and care of planted trees during the 3-year tree establishment period.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term and Short-Term/ Construction:** No Adverse Effect
Biological Resources (Invasive Species and Pathogens)	**Long-Term and Short-Term/Construction:** Equipment for construction and maintenance activities has the potential to transport invasive plant seeds in areas of exposed soil and spread tree disease pathogens. The Biological Resources Study Area is primarily built out with minimal landscaping, isolated street trees, and no vegetation communities. Thus, there would be limited potential to spread invasive species and tree disease pathogens.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term and Short-Term/ Construction:** No Adverse Effect
Community Impacts (Neighborhood Continuity)	**Long-Term:** The Build Alternative would not result in adverse effects neighborhood continuity. The Build Alternative would provide benefits that would strengthen neighborhood continuity. Development of Metro-owned properties would be required to adhere to the Metro Joint Development and Transit Oriented Communities Policy as described in and set forth in NPM EFI-1. Metro would ensure these developments would be evaluated for possible affordable housing development or other transit supportive land use and align with housing and economic goals through standards planning reviews. Therefore, operation would not result in adverse effects. **Short-Term/Construction**: Traffic could potentially result in traffic delays near construction staging areas. Street closures would potentially physically divide established communities. However, street closures would be periodic and temporary. Construction best management practices as set forth in NPM TRA-2 would minimize these short-term disruptions to traffic and street closure disruption during construction. As set forth in NPM TRA-4, site access during construction to MSF Site 1, 2, or 3 and adjacent properties would be maintained and meet design requirements. However, there would be an adverse effect due to reduced access within communities, which could lower quality of life and increase isolation. These adverse effects would be reduced to not adverse with implementation of NMM TRA-2, which would require that access to important community facilities and neighborhood areas are maintained. Construction of the Build Alternative and MSF would result in temporary employment opportunities. However, construction workers would likely be sourced from the existing local labor pool and construction of the Build Alternative and MSF would not require construction of new housing to house workers. Construction-related air quality emissions would not exceed South Coast Air Quality Management	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM EFI-1 - Metro Joint Development Program and Metro Pilot Local Hiring Initiative **Short-Term/Construction:** NPM NOI-2 - Construction Noise and Vibration Control NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM NOI-1 - Construction Noise Plan and Noise Monitoring Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
	District's regional construction emissions threshold levels (see **Appendix F**). Noise and vibration impacts would be reduced with implementation of measures identified in NPM NOI-2 and adverse effects would be reduced to not adverse with implementation of NMM NOI-1 through NMM NOI-10, NMM NOI-13, and NMM NOI-14 (see **Appendix L** [Noise and Vibration Impacts Report]).		NMM NOI-2 - Cast-in-Drilled-Hole Construction Methodology NMM NOI-3 - Noise Barriers NMM NOI-4 - Construction Staging Area NMM NOI-5 - Haul Routes NMM NOI-6 - Best Available Control Technologies NMM NOI-7 - Construction Working Hours NMM NOI-8 - Public Notification of Construction Operations and Schedules NMM NOI-9 - Truck Staging NMM NOI-10 - Tunnel Vent Fans Away From Residences NMM NOI-13 - Identify Vibration Susceptible Properties NMM NOI-14 - Vibration Pre-Construction Survey and Control Plan NMM TRA-2 - Traffic Management Plan	

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Community Impacts (Physical Character)	**Long-Term:** The Build Alternative would not result in adverse effects on physical character. The underground alignment would not change the physical character of surrounding surface land uses. The aerial alignment would be visually congruent with surrounding industrial and commercial land uses. The at-grade alignment and facilities would comply with the Systemwide Station Design Standards and integrate with the existing character of the surrounding land uses. The Build Alternative would require acquisition of commercial and industrial properties. Metro would provide relocation services and payments per the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and access to these properties at a new location would be maintained in the long term. **Short-Term/Construction:** Potential street closures could potentially physically divide established communities. However, street closures would be periodic and temporary. NPM TRA-2 would be implemented to minimize street closure disruption during construction. As required by NPM TRA-4, site access to MSF Site 1 and adjacent properties would be maintained and meet design requirements. However, there would be an adverse effect due to street closures potentially physically dividing established communities. These adverse effects would be reduced to not adverse with implementation of NMM TRA-2, which would minimize street closure disruptions during construction and maintain access within and between established communities.	**Long-Term:** No Adverse Effect **Short-Term /Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term /Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Community Impacts (Access and Mobility)	**Long-Term:** The Build Alternative is anticipated to alter public access and mobility within and between communities and neighborhoods. The open trench on 3rd Street, and aerial and at-grade alignments, including the tail tracks ending at Montebello Boulevard, would eliminate left-turns and crossings at unsignalized intersections. Impacts would be reduced through the implementation of NPM TRA-1, which would implement best practice safety measures such as curbs, barriers, and signage crossings. As required by NPM TRA-3, site access during operations to MSF Site 1, 2, or 3 and adjacent properties would be maintained and meet design requirements. However, an adverse effect on access and mobility would still occur at the intersection of Garfield Avenue and Washington Boulevard because a reduction in travel lanes would result in an unacceptable level of service. Implementation of NMM TRA-1, which would install a new left turn lane and reconfigured right turn lane at this intersection, would reduce adverse effects to not adverse. Benefits of the Build Alternative include improved transit access, reduced automobile reliance and congestion, increased bicycle and pedestrian access, and enhanced mobility within and between communities overall. The Build Alternative would improve transit mobility in the Study Area by reducing transit travel times and improving connectivity between eastern Los Angeles County communities and the greater Southern California region. **Short-Term/Construction:** Temporary and periodic street and sidewalk closures could be required during construction activities. As identified in NPM TRA-2, lane and/or road closures would be scheduled to minimize disruptions to circulation patterns. As required by NPM TRA-4, site access during construction to MSF Site 1 or 2 and adjacent properties would be maintained and meet design requirements and alternative routes would be available for any streets requiring closure. However, there would be an adverse effect due to street closures impacting access and mobility within and between communities. As required by NMM TRA-2, the Traffic Management Plan specifies measures to minimize disruption to access and mobility during construction and would require that access to important community facilities and neighborhood areas is maintained. Therefore, with implementation of NMM TRA-2, construction adverse effects associated with street closures would be reduced to not adverse.	**Long-Term:** Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM TRA-1 - Operational Best Management Practices for Transportation NPM TRA-3 - Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-1 - Garfield Avenue and Washington Boulevard Intersection **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Community Impacts (Parks)	**Long-Term:** The Build Alternative would not result in adverse effects on parks. Operation of the Build Alternative would not require any physical acquisition, displacement, alteration, or relocation of parks within the Community Facilities and Public Services Study Area. Under the Build Alternative, the existing at-grade guideway would transition to the underground guideway within a trench along 3rd Street. This could potentially impact access to Belvedere Park Lake. However, U-turns would be allowed at Mednick Avenue and Woods Avenue. Additionally, a new high-visibility crosswalk would be constructed across 3rd Street to Belvedere Park Lake and other facilities. Left turns would be eliminated to and from Civic Center Way; however, the pedestrian crossing would be maintained. **Short-Term/Construction:** Intermittent increases in noise, dust, odors, and traffic delays could occur, which could affect adjacent parks. However, these impacts would not be adverse with implementation of standard control and noise and vibration mitigation measures. Implementation of NPM TRA-2 would minimize disruptions to the public caused by temporary closures. However, there would be an adverse effect due to intermittent closures and detours during construction, which could inhibit access to parks. Implementation of NMM TRA-2 would maintain mobility and access to local facilities and adverse effects associated with closures and detours would be reduced to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Community Impacts (Multi-Use Trails)	**Long-Term:** The Build Alternative would not result in adverse effects on multi-use trails as there are none within the Community Facilities and Public Services Study Area. **Short-Term/Construction:** Traffic could potentially delay access to the multi-use trails located east of the Study Area from Washington Boulevard. As identified in NPM TRA-2, Metro standard practices shall include timing closures to minimize disruptions to the public. With implementation of NMM TRA-2, the Build Alternative would require development of a Traffic Management Plan to maintain mobility and access to local facilities, and construction adverse effects associated with closures and detours would be reduced to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Community Impacts (Other Community Facilities)	**Long-Term:** The Build Alternative would not result in adverse effects on other community facilities. Operation of the Build Alternative would not require any physical acquisition, displacement, alteration, or relocation of fire, police, emergency service, or school facilities. The trench guideway along 3rd Street could potentially impact access to and from the East Los Angeles Civic Center and Library. Left turns would be eliminated to and from Civic Center Way; however, the pedestrian crossing would be maintained. Additionally, vehicle access to the Civic Center from Mednick Avenue and U-turns at Mednick Avenue and Woods Avenue would be available. A new high-visibility crosswalk east of La Verne Avenue would be constructed to provide pedestrian access across 3rd Street. **Short-Term/Construction:** Traffic could potentially result in traffic delays and thus hinder access to other community facilities. As identified in NPM TRA-2, Metro standard practices would include timing closures to minimize disruptions to the public. For construction of the MSF, access to nearby properties and alternative routes would be available for any streets requiring closures as set forth in NPM TRA-4. However, there would be an adverse effect due to street closures inhibiting access to other community facilities. With implementation of NMM TRA-2, the Build Alternative would require development of a Traffic Management Plan to maintain mobility and access to local facilities, and construction adverse effects associated with closures and detours would be reduced to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Historic, Archeological, and Tribal Resources (Historic Properties)	**Long-Term:** Maximum vibration levels at historic properties along the Build Alternative are predicted to be 68 vibration decibels. Due to the strategic location of switches, none of the vibration levels at historic properties are predicted to exceed the FTA frequent impact criteria along the Build Alternative. Construction of the Build Alternative would acquire and demolish six contributors to the Vail Field Industrial Addition historic district, which could result in a long-term effect on the historic district. However, none of these contributors are individually eligible historic properties. The six contributors are located near the center and on the periphery of the historic district, though their demolition would not alter the district's character defining features. The core would remain intact with enough contributors with characteristics to convey its historical significance. The Build Alternative would not diminish the integrity of the historic properties' character defining features. As a result, there would be no adverse effect on historic properties from visual changes. **Short-Term/Construction:** Construction activities would not physically destroy, damage, alter, or move historic properties. The physical features within each property's setting that contribute to its historic significance would not change. New visual elements of the Build Alternative construction would be congruent with the surrounding industrial setting and would not diminish features of the historic properties. Effects on specific properties are summarized below.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NMM CUL-1 - Protection Measures – Differential Settlement/Vibration/ Tunnel Boring Machine [TBM] Specifications for CVS Pharmacy [CVS]/Golden Gate Theater	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
	National Chicano Moratorium March: Construction would remove and replace the asphalt pavement along portions of the historic district's contributing march route. A trench would be installed within the existing right-of-way at 3rd Street and La Verne Avenue. The Build Alternative would not result in the reconfiguration of the streets and sidewalks and the streets and sidewalk would continue to be constructed with asphalt and concrete. None of the district's character-defining features or contributing elements would be demolished or altered. Therefore, the Build Alternative would have no adverse effect on the National Chicano Moratorium March route. Golden Gate Theater: Construction of the guideway and station has the potential to cause vibrations and ground settlement that could impact the Golden Gate Theater, resulting in an adverse effect. Implementation of NMM CUL-1 would require building protection measures to be put in place, as identified in a pre-construction survey. NMM CUL-1 would reduce the potential for vibration-related adverse effects generated during construction activities to damage the Golden Gate Theater and there would be no adverse effect. Vail Field Industrial Addition Historic District: Demolition of six contributors to the historic district would occur during construction. This would not alter the district's character defining features and the core of the historic district would have characteristics to convey its historical significance. Therefore, the Build Alternative would have no adverse effect on the Vail Field Industrial Addition historic district. Pacific Metals Company Building: The construction of the Build Alternative would introduce a new visual element but would not change the historic character of the building. The aerial guideway, while conspicuous, would be congruent with other railway infrastructure in the area. The Build Alternative would have no adverse effect on Pacific Metals Company building. MSF Site 2: The aerial guideway would be within the parking lot of the Pacific Metals Company building but would not alter the building's façade or diminish the integrity of the building's significant design features. The E.F. Hauserman Company building would be within the vicinity of MSF Site 2. MSF Site 2 would introduce a new visual element but would not change the historic character of the building. Construction activities would not materially impair the historic property due to the distance from MSF Site 2 and its tail tracks. MSF Site 2 would have no adverse effect on historic properties. MSF Site 3: MSF Site 3 would be located within the Vail Field historic district. Construction of the MSF would introduce a new visual element but the visual quality and character of the site would be consistent with the industrial nature of the historic district and would not have an adverse effect.			

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Historic, Archeological, and Tribal Resources (Archaeological Resources)	**Long-Term:** The Build Alternative would not physically demolish, destroy, relocate, or alter any known archaeological resources that are historic properties. **Short-Term/Construction:** The Build Alternative would have no effect on known archaeological resources within the Area of Potential Effects. However, construction could have the potential to disturb and destroy archaeological resources that are currently unknown. NMM CUL-2 requires that construction workers receive training on how to proceed if cultural resources are inadvertently discovered and that a Cultural Resources Monitoring and Mitigation Plan be prepared for unanticipated discoveries. Implementation of this mitigation would reduce adverse effects on archaeological resources to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NMM CUL-2 - Unknown Archaeological Resources	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Historic, Archeological, and Tribal Resources (Traditional Cultural Properties)	**Long-Term:** The Build Alternative would not require additional ground disturbance or other activities that could adversely affect Traditional Cultural Places. **Short-Term/Construction:** No precontact archaeological sites were identified through research, survey, and Native American consultation in the Area of Potential Effects; therefore, precise locations with a higher potential to contain such resources cannot be identified. If unmitigated, there could be a potential disturbance of Traditional Cultural Places that are currently unknown during construction, resulting in an adverse effect. Implementation of NMM TCP-1, NMM TCP-2, and NMM TCP-3 would ensure that workers have a clear understanding of Traditional Cultural Places that may be present in the construction area, and that procedures and plans would be in place for monitoring for and for safely handling Traditional Cultural Places. Implementation of NMM TCP-1 through NMM TCP-3 would reduce adverse effects to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NMM TCP-1 - Traditional Cultural Places [TCP] Training NMM TCP-2 - Retain a Native American Monitor NMM TCP-3 - Unknown Traditional Cultural Places [TCP]	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Economic Impacts	**Long-Term:** Build Alternative-related spending would provide economic benefits by generating additional wages and salaries for households and creating jobs for the Southern California region. Wages and benefits from operation of the Build Alternative would be greater for the metro area relative to the County. The Build Alternative would result in travel time savings and travel cost savings. The Build Alternative would save travelers' travel time and attract additional riders relative to the No Build Alternative. The Build Alternative is expected to lead to new development and/or redevelopment of land surrounding some of the proposed stations, which would likely have the effect of increasing property tax revenues for affected local jurisdictions (i.e., Los Angeles County, City of Montebello and City of Commerce). Development of Metro-owned properties would be required to adhere to the Metro Joint Development Program and Metro Pilot Local Hiring Initiative as required by NPM EFI-1. While the Build Alternative would result in minor losses in the tax base and associated revenue, these effects would not be adverse. Moreover, the loss of tax revenue could potentially be offset by increased development near stations and along the Build Alternative alignment, which creates economic opportunity. Therefore, there would be no adverse effect. **Short-Term/Construction:** Build Alternative-related construction spending would provide regional economic benefits by generating additional wages and salaries for households and creating jobs for the region. General construction and soft costs/professional services expenditures and external funding sources would generate investment in the local economy and local employment. Construction of the Build Alternative would be required to adhere to the Metro Joint Development Program and Metro Pilot Local Hiring Initiative as required by NPM EFI-1. Construction could have temporary adverse economic effects on some commercial and industrial businesses, particularly near or adjacent to construction sites, including traffic disruption and air quality and noise effects. These construction effects could in turn result in a loss of sales and/or increased operating costs for commercial businesses. These businesses represent a relatively small portion of the overall economy. Therefore, there would be no adverse effect on the region.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	**Long-Term and Short-Term/Construction:** NPM EFI-1 - Metro Joint Development Program and Metro Pilot Local Hiring Initiative	**Long-Term:** Beneficial Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Geology, Seismic, Soils, and Paleontological Resources (Exposure to Seismic Hazards)	**Long-Term and Short-Term/Construction:** The Build Alternative is not on any known active faults capable of surface rupture, and is on generally flat, stable soils with low liquefaction potential. Because the Build Alternative is located in a seismically active area, there is potential for seismic ground shaking. To address potential seismic hazards, the Build Alternative would be constructed in compliance with the Metro Rail Design Criteria, applicable building codes, and standards as identified in NPM GEO-1. Compliance includes detailed requirements for planning and conducting a geotechnical investigation, geotechnical design methodologies, and reporting, such as the preliminary geotechnical investigation conducted in 2025. Specific structural engineering recommendations identified in the geotechnical investigations would be incorporated into the final design plans (NPM GEO-1). Thus, there would be no adverse effect.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	**Long-Term and Short-Term/Construction:** NPM GEO-1 - Geotechnical Investigation	**Long-Term and Short-Term/ Construction:** No Adverse Effect
Geology, Seismic, Soils, and Paleontological Resources (Soil Erosion)	**Long-Term:** The Build Alternative is located in an urbanized area that is primarily impervious with no exposed soil. There would be no ground disturbance or change in the amount of exposed soil compared to existing conditions. A small increase in impervious surface would not lead to a meaningful change in the amount of runoff and associated erosion. The Build Alternative would comply with post-construction measures in applicable National Pollutant Discharge Elimination System permits and low impact development standards, as identified in NPM HWQ-1. Thus, there would be no adverse effect. **Short-Term/Construction:** Implementation of erosion control best management practices (BMPs), as identified in NPM HWQ-2, would prevent substantial soil erosion or the loss of topsoil from exposed soils. At the close of construction, areas of exposed soil that were previously paved would be repaved. Thus, there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	**Long-Term:** NPM HWQ-1 - Operational Best Management Practices for Water Resources **Short-Term/Construction:** NPM HWQ-2 - Construction Best Management Practices for Water Resources	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Geology, Seismic, Soils, and Paleontological Resources (Soil Stability)	**Long-Term:** The Build Alternative could affect and be affected by soil stability including hazards such as landslides, subsidence, liquefaction, or collapse. However, the Build Alternative would undergo a detailed geotechnical investigation and comply with regulatory requirements, as set forth in NPM GEO-1, which would identify and address potential soil stability issues. Thus, there would be no adverse effect. **Short-Term/Construction:** The Build Alternative would comply with regulatory requirements, as described in NPM GEO-1, and recommendations in a site-specific geotechnical investigation to avoid adverse effects from soil stability, including related to excavation and tunneling and dewatering. Thus, there would be no adverse effect.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	**Long-Term and Short-Term/Construction:** NPM GEO-1 - Geotechnical Investigation	**Long-Term and Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Geology, Seismic, Soils, and Paleontological Resources (Expansive Soils)	**Long-Term:** The Build Alternative could affect and be affected by expansive soils, which swell and shrink with moisture changes and have the potential to damage foundations, structures, and underground utilities. However, the Build Alternative would undergo geotechnical investigation and comply with regulatory requirements described in NPM GEO-1. Thus, there would be no adverse effect. **Short-Term/Construction:** The Build Alternative would comply with regulatory requirements, as described in NPM GEO-1, and recommendations in a site-specific geotechnical investigation to avoid adverse effects from expansive soil. Thus, there would be no adverse effect.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	**Long-Term and Short-Term/Construction:** NPM GEO-1 - Geotechnical Investigation	**Long-Term and Short-Term/ Construction:** No Adverse Effect
Geology, Seismic, Soils, and Paleontological Resources (Paleontological Resources)	**Long-Term:** The Build Alternative would not involve any ground disturbance in the long term that could have an adverse effect on paleontological resources. **Short-Term/Construction:** The Build Alternative is in an area of high sensitivity for paleontological resources, and damage or loss of paleontological resources could occur during tunnel construction from the use of tunnel boring machines, which could likely prevent the discovery of fossil resources. With implementation of NMM GEO-1 through NMM GEO-4, which require inadvertent discovery protocols and fossil recovery measures to help preserve the scientific value of fossils that may be present, potential adverse effects on paleontological resources during construction would be reduced to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NMM GEO-1 - Retaining a Qualified Paleontologist and a Qualified Paleontological Monitor NMM GEO-2 - Ability to Readily Salvage Fossils and Samples of Sediment NMM GEO-3 - Ability to Identify and Permanently Preserve Specimens NMM GEO-4 - Ability to Curate Specimen to a Professional Accredited Museum Repository	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Visual Resources	**Long-Term:** No scenic vistas are present in the Study Area. Views of surrounding landscapes and topography are available but not considered unique or of visual significance nor substantially affected by the Build Alternative elements. The Build Alternative would mostly operate underground or within the public roadway right-of-way. Certain elements located on properties outside of the public right-of-way (e.g., station plazas, traction power substations) would comply with applicable zoning and design requirements. Operational visual changes would be limited and would not result in adverse effects on visual character, visual resources, visual quality, or viewers. New visual features such as station entries, plazas, and related at-grade facilities would be designed to integrate with the surrounding urban context. Viewer sensitivity ranges from low to moderate due to the existing presence of industrial uses and exposure by residents, park users, and transit riders. However, given the context-sensitive design of the Build Alternative elements, the visual effects of the Build Alternative would not be adverse. Visual effects on historic properties are discussed under Historic, Archeological, and Tribal Resources. **Short-Term/Construction:** Long-range views would remain largely available from surrounding public locations during construction. Construction activities would result in temporary visual changes associated with building demolition, excavation, construction equipment, staging areas, and temporary surface disturbances. These changes would be most noticeable near locations where existing commercial parcels are acquired and demolished to accommodate new stations, station plazas, surface parking, electrical equipment, or MSF facilities. Although demolition would temporarily alter the visual character of these parcels, such changes would be short term and transitional in nature. Construction staging areas would be fenced, screened where feasible, and managed to minimize visual nuisance and avoid substantial degradation of visual character and quality in adjacent areas. Dust control measures required under South Coast Air Quality Management District Rule 403 would reduce visible dirt and dust on public roadways and nearby properties. Overall, while construction would introduce temporary visual contrast within the corridor, these effects would not result in a substantial or long-term degradation of the visual environment. Thus, there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Hazardous Materials (Transport, Storage, Use, and Disposal of Hazardous Materials)	**Long-Term:** The Build Alternative would involve the use of small amounts of hazardous substances, such as typical cleaning products used in maintenance. If the quantity of hazardous materials used, handled, or stored on-site would exceed regulatory thresholds, operations would adhere to all applicable existing federal, state, and local regulations pertaining to hazardous materials. Compliance with NPM HAZ-1 would ensure that cleaning and maintenance products are labeled with appropriate cautions and instructions for handling, storage, and disposal these materials would be in accordance with label directions. Compliance with NPM HAZ-3 would ensure that operation of the MSF would comply with existing regulations if the quantity of hazardous materials used, handled, or stored onsite exceeds the regulatory thresholds. As identified in NPM HAZ-1 and NPM HAZ-3, operational best management practices for hazardous materials would be implemented and the Build Alternative would have no adverse effect. **Short-Term/Construction:** The Build Alternative could expose the public or the environment to hazardous materials from the use of typical construction equipment and vehicles containing fuel, oil, and grease; hazardous building materials such as asbestos and lead based paint that could be encountered during demolition; and the use and transport of limited quantities of certain hazardous materials such as paints, solvents, and glues used during construction. NPM HAZ-2, NPM HAZ-4, and NPM HAZ-5 would implement construction best management practices for Hazardous materials. NMM HAZ-2 - Soil and Groundwater Management Plan would address potential handling and disposal of contaminated soil and groundwater, NMM HAZ-3 – Metro's Contractor Specifications would provide guidance if soil and groundwater contamination is encountered, NMM HAZ-4 - Safety Manuals and Construction Work Plans would address worker health and safety and NMM HAZ-5 - Hazardous Building Survey and Abatement would require investigation into building materials or equipment that contains hazardous materials. Compliance with NMM HAZ-2 through NMM HAZ-5 to reduce adverse effects related to the use and/or storage of hazardous materials, transport of hazardous materials, and disposal of hazardous waste to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM HAZ-1 - Operational Best Management Practices for Hazardous Materials NPM HAZ-3 - Operational Best Management Practices for Maintenance and Storage Facility for Hazardous Materials **Short-Term/Construction:** NPM HAZ-2 - Construction Best Management Practices for Hazardous Materials NPM HAZ-4 - Construction Best Management Practices for Maintenance and Storage Facility for Hazardous Materials NPM HAZ-5 - Construction Best Management Practices for Commerce/Citadel station for Hazardous Materials NMM HAZ-2 - Soil and Groundwater Management Plan NMM HAZ-3 – Metro's Contractor Specifications NMM HAZ-4 - Safety Manuals and Construction Work Plans NMM HAZ-5 - Hazardous Building Survey and Abatement	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Hazardous Materials (Release of Hazardous Materials)	**Long-Term:** While it is anticipated that operation of the Build Alternative would not create a significant hazard to the public or the environment involving the release of hazardous materials into the environment, this operational analysis presents the potential possibilities of such a risk. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Hazardous materials could be stored within the Build Alternative site, but the materials would generally be in the form of routinely used common chemicals. Therefore, the probability of a major hazardous materials incident would be remote. Minor incidents would be more likely, but the consequences of the release of hazardous materials would likely not be severe due to the types of common chemicals anticipated to be used at the Build Alternative site. As identified in NPM HAZ-1 and NPM HAZ-3, operational best management practices for hazardous materials would be implemented and the Build Alternative would result in no adverse effect. **Short-Term/Construction:** While it is anticipated that construction of the Build Alternative would not create a significant hazard to the public or the environment involving the release of hazardous materials into the environment, this construction analysis presents the potential possibilities of such a risk. Construction of the Build Alternative would require grading and tunneling activities that would potentially expose construction workers and the public to hazardous conditions through disturbance of contaminated soil and/or groundwater. NMM HAZ-1 would require further investigation into potential soil and ground contamination. NMM HAZ-2 - Soil and Groundwater Management Plan would address potential handling and disposal of contaminated soil and groundwater, NMM HAZ-3 – Metro's Contractor Specifications would provide guidance if soil and groundwater contamination is encountered, NMM HAZ-4 - Safety Manuals and Construction Work Plans would address worker health and safety and NMM HAZ-5 - Hazardous Building Survey and Abatement would require investigation into building materials or equipment that contains hazardous materials. The Build Alternative would adhere to existing federal and state regulations related to hazardous materials and implement NMM HAZ-1 through NMM HAZ-5 and would have no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM HAZ-1 - Operational Best Management Practices for Hazardous Materials NPM HAZ-3 - Operational Best Management Practices for Maintenance and Storage Facility for Hazardous Materials **Short-Term/Construction:** NMM HAZ-1 - Phase I Environmental Site Assessment [ESA] and Phase II ESA NMM HAZ-2 - Soil and Groundwater Management Plan NMM HAZ-3 - Metro's Contractor Specifications NMM HAZ-4 - Safety Manuals and Construction Work Plans NMM HAZ-5 - Hazardous Building Survey and Abatement	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Hazardous Materials (Hazardous Materials Sites)	**Long-Term:** Any health risks to the public and/or the environment associated with release of hazardous materials would be mitigated during construction and would not occur after construction is complete. No ground-disturbing activities would occur during operations that could result in hazardous releases of contaminated soil from listed hazardous materials sites, thereby creating a significant hazard to the public or the environment. **Short-Term/Construction:** Disturbance of existing soil contamination from hazardous materials release sites or other sources could pose a health risk to construction workers, the public, and/or the environment if not characterized, handled, and disposed of properly, and therefore would result in an adverse effect. NPM HAZ-4 and NPM HAZ-5 would implement construction best management practices for the Build Alternative. NMM HAZ-1 would require further investigation into potential soil and ground contamination. NMM HAZ-2 - Soil and Groundwater Management Plan would address potential handling and disposal of contaminated soil and groundwater, NMM HAZ-3 – Metro's Contractor Specifications would provide guidance if soil and groundwater contamination is encountered, NMM HAZ-4 - Safety Manuals and Construction Work Plans would address worker health and safety and NMM HAZ-5 - Hazardous Building Survey and Abatement would require investigation into building materials or equipment that contains hazardous materials. Construction would adhere to existing federal and state regulations related to hazardous materials as set forth in NPM HAZ-4 and NPM HAZ-5 and would implement NMM HAZ-1 through NMM HAZ-5 to reduce adverse effects related to listed hazardous materials sites to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NPM HAZ-4 - Construction Best Management Practices for Maintenance and Storage Facility for Hazardous Materials NPM HAZ-5 - Construction Best Management Practices for Commerce/Citadel station for Hazardous Materials NMM HAZ-1 - Phase I Environmental Site Assessment [ESA] and Phase II ESA NMM HAZ-2 - Soil and Groundwater Management Plan NMM HAZ-3 - Metro's Contractor Specifications NMM HAZ-4 - Safety Manuals and Construction Work Plans NMM HAZ-5 - Hazardous Building Survey and Abatement	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Water Resources (Water Quality and Erosion)	**Long-Term:** The Build Alternative could release pollutants such as heavy metals and petroleum hydrocarbons over time. However, as described above, post-construction runoff and pollution control measures would be implemented, as required by National Pollutant Discharge Elimination System permits and identified in NPM HWQ-1. Thus, there would be no adverse effect. **Short-Term/Construction:** Construction could increase erosion and sedimentation and release pollutants that could affect water quality. Construction would comply with the National Pollutant Discharge Elimination System Construction General Permit and associated Stormwater Pollution Prevention Plan, as identified in NPM HWQ-2. The Study Area is relatively flat, which would minimize the risk of erosion and sedimentation. Areas of exposed soil that were previously paved would be repaved post construction. If encountered, groundwater contaminated with hazardous materials could spread into nearby surface water and groundwater, resulting in an adverse effect. Construction would adhere to applicable Waste Discharge Requirements and implement NMM HAZ-2, a Soil and Groundwater Management Plan to address handling and disposal of potential contaminated groundwater, and NMM HAZ-3, Metro's Contractor Specifications for encountering exposed soil and groundwater. Implementation of mitigation would reduce adverse effects to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM HWQ-1 - Operational Best Management Practices for Water Resources **Short-Term/Construction:** NPM HWQ-2 - Construction Best Management Practices for Water Resources NMM HAZ-2 - Soil and Groundwater Management Plan NMM HAZ-3 – Metro's Contractor Specifications	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Water Resources (Groundwater Resources)	**Long-Term:** The Build Alternative would not substantially change the amount of impervious surfaces and would not affect the Rio Hondo Spreading Grounds where most of the groundwater recharge occurs. Thus, there would be no adverse effect. **Short-Term/Construction:** There would be no construction within the Rio Hondo Spreading Grounds where most of the groundwater recharge in the vicinity occurs. The groundwater depth near the underground guideway would likely be below or at the lower level of construction activities for the Build Alternative (Diaz-Yourman and Associates 2021); thus, the amount of water that would need to be extracted, cleaned, and disposed of during construction would be minimal. Thus, there would be no adverse effect.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term and Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Water Resources (Drainage)	**Long-Term:** The Build Alternative would not result in ground disturbance and there would be no change in erosion or sedimentation. Since the Build Alternative would be constructed on and under primarily impervious land, it would not substantially increase the volume or peaks of runoff entering the storm drain system. The Build Alternative would comply with post-construction measures in applicable National Pollutant Discharge Elimination System permits, as identified in NPM HWQ-1. Thus, there would be no adverse effect. **Short-Term/Construction:** Construction would comply with the Construction General Permit and associated Stormwater Pollution Prevention Plan best management practices, as identified in NPM HWQ-2. Drainage systems would be constructed and connected to municipal systems per Metro Rail Design Criteria and jurisdictional permits. Metro/Metro's contractor would be responsible for preparing the drainage and grading plans and obtaining approval of the plans before construction. Thus, there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	**Long-Term:** NPM HWQ-1 - Operational Best Management Practices for Water Resources **Short-Term/Construction:** NPM HWQ-2 - Construction Best Management Practices for Water Resources	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Land Use and Development (Land Use Compatibility)	**Long-Term:** The new light rail transit components of the Build Alternative, including the MSF and its lead tracks, would all be designed to integrate into and be compatible with the existing character of the surrounding land uses. Operation of the Build Alternative would not interfere with pedestrian and vehicle crossings or affect vehicle, bicycle, or pedestrian access in the surrounding community and would follow best management practices to maintain circulation, as identified in NPM TRA-1 and NPM TRA-3. As set forth in NPM EFI-1, development of Metro-owned property would follow Metro's Joint Development and Transit Oriented Communities Policy, supporting redevelopment with transit oriented uses and reducing potential land use impacts. Thus, there would be no adverse effect. **Short-Term/Construction:** Lane and/or road closures during construction would result in temporary periodic movement limitations for pedestrians, cyclists, and vehicles within and between local communities. Disruptions to communities would be minimized using jurisdiction coordinated scheduling, advanced notification, and wayfinding signage, as set forth in NPM TRA-2. As identified in NPM TRA-4, access would be maintained to all properties surrounding the MSF. However, there would be an adverse effect from road and lane closures during construction. As required by NMM TRA-2, a Traffic Management Plan, would minimize disruptions during construction and reduce adverse effects to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM TRA-1 - Operational Best Management Practices for Transportation NPM TRA-3 - Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NPM EFI-1 - Metro Joint Development Program and Metro Pilot Local Hiring Initiative **Long-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Land Use and Development (Consistency with Land Use Plans)	**Long-Term and Short-Term/Construction:** The Build Alternative would be consistent with applicable land use plans because it would improve regional and local transit connectivity in a manner that supports adopted regional, county, and city goals for transit oriented development, improved mobility, and coordinated land use and transportation planning. Thus, there would be no adverse effect.	**Long-Term and Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term and Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Acquisitions and Relocations (Acquisition, Displacement, Replacement, and Relocation)	**Long-Term:** The Build Alternative could result in potential property acquisitions for the Build Alternative systems and facilities. Properties subject to potential acquisition include relocation assistance and compensation in accordance with applicable federal and state relocation laws. Adherence to existing regulations would ensure that affected property are treated fairly and supported through the process. In addition, phased acquisition, advance notice, and coordination with local agencies would allow businesses sufficient time to relocate without significant disruption. As set forth in NPM TRA-3, operational best management practices would be implemented to maintain access to property and businesses during operation of the maintenance and storage facility. Thus, there would be no adverse effect. **Short-Term/Construction:** Construction activities could require some property acquisitions in the form of temporary construction easements to allow construction staging on public sidewalks, streets, and if necessary, private property. Temporary construction easements would include temporary staging areas (including tunnel boring machine launch site), materials and equipment storage, contractor site offices during the construction period, and areas for cut and cover activities. The properties used for temporary construction easements would be returned to their original owners; however, these temporary construction easements could last the duration of construction (60 to 84 months) and could result in an adverse effect on property and businesses. Short-term street and sidewalk closures during construction of the Build Alternative could result in temporary limitations on movement for vehicles, cyclists, and pedestrians, which could affect access to properties and businesses in general. As set forth in NPM TRA-2, best management practices would be implemented during construction to address pedestrian and vehicle access and minimize disruption from construction work zones. However, lane and road closures could result in adverse effects on businesses. For the MSF, as identified in NPM TRA-4, access would be maintained to all surrounding properties throughout the course of construction. NMM TRA-2 would require development of a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing detour routes and coordinating with local business owner, and would reduce adverse effects to not adverse. Additionally, Metro has existing pilot programs that provide financial assistance to small businesses along rail corridors under construction.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM TRA-3 - Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/C onstruction:** No Adverse Effect
Noise and Vibration (Noise)	**Long-Term:** Noise along the Build Alternative would be primarily due to passbys[1] from light rail transit vehicles for receptors near its aerial and at-grade configurations, in addition to operational noise for receptors near stationary noise sources (such as stations, the parking facility, or special trackwork such as switches). Noise generated by passby of light rail transit vehicles would not exceed the FTA severe noise impact criteria at any sensitive receptors because of the distance of receptors from the alignment and/or intervening	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM NOI-1 - Operational Design Standards for Noise	**Long-Term:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
	structures, high existing ambient noise levels near receptors, and because a portion of the alignment would be underground. Noise from at-grade crossings (warning bells) and special trackwork (e.g., turnouts and crossovers) would be adjacent to manufacturing and commercial properties with high existing ambient noise levels. Thus, this noise would not exceed the FTA severe noise impact criteria at any sensitive receptors and there would be no adverse effect. Operational noise levels for the traction power substation would be substantially lower than existing ambient noise levels and design standards would be implemented to reduce their noise levels, as set forth in NPM NOI-1. One noise-sensitive historic property, the Kelly House at 860 Washington Boulevard, is approximately 80 feet from the crossover east of Greenwood station and is currently used as a residence. One historic property, the Greenwood Elementary School, which is currently used as a school, is adjacent to the Build Alternative but outside of the FTA screening distance. In total, four non-residential receptors, a park, library, and two schools, could potentially be impacted by airborne noise. None of the Build Alternative noise levels at these receptors are predicted to exceed the FTA moderate or severe impact criteria along the Build Alternative alignment. **Short-Term/Construction:** The Build Alternative would have adverse noise effects from the use of construction equipment near properties and sensitive receptors. As set forth in NPM NOI-2, construction activities would be carried out in compliance with Metro's Construction Noise and Vibration Control baseline specifications. Implementation of NMM NOI-1 through NMM NOI-10 would reduce the reasonably foreseeable adverse effects during construction to not adverse. NMM NOI-1 would require implementation of a noise control plan and construction monitoring plan. NMM NOI-2 would require Metro's contractor to use cast-in-drilled holes or drilled piles rather than impact pile drivers where necessary. NMM NOI-3 would require the construction contractor to erect temporary noise barriers between noisy activities and noise sensitive receptors. NMM NOI-4 would require Metro's contractor to locate construction equipment and material staging areas away from sensitive receptors where practicable. NMM NOI-5 would require construction traffic and haul route routing in areas without noise-sensitive receptors where practicable. NMM NOI-6 would require contractors to use best available control technologies to limit excessive noise when working near residences where practicable. NMM NOI-7 would require Metro to establish a Construction Hotline to resolve noise issues arising from construction activities. NMM NOI-8 and NMM NOI-9 would lessen noise associated with spoil removal where necessary, and NMM NOI-10 would require ventilation fans to be placed away from sensitive receptors.		**Short-Term/Construction:** NPM NOI-2 - Construction Noise and Vibration Control NMM NOI-1 - Construction Noise Plan and Noise Monitoring Plan NMM NOI-2 - Cast-in-Drilled-Hole Construction Methodology NMM NOI-3 - Noise Barriers NMM NOI-4 - Construction Staging Area NMM NOI-5 - Haul Routes NMM NOI-6 - Best Available Control Technologies NMM NOI-7 - Construction Working Hours NMM NOI-8 - Public Notification of Construction Operations and Schedules NMM NOI-9 - Truck Staging NMM NOI-10 - Tunnel Vent Fans Away From Residences	**Short-Term/Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Noise and Vibration (Vibration)	**Long-Term:** Corridor-wide vibration levels are predicted to exceed the FTA frequent criterion for vibration, resulting in an adverse effect. With implementation of NMM NOI-11 and NMM NOI-12, adverse operational vibration effects would be reduced to not adverse. NMM NOI-11 would require the use of track support systems to reduce vibratory impacts caused by steel wheels rolling over steel rails at rail joints during the passby of LRT vehicles at residences and NMM NOI-12 would reduce vibratory levels by reducing the width of gaps at joints when steel wheels roll over steel rails at rail joints. **Short-Term/Construction:** The Build Alternative would have adverse vibration effects from the use of construction equipment. As set forth in NPM NOI-2, construction activities would be carried out in compliance with Metro's Construction Noise and Vibration Control baseline specifications. Implementation of NMM NOI-2, NMM NOI-4, NMM NOI-5, NMM NOI-7, NMM NOI-8, NMM NOI-13, and NMM NOI-14 would reduce the potential vibration-related adverse effects during construction to not adverse. NMM NOI-2 would require Metro/Metro's contractor to use cast-in-drilled hole or drilled piles rather than impact pile drivers to reduce excessive vibration where necessary to meet performance criteria. NMM NOI-4 would require Metro/Metro's contractor to locate construction equipment and material staging areas away from sensitive receptors. NMM NOI-5 would require Metro/Metro's contractor to route construction traffic and haul routes away from sensitive receptors where practicable. NMM NOI-7 would require Metro/Metro's contractor to establish a Construction Hotline to resolve vibration issues. NMM NOI-8 would require using a spoil removal conveyor for the TBM where necessary to reduce vibration. NMM NOI-13 would require Metro/Metro's contractor to identify properties that may be susceptible to vibration damage within 100 feet of the alignment to provide data for monitoring vibration effects and developing the construction vibration control plan and monitoring plan described in NMM NOI-14. NMM NOI-14 would require Metro/Metro's contractor to develop a construction vibration control plan and a construction vibration monitoring plan to minimize vibration effects and reduce the risk of damage to susceptible structures.	**Long-Term:** Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NMM NOI-11 - Operational Vibration Mitigation — Tunnel NMM NOI-12 - Operational Vibration Mitigation **Short-Term/Construction:** NPM NOI-2 - Construction Noise and Vibration Control NMM NOI-2 - Cast-in-Drilled-Hole Construction Methodology NMM NOI-4 - Construction Staging Area NMM NOI-5 – Haul Routes NMM NOI-7 – Construction Working Hours NMM NOI-8 - Public Notification of Construction Operations and Schedules NMM NOI-13 – Identify Vibration Susceptible Properties NMM NOI-14 - Vibration Pre-Construction Survey and Control Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Safety and Security (Safety)	**Long-Term:** The introduction of light rail vehicles adjacent to traffic lanes for the at-grade alignment along Washington Boulevard could create a safety concern for pedestrians and bicyclists at intersection crossings. The proposed stations would likely raise demand of pedestrians crossing nearby street intersections and, therefore, would need intersections near stations to provide adequate capacity and safety for pedestrians. As identified in NPM TRA-1, best practice safety measures would be implemented to minimize potential conflicts between vehicles and pedestrians. As standard practice, and set forth in NPM SAF-1, Metro would implement educational outreach efforts in coordination with local schools, libraries, and community centers located near the Build Alternative. Thus, there would be no adverse effect. **Short-Term/Construction:** Disruption during construction, including the use of large construction equipment and haul trucks, would create potential safety hazards for pedestrians, bicyclists, bus riders, and motorists. Implementation of safety measures such as signage, partial lane closures, construction barriers, and supervision by safety and security personnel. Compliance with safety requirements, including Occupational Safety and Health Administration, California Occupational Safety and Health Administration, and Metro safety and security programs, as identified in NPM TRA-2, would be implemented. Additionally, implementation of NMM TRA-2, requiring a Traffic Management Plan, would reduce adverse effects from road and lane closures to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM TRA-1 - Operational Best Management Practices for Transportation NPM SAF-1 - Fire and Police Best Management Practices **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Safety and Security (Security)	**Long-Term:** Security issues, such as fare evasion, assault, or robbery could potentially occur at light rail transit stations, within light rail transit vehicles, and at associated parking facilities. As standard operating practice, and as set forth in NPM SAF-1, Metro would supplement existing police protection services by providing Transit Services Bureau officers and contracted police services at all new light rail transit facilities, as needed to ensure that adequate police protection services are provided. Thus, there would be no adverse effect. **Short-Term/Construction:** The presence of construction equipment and use of construction staging could result in security incidents, such as theft and vandalism. For security purposes, construction staging areas would be equipped with a combination of fences, lighting, security cameras, and/or guards. Additionally, construction would comply with Metro guidelines pertaining to security and the implementation of standard site security practices identified in NPM TRA-2. Thus, there would be no adverse effect on security related to construction activities.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	**Long-Term:** NPM SAF-1 - Fire and Police Best Management Practices **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Safety and Security (Emergency Response)	**Long-Term:** The Build Alternative would potentially increase fire and police protection response times as a result of delays at new grade crossings. As standard practice and as identified in NPM SAF-1, the contractor would coordinate with fire and police protection officials when designing grade crossings. In addition, as identified in NPM TRA-1 and NPM TRA-3, all new light rail transit facilities and crossings would be designed in accordance with the Metro Rail Design Criteria, including the Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Thus, there would be no adverse effect. **Short-Term/Construction:** The potential for incidents of crime and terrorism could occur at construction sites and staging areas and could pose threats to human life and safety. Construction sites would be secured to prevent intrusion and illegal activities during construction as identified in NPM TRA-2. Emergency access could temporarily be obstructed by construction activities that could include temporary lane closures and obstruction of driveways. For the MSF, alternative routes would be available for any streets requiring closure, as set forth in NPM TRA-4. However, there would be an adverse effect due to lane closures. Implementation of NMM TRA-2 would require development of a Traffic Management Plan to facilitate access to local facilities impacted by road or lane closures, which would reduce adverse effects to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM SAF-1 - Fire and Police Best Management Practices NPM TRA-1 - Operational Best Management Practices for Transportation NPM TRA-3 - Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Transportation Impacts (Transit)	**Long-Term:** The Build Alternative would provide transit travel time savings compared to the No Build Alternative. The Build Alternative's light rail transit service would result in less travel time compared to bus service between the Atlantic/Pomona station and Greenwood station. Thus, there would be no adverse effect. **Short-Term/Construction:** Temporary roadway closures, lane closures, bus stops, and sidewalk closures could disrupt the circulation system. These closures would result in a temporary adverse effect on transit operation. Implementation of NMM TRA-2, a Traffic Management Plan, would reduce this potential adverse effect on transit to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Transportation Impacts (Travel Patterns)	**Long-Term:** The Build Alternative would result in reduced VMT and vehicle hours traveled compared to the No Build Alternative. The operation of the MSF would not result in a substantial or measurable increase in VMT and vehicle hours traveled. Thus, there would be no adverse effect. **Short-Term/Construction:** Construction could temporarily generate additional VMT related to construction work activities. Construction work activities are temporary and localized to the work area. As identified in NPM TRA-2, the Project would coordinate construction related traffic and travel patterns with the Cities of Commerce and Montebello and Los Angeles County throughout the construction process. Implementation of NPM TRA-2, Construction Best Management Practices for Transportation, would not result in a substantial change in travel patterns or increase VMT during the construction of the Build Alternative. Thus, there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Transportation Impacts (Local Roadway Circulation)	**Long-Term:** The Build Alternative could result in roadway modifications to accommodate the light rail transit guideway, providing long-term mobility benefits. The MSF would involve only minor changes to traffic circulation, including new or modified driveways. The Build Alternative would follow best management practices for transportation, as set forth in NPM TRA-1. However, the Build Alternative could result in a single intersection (Intersection #32: Garfield Avenue and Washington Boulevard) to move from Level of Service D to Level of Service E in the pm peak due to a reduction of travel lanes on Washington Boulevard, resulting in an adverse effect. Implementation of NMM TRA-1 would require one left-turn lane to be added in the southbound approach of Intersection #32 to optimize this intersection's cycle length and splits. This would reduce the adverse effect to not adverse. **Short-Term/Construction:** The Build Alternative could require temporary closures and detours that would cause a reduction in capacity along affected roads. Construction activities would be temporary and localized to the work area and would follow best management practices for transportation, as set forth in NPM TRA-2 and NPM TRA-4. However, there would be an adverse effect on circulation from road and lane closures. Implementation of NMM TRA-2, a Traffic Management Plan, would reduce this adverse effect on pedestrians and bicyclists to not adverse.	**Long-Term:** Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM TRA-1 - Operational Best Management Practices for Transportation NMM TRA-1 - Garfield Avenue and Washington Boulevard Intersection **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Transportation Impacts (Parking)	**Long-Term:** The Build Alternative could remove and relocate the parking supply. Off- and on-street parking facilities may be utilized for construction activities. For off-street parking spaces that are associated with full takes of parcels and their businesses, the demand for these spaces would be eliminated as well. As such, there would be no adverse effects on off-street parking with the full removal of these parcels. The MSF would provide sufficient on-site parking for employees, and no operational spillover parking effects on off-street or on-street parking facilities would occur. Thus, there would be no adverse effect. **Short-Term/Construction:** Although temporary, the potential effects on parking could result in a temporary adverse effect from construction of the Build Alternative. Work activities would be temporary and localized to the work area and implementation of NMM TRA-2, a Traffic Management Plan, would reduce this potential adverse effect on parking to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** None **Short-Term/Construction:** NMM TRA-2 Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Transportation Impacts (Pedestrian and Bicyclists)	**Long-Term:** The Build Alternative would provide bicycle circulation and access amenities in the station areas. In addition, the Build Alternative would enhance walkability in the immediate vicinity of the proposed stations and include improvements coordinated with local jurisdictions. Additional enhancements to existing signalized crosswalks, such as continental crosswalks, would further improve pedestrian access to transit stations as identified in NPM TRA-1. Thus, there would be no adverse effect. **Short-Term/Construction:** Temporary sidewalk closures could be required and short-term lane or roadway closures could affect existing and proposed bike routes. NPM TRA-2 would be implemented during construction of the Build Alternative to address pedestrian and vehicle access and minimize disruption from construction work zones. As set forth in NPM TRA-4, site access to the MSF and surrounding properties will be retained and meet design requirements during construction. However, there would be an adverse effect from road and lane closures. Implementation of NMM TRA-2, a Traffic Management Plan, would reduce this adverse effect on pedestrians and bicyclists to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM TRA-1 - Operational Best Management Practices for Transportation **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No adverse effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Transportation Impacts (Emergency Access)	**Long-Term:** The Build Alternative could potentially increase fire and police response times due to brief delays at new grade crossings; however, these would be minimal because of the short train lengths and limited crossing times. Emergency vehicles would continue to have access through coordinated signal operations and design measures ensuring quick clearance of intersections. Standard coordination with police and fire departments, compliance with applicable design and safety standards (including Fire/Life Safety Criteria), and construction of a new access road on 3rd Street to the Los Angeles County Sheriff's Department would maintain or improve emergency access. The Build Alternative would follow best management practices for transportation, as set forth in NPM TRA-1. The MSF would include minor changes to traffic circulation, such as new or modified driveways, but these changes would be designed according to applicable state, Metro, and local design criteria and standards as identified in NPM TRA-3. Thus, there would be no adverse effect. **Short-Term/Construction:** Temporary construction-related street closures or detours could potentially increase fire and police protection response times. The Build Alternative would follow best management practices for transportation, as set forth in NPM TRA-2. However, there would be an adverse effect on circulation from road and lane closures. Implementation of NMM TRA-2, a Traffic Management Plan, would reduce this potential adverse effect on emergency access to not adverse.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** Adverse Effect	**Long-Term:** NPM TRA-1 - Operational Best Management Practices for Transportation NPM TRA-3 - Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NMM TRA-2 - Traffic Management Plan	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Utilities (Water Supplies and Facilities)	**Long-Term:** The proposed light rail transit guideway and stations would consume water for landscaping irrigation and to supply fire sprinkler systems when/if needed. The MSF would consume water for landscaping irrigation, vehicle washing/rinsing, fire sprinkler systems, and typical employee breakroom/kitchen uses. The Build Alternative is anticipated to result in a small percentage increase in municipal water demand; however, the amount consumed would be less than the projected future capacity of available water supplies. Thus, there would be no adverse effect. **Short-Term/Construction:** Use of minimal water, mostly for dust control, would be temporary and intermittent and would not necessitate the relocation or expansion of potable water infrastructure. Construction of the MSF would include relocation and installation of new domestic water and fire water pipelines. Relocation of any water appurtenances (e.g., fire hydrants and water meters) would be near existing facilities, which would minimize impacts from ground disturbance. The relocated water appurtenances would connect to existing pipelines and would not create new demand for water that would exceed the capacity of the water supply system. Thus, there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Utilities (Wastewater Treatment Facilities and Capacity)	**Long-Term:** The proposed light rail transit stations would not have public restrooms and, as a result, would not generate wastewater. Thus, there would be no adverse effect. **Short-Term/Construction:** Activities would generate wastewater through the use of temporary worker restrooms and would require new sewer line connections for the MSF. No construction activities would exceed sewer capacity, generate significant wastewater, or necessitate the relocation or expansion of wastewater facilities. Thus, there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Utilities (Stormwater Facilities)	**Long-Term:** The Build Alternative is in an urbanized area that is largely impervious and has existing storm drain infrastructure. The Build Alternative would result in a negligible increase in impervious surfaces, but not to an extent that would lead to increased runoff. The Build Alternative would also include low impact design features to facilitate drainage flow in compliance with stormwater control requirements, such as those established in the California Green Building Standards Code and set forth in NPM HWQ-1. Thus, there would be no adverse effect. **Short-Term/Construction:** Runoff could be generated by construction activities, such as dewatering and vegetation removal. Compliance with National Pollution Discharge Elimination System Construction General Permit and implementation of best management practices, as identified in NPM HWQ-2, would control runoff from construction. Thus, construction would not create or contribute runoff water that would exceed the capacity of the stormwater drainage system, and there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	**Long-Term:** NPM HWQ-1 - Operational Best Management Practices for Water Resources **Short-Term/Construction:** NPM HWQ-2 - Construction Best Management Practices for Water Resources	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect
Utilities (Electric Power)	**Long-Term:** The amount of electricity consumed for the Build Alternative during operation would be less than the projected future capacity of electricity supplies available. Further, the aerial guideway would require relocation of utility support poles, which would not result in an expansion of electricity usage. Thus, there would be no adverse effect. **Short-Term/Construction:** The Build Alternative would include installation of a power line for the tunnel boring machine and relocation and installation of electric lines to accommodate the site layout for the MSF. Demand impacts related to this new power service feed would be temporary and would not result in a substantial change in usage that could affect the capacity of service providers (i.e., Southern California Edison). Thus, the Build Alternative would not result in adverse effects related to relocation or construction of electric power.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Utilities (Natural Gas)	**Long-Term:** The proposed light rail transit guideway and stations would not consume natural gas. The MSF would consume gas for routine maintenance activities and heating. The use of natural gas at the MSF would be substantially less than the projected future capacity of natural gas supplies. Therefore, operation of the Build Alternative would not require any notable expansion of an existing facility or construction of a new facility, and there would be no adverse effect. **Short-Term/Construction:** Construction activities would consume minimal, temporary, and intermittent natural gas for construction equipment. Construction activities for the light rail transit guideway and stations would mostly take place within existing public right-of-way and no natural gas facilities have been identified in the construction zone that would require relocation. Construction of the MSF would include the relocation and installation of gas pipelines, which would connect to existing pipelines and would not create new demand for natural gas that would exceed the capacity of the SoCal Gas supply system. Thus, there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term:** No Adverse Effect **Short-Term/C onstruction:** No Adverse Effect
Utilities (Telecommunication)	**Long-Term:** Minor telecommunication connections for equipment like emergency phones may be installed and used at stations and in certain locations along the guideway. However, operations would not require any notable expansion of an existing facility or construction of a new facility. Thus, there would be no adverse effect. **Short-Term/Construction:** Construction may require the relocation of telecommunication facilities. If relocated, the telecommunication facilities would be relocated in close proximity to their previous location. Construction would not require or result in any notable expansion of possible relocated telecommunication facilities or construction of new facilities. Thus, there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Utilities (Solid Waste)	**Long-Term:** The light rail transit guideway and stations would not include an operational source of solid waste although solid waste would be generated by transit users and by employees at the MSF. The disposal of solid waste from waste and recycle bins would have no notable potential to affect landfill capacity. Thus, there would be no adverse effect. **Short-Term/Construction:** Construction would involve the generation and removal of solid waste associated with the various demolition and construction activities. This would result in an incremental and temporary increase in solid waste disposal at landfills and other waste disposal facilities. Some excavated soil may be reused on-site, and the remaining materials would be hauled off-site for disposal at any of the area landfills that accept and/or recycle construction/demolition materials in compliance with Assembly Bill 939. Waste would be brought to transfer stations in batches throughout the construction period and there are multiple transfer stations in Los Angeles County where this waste could be collected and transferred to the landfill. The County anticipates adequate solid waste disposal capacity to be available over the next 15-year planning period (2019 to 2034) (LACDPW 2021). Thus, there would be adequate capacity available in Los Angeles County to handle anticipated solid waste generation during the construction period, and there would be no adverse effect.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect	No avoidance, minimization, or mitigation measures are proposed.	**Long-Term:** No Adverse Effect **Short-Term/ Construction:** No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Section 4(f) Use through permanent incorporation and/or temporary occupancy	Section 4(f) protects publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, as well as land of a publicly or privately owned historic site of national, state, or local significance. There are 10 historic Section 4(f) resources in the Area of Potential Effects and 6 park recreation Section 4(f) resources in the study area. Property acquisition, demolition and/or construction activities could represent a use through permanent incorporation and/or temporary occupancy to three of these resources: the National Chicano Moratorium March Historic District, the Vail Field Industrial Addition historic district, and the Pacific Metals Company building (if MSF Site 2 is selected). National Chicano Moratorium March: Construction would remove and replace the asphalt pavement along portions of the historic district's contributing march route. A trench would be installed within the existing right-of-way at 3rd Street and La Verne Avenue. Temporary occupancy from construction would represent a use. The Build Alternative would not reconfigure the streets and sidewalks, which would continue to be constructed with matching materials (asphalt and concrete). None of the district's character-defining features or contributing elements would be demolished or altered. The historic district would still convey its historical significance and there would be no adverse effect on the march route. Therefore, the Build Alternative would result in a *de minimis* impact. Vail Field Industrial Addition Historic District: Construction would permanently acquire and demolish six contributors to the historic district. Permanent incorporation from acquisition and demolition and temporary occupancy from construction activities would represent a use. However, none of these contributors are individually eligible historic properties. The core would remain intact with enough contributors to convey its historical significance. Therefore, the Build Alternative would not have an adverse effect on the historic district and the use from the Build Alternative would result in a *de minimis* impact. Pacific Metals Company and MSF Site 2: The aerial guideway would be within the parking lot of the Pacific Metals Company building and would require partial permanent property acquisition. Permanent incorporation from acquisition and temporary occupancy from guideway construction activities would represent a use. However, the guideway would be at a relatively similar height to the existing utility infrastructure and would not alter the building's façade or diminish the integrity of the building's significant design features. The construction activities and alteration of the setting with the new visual element of the aerial structure would not materially impair the building's integrity and would thus result in no adverse effect. Therefore, the Build Alternative would result in a *de minimis* impact.	**Long-Term and Short-Term/ Construction:** *De Minimius* Impact	No avoidance, minimization, or mitigation measures are proposed.	**Long-Term and Short-Term /Construction:** *De Minimius* Impact

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Section 4(f) Constructive Use	Construction could produce localized noise and air pollutant emissions or result in temporary lane and/or road closures that could affect any of the Section 4(f) resources. As set forth in NPM TRA-2 and NPM NOI-2, the Build Alternative would adhere to transportation best management practices and noise specifications during construction. Implementation of NMM NOI-1, a Construction Noise Plan and Noise Monitoring Plan, and NMM TRA-2, a Traffic Management Plan, would reduce adverse effects from noise and traffic circulation changes during construction to not adverse. The new open trench along 3rd Street could adversely impact access to Belvedere Park Lake by eliminating vehicle and pedestrian crossings of 3rd Street at La Verne Avenue and left turns at Civic Center Way. U-turns would be allowed at Medick Avenue and Woods Avenue. Vehicles could also access Belvedere Park Lake from the existing entrance on Mednick Avenue. The existing crosswalk at Civic Center Way would remain and a new pedestrian crosswalk east of La Verne Avenue would be constructed to provide access. Therefore, access to the park would be maintained and there would be no constructive use. The underground guideway and Atlantic/Whittier station would be within 80 feet of the Golden Gate Theater. Vibration could adversely affect the historic resource; however, NMM CUL-1 would require protection measures that would reduce the potential for construction vibration to damage the Golden Gate Theater. Thus, there would be no constructive use this Section 4(f) Resource.	**Long-Term:** Not applicable **Short-Term/ Construction:** Constructive Use	**Long-Term:** Not applicable **Short-Term/Construction:** NPM TRA-2 - Construction Best Management Practices for Transportation NPM NOI-2 - Construction Noise and Vibration Control NMM TRA-2 - Traffic Management Plan NMM NOI-1 - Construction Noise Plan and Noise Monitoring Plan NMM CUL-1 - Protection Measures – Differential Settlement/Vibration/ Tunnel Boring Machine [TBM] Specifications for CVS Pharmacy [CVS]/Golden Gate Theater	**Long-Term and Short-Term/ Construction:** No Constructive Use

Source: Metro; CDM Smith/AECOM JV 2026.

Note:

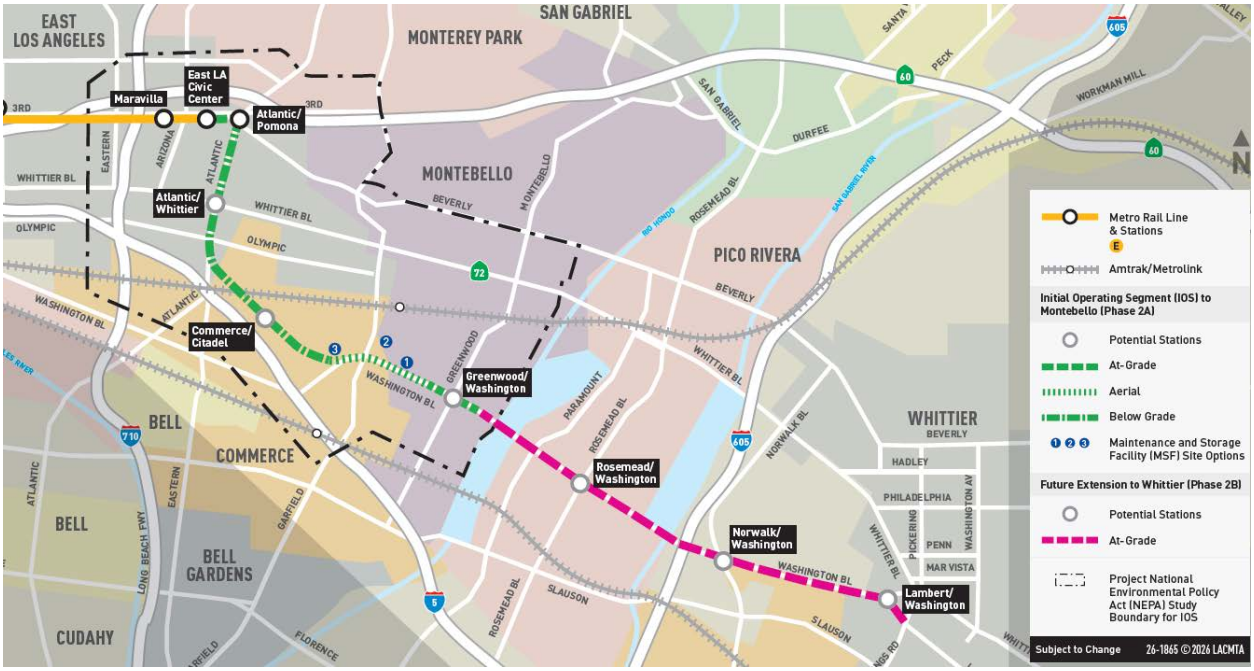
[1] A passby refers to the event of a transit vehicle (e.g., train, light rail vehicle, or bus) moving past a specific location.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Metro Cost Benefit Analysis (CBA)

In July 2025, the Board adopted a CBA framework for evaluating project alternatives, including assessing the regional economic impacts of investment and identifying benefits relative to the costs of investment. The CBA framework methodology includes two components – a Weighted Benefits Analysis and a Benefit-Cost Ratio. Metro used this methodology to evaluate the three maintenance and storage facility sites (MSF) studied in the Environmental Assessment (EA) for the Eastside Transit Corridor Phase 2. The evaluation is based on data collected during the CEQA and NEPA environmental review process, and the advanced conceptual engineering and ridership projections that accompanied that process.

Figure 1. Study Area and MSF Site Options



Weighted Benefits Analysis: The Weighted Benefits Analysis is a points-based evaluation comparing the MSF site options across five goals that are weighted per the Metro-adopted CBA methodology. This considers project benefits using relevant quantitative and qualitative metrics within each of the five goal categories. These metrics are scored relative to each other on a seven-point scale, with seven being the highest/best performing.

Table 1: Weighted Benefits Analysis

Goals	IOS with MSF Site 1	IOS with MSF Site 2	IOS with MSF Site 3	Key Performance Indicators Evaluated
	Average Score by Goal (Unweighted)			
Mobility & Accessibility (Weight: 40%)	**6.1 / 7**	**6.5 / 7**	**6.4 / 7**	Travel Time; New Transit Trips; Travel Time Savings; Transit Access for MSF Employees; Efficiency of Employee Parking at MSF; Maintenance of Vehicular Access; Regional Traffic Circulation Impacts; Existing and Proposed Nearby Bike Facilities
Safety & Health (Weight: 15%)	**6.3 / 7**	**5.8 / 7**	**7 / 7**	Percent of Alignment that is Grade Separated; Number of Proposed Signalized Grade Crossings; Improved Access to Healthcare; Induced Walk and Bike trips; Proposed Walk/Bike Paths; Exposure to Noise; Potential for Conflict Points at MSF
Environmental Sustainability (Weight: 15%)	**3.7 / 7**	**3.9 / 7**	**5 / 7**	VMT Reduction of IOS; Impact to Tree Canopy; Construction GHG Emissions; IOS Energy Consumption from Operation, Increased VMT from Operations; Flood Risk; Proximity to Known Hazards and Hazardous Material Sites; Site Disturbance
Operational Sustainability & Delivery (Weight: 15%)	**3.9 / 7**	**4.6 / 7**	**6.2 / 7**	MSF Capital Cost Estimate; MSF Service Capabilities; MSF Features; Estimated Construction Duration of MSF; Impacted Parcels; Additional Acquisitions of Industrial Properties Needed for MSF; Street Vacation Needed for MSF; Light Rail Vehicle Storage Capacity at MSF; MSF State of Good Repair Costs
Economic Impact (Weight: 15%)	**5.3 / 7**	**6.2 / 7**	**6.3 / 7**	Number of Businesses Displaced by MSF Site Acquisition; Estimated Employees Displaced by MSF Site Acquisition; Employment Opportunities for MSF; Project Annual Value of Travel Time Savings; Project Annual Travel Cost Savings; Annual Operations-Related Spending Due to IOS; Annual Person-Year Jobs Created
Total Weighted Score	**5.3 / 7**	**5.7 / 7**	**6.2 / 7**	**All MSF Sites are viable and MSF Site 3 performs the best.**

**7-point scale with 7 as the highest/best performing*

Provision of a MSF is required for the operation of the ESP2 extension project, and the Weighted Benefits Analysis finds that all MSF site options are viable. Of the three MSF sites, MSF Site 3 performs best across four of the five CBA goal criteria – Safety & Health, Environmental Sustainability, Operational Sustainability & Delivery, and Economic Impact. MSF Site 2 performs best under the Mobility & Accessibility goal category.

Although 80% of the score (4 out of 5 goals) favors MSF Site 3, the difference between the total weighted score for MSF Site 3 and MSF Site 2 is half a point. This can be attributed to MSF Site 2 performing better across Mobility & Accessibility criteria, which is weighted at 40% of the total weighted score, compared to the other four goals, which are each only weighted at 15%. Overall, MSF Site 3 performs best, in large part due to

its ability to deliver similar mobility, accessibility, safety, health and economic benefits, at a lower cost, shorter construction duration and lesser impact to adjacent properties and businesses

Benefit-Cost Ratio: The Benefit-Cost Ratio (BCR) compares the monetized costs of the Project, including capital and operating costs, to the monetized benefits of the Project, including travel time savings, traffic safety, active transportation health benefits, air pollution reduction benefits and regional economic benefits due to improved regional access and travel. A higher ratio of benefits to costs means that there are more monetized benefits for every dollar spent. It is important to note that many costs and benefits cannot be monetized.

Given the early state of the conceptual engineering for the three MSF site options, Metro staff concluded that all three options would yield nearly identical monetized benefits based on identical ridership forecasts and service patterns for the IOS, irrespective of the MSF facility itself. As a result, a BCR for each MSF site option was not calculated as part of this CBA as it would not provide any additional information to differentiate the three options beyond what the Weighted Benefits Analysis provides.

We're expanding rail with more E Line Stations.

Planning & Programming Committee
July 15, 2026

EASTSIDE TRANSIT CORRIDOR PHASE 2

Legistar: 2026-0385

Metro

Recommendation

CONSIDER:

A. **RECEIVING AND FILING the Environmental Assessment (EA), in accordance with the National Environmental Policy Act (NEPA), including the NEPA project mitigation measures for the Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment to the City of Montebello;**

B. **APPROVING the EA's 9-acre Maintenance and Storage Facility (MSF) Site 3 in the City of Commerce for the Board-selected Locally Preferred Alternative (LPA**), a 4.7-mile Initial Operating Segment extension of the existing Metro E-Line to Greenwood Station, while maintaining the full nine-mile Eastside Transit Corridor Phase 2 with the Lambert Station in the City of Whittier as the terminus for the Project; and

C. **AMENDING the 2020 Long Range Transportation Plan (LRTP) to reflect the Board-selected LPA** for the E-Line Eastside Transit Corridor Phase 2 Project**.**

Eastside Transit Corridor Phase 2 Project

Key Milestones

- May 2024: Metro Board certified the Final Environmental Impact Report (EIR) for the 9-mile E-Line extension to City of Whittier (total 7 stations)
- May 27, 2026: FTA and Metro released the federal NEPA Environmental Assessment (EA) for the 4.7-mile Initial Phase (4 stations) for a 30-day public review through June 26, 2026; future federal funding pursuits.

Initial Phase

- 4.7-mile IOS from Atlantic to Greenwood
- 3.1 miles underground, 0.9 miles aerial, 0.7 miles at street level
- Atlantic/Pomona Station (relocated and underground) and Atlantic/Whitter Station (underground) in East LA
- Commerce/Citadel Station (underground)
- Greenwood/Washington Station (street level)
- A 39-acre site in Montebello per 2024 Final EIR; Three (3) new MSF options in the EA

Cost Estimates:

- $7.9 billion (2022 estimates, 15% early design); Seeking $3.959 billion of state and federal funding

Construction Schedule (forecasts*)

- 2027 – Utility adjustments and real estate acquisitions
- 2029 – Groundbreaking for stations and guideway
- 2035-2037 – Opening for revenue service

Project Benefits for Initial Phase (per the EA)

- **Improves Access & Connectivity:** frequent rail service connecting East LA Gateway Cities and other destinations.
- **Serves Transit-dependent Communities:** 69,600 people within ½-mile radius of 4 stations
- **Eases Traffic Congestion:** Reduce travel time from over 16 min. by cars to 8 min by rail. Serving ~7,550 station boardings daily.
- **Reduces Vehicle Emissions:** Reducing ~8,000 vehicle miles travelled
- **Economic Opportunities:** 11,600+ new jobs/local hiring and $3.1 billions[3] of additional economic activity.

New Maintenance and Storage Facility (MSF) Options

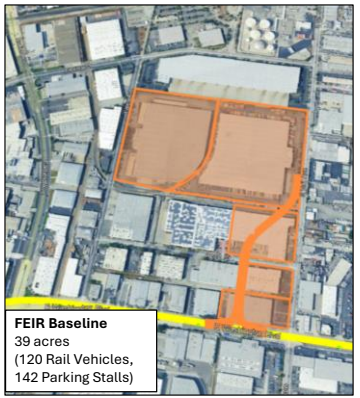
> **The 39-acre site in Montebello from the 2024 Final EIR** would accommodate up to 120 light rail vehicles to support the full 9-mile rail extension to the City of Whittier and existing E-Line systemwide operations. It would require acquisition of six industrial properties and relocation of nine businesses (~500 jobs).

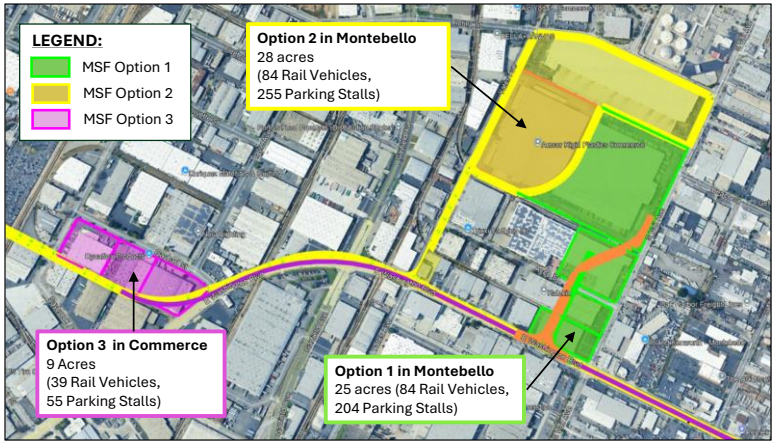
> **Three (3) new MSF options in the EA to reduce environmental impacts:**

- Option 1 (25 acres) and Option 2 (28 acres) in Montebello would accommodate up to 84 light rail vehicles and would each impact five large industrial properties for an MSF.
- Option 3 (9 acres) in Commerce would accommodate up to 39 light rail vehicles and proposes repurposing parcels already identified in the Final EIR for temporary construction staging for tunnel boring activities and for a permanent MSF.

> **MSF Site 3 in the City of Commerce is recommended** because it would:

- meet the fleet requirements for the IOS without needing new acquisitions or business relocations;
- reduce the number of required acquisitions for the IOS;
- avoid displacing nine businesses and 500 jobs; and
- minimize environmental and construction impacts on the Washington Boulevard corridor.





Metro Cost Benefit Analysis Results

> Per Board-adopted methodology framework for Cost Benefit Analysis, a Weighted Benefit Analysis was conducted to compare the three MSF site options.

> **Weighted Benefit Analysis**

- **All MSF sites are viable, and MSF Site 3 performs the best.**
- **MSF Site 3 performs best across 4 of the 5 goals** – Safety & Health, Environmental Sustainability, Operational Sustainability & Delivery, and Economic Impact – which accounts for 80% of the score.

Goals (Goal Weight)	IOS with MSF Site 1	IOS with MSF Site 2	IOS with MSF Site 3
Average Score by Goal (Unweighted)			
Mobility & Accessibility (Weight: 40%)	6.1 / 7	6.5 / 7 ★	6.4 / 7
Safety & Health (Weight: 15%)	6.3 / 7	5.8 / 7	7 / 7 ★
Environmental Sustainability (Weight: 15%)	3.7 / 7	3.9 / 7	5 / 7 ★
Operational Sustainability & Delivery (Weight: 15%)	3.9 / 7	4.6 / 7	6.2 / 7 ★
Economic Impact (Weight: 15%)	5.3 / 7	6.2 / 7	6.3 / 7 ★
Total Weighted Score	5.3 / 7	5.7 / 7	6.2 / 7 ★

Community Outreach during NEPA Study

January 2025 to June 2026

- **4 community meetings** in Jan/Feb. 2025 before initiation of NEPA study
- **4 public hearings for the EA** in June 2026 to receive comments on the NEPA/EA
- **7 outreach events** with community members
- **23 local pop-up events**
- **14 community-based organizations (CBOs)** to assist with increasing project awareness; one CBO roundtable meeting; Outreach to 500+ CBOs.
- **EA copy available online and at FTA, Metro, and key library locations along the IOS**
- **28,284** mailed notices to property owners and occupants to save the date of June 2026 public hearings prior to release of the EA
- **23,200** flyers for door-to-door distribution in the project area for EA release, with visits to 468 businesses and transit intercepts
- **3,650** flyers drop-offs to 54 groups (e.g., cities, community groups, libraries, schools)
- **3 legal notices** in local newspapers (LA Times, LA Opinion, LA Daily News)
- **Metro social media channels and eblasts**, 200 SMS (texts), 285 phone calls; 23 groups for digital tool kit distribution
- **9 street banners** in key locations in East LA, Commerce and Montebello
- **7,500** construction notices for pre-construction surveys
- **162** stakeholder and agency briefings, including: corridor cities, Gateway Cities Council of Government (GCCOG), local, state, and federal agencies, elected briefings, Schools outreach, utility owners and key property owners, railroad companies (BNSF Railway and Union Pacific); phone calls to address public inquiries from property owners or tenants.

NEPA Environmental Assessment (EA) Findings

- **LPA has no adverse environmental impacts** on air quality, economics, growth, land use and development, acquisitions and relocations, utilities, and visual resources and aesthetics; no residential displacement.
- **LPA has a minimal impact on Section 4(f) resources** related to historic sites' features or activities.
- **LPA has potential adverse effects** on biological resources; community impacts; historic, archaeological, and tribal resources; geology, soils, and paleontological resources; hazardous materials; water resources; noise and vibration; safety and security; and transportation. **These impacts can be avoided, minimized or mitigated with the implementation of the NEPA project measures and NEPA mitigation measures.**
- **LPA has beneficial economic impacts.**

EA Comments and Next Steps

EA Comments

- **30-day public comment period (May 27-June 26)**
- **4 public hearings in East Los Angeles, Virtual (Zoom), Commerce, and Montebello (total 189 attendees) on June 6, 8, 10, and 13.**
- **Approximately 140 total comment submissions (which encompass approximately 350 comments) received:**
  - **Strong support** for the E-Line extension to Whittier from the general public and corridor cities
  - **Project design and alignment**: street level vs. underground, station design and access, landscaping
  - **Traffic Access and safety:** turn restrictions, parking, multimodal connections, public security
  - **Construction impacts:** business impacts, acquisition and relocations, truck access/detours
  - **Community benefits:** continued engagement and impact mitigation, Transit Oriented Development
- **Comments received on the EA are generally similar to the types of comments recorded in the Project's Final EIR**.

Nest Steps

- Upon Board approval of the recommended actions, Metro will work with the FTA to publish the Final NEPA document, with a Finding of No Significant Impact (FONSI) anticipated by Fall 2026.
- Metro staff will amend the 2020 LRTP for the refined LPA and request amendments for the Project in the SCAG RTP/SCS
- Continue coordinating with corridor cities and engaging the communities throughout the NEPA environmental process.

East Los Angeles, 6/6

Commerce, 6/10

Montebello, 6/13

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

File #: 2026-0432, **File Type:** Motion / Motion Response **Agenda Number:** 13.

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026

SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the staff recommendation to provide assistance to local jurisdictions to use Local Return and TDA Article 3 as the only available funding for Open and Slow Street events occurring between September 2026 and March 2028.

ISSUE

At its December 2025, meeting, the Board approved an amendment <https://boardagendas.metro.net/board-report/2025-0854/> to the Open and Slow Streets report by Directors Horvath, Dutra, Solis, Hahn, Sandoval, and Yaroslavsky to direct the Chief Executive Officer to report back with a series of recommendations and analysis related to the Open and Slow Streets Program. This report provides a staff recommendation and response to the Board's direction.

BACKGROUND

Metro's Open and Slow Streets grant program was created in 2013 with the goals of helping people experience public transportation, walking, and biking potentially for the first time. The program aims to encourage the adoption of sustainable transportation modes and promote community engagement to develop policies and infrastructure for multiple modes of transportation with an emphasis on advancing equity. Since 2013, the Open and Slow Streets Grant Program has proceeded through seven funding cycles, committing funding to 113 events through a competitive process.

In 2025, Metro revised the program criteria and goals for Cycles 6 and 7 to further encourage active transportation and transit usage both during and beyond Open and Slow Streets events, and connections to the 2026 FIFA World Cup, and the 2028 Olympic and Paralympic Games.

At its December 2025 meeting, the Board approved the award of $10 million under Cycles 6 and 7 of the Open and Slow Streets Grant Program, and amended the to direct the CEO to report back on the following series of recommendations and analysis related to the Open and Slow Streets Program:

1. Make Metro's Open and Slow Streets pilot program permanent, including soliciting input from community stakeholders, previous event organizers, and partnering agencies to identify recommendations to transition the Metro Open and Slow Streets Program from a pilot to a permanent program;

2. Initiate an abbreviated Open and Slow Streets Grant Cycle and identify a minimum of $1 million to support waitlisted and/or new events that celebrate the 2028 Olympic and Paralympic Games that will occur between September 2026 and March 2028; and

3. Offer technical assistance, including but not limited to the identification of alternative sources of funding and partnering on external grant applications, to support agencies and organizations that were waitlisted or ineligible for funding in the Open and Slow Streets Grant Program Cycles Six and Seven.

DISCUSSION

In considering both a permanent Open and Slow Streets program, as well as an interim program to support events between the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games, staff emphasized funding availability and cost effectiveness relative to intended program outcomes. The resulting recommended approach will encourage the use of eligible and broadly available unprogrammed local funding for events between September 2026 and March 2028, and lay the groundwork for future cycles whereby Metro resources support specific objectives that will facilitate successful and self-sustaining open streets programming.

The staff-recommended approaches to addressing this Board amendment aim to operationalize the existing goals of the Open and Slow Streets Program by employing the following three guiding principles for the future Program, as follows:

1. Establish sustainable funding between Metro and partners that enable local jurisdictions to host civic events on a regular, more frequent schedule.
2. Tie civic events to more distinct, measurable outcomes, such as improved transit ridership, and active transportation usage.
3. Link events happening at the same locations to local jurisdictions making progress on installing permanent or semi-permanent active transportation infrastructure investments, complete streets, and equitable outcomes.

Detailed staff responses to the Board-directed three actions necessitating this report back are included below:

A. Make Metro's Open and Slow Streets pilot program permanent, including soliciting input from community stakeholders, previous event organizers, and partnering agencies to identify recommendations to transition the Metro Open and Slow Streets Program from a pilot to a permanent program.

Staff response:
Staff conducted extensive engagement with program stakeholders to inform Cycles 6 and 7, funding events in 2026 and 2028. Development of the program recommendations for Cycle 8 will involve continued dialogue with stakeholders and community members, as well as extensive evaluation of the Cycle 6 and 7 funded events. Cycle 8 recommendations will be presented to the Board in 2028, with specific eligible dates for funded events to be determined. In recommending a permanent program, staff will consider program models to emphasize cost-efficiency in relation to intended program outcomes, including potentially moving away from a competitive grant program. Staff has also pursued initial fact finding and engagement to inform these considerations, including a discussion with the City of Bogota, Colombia, where the open streets concept was initiated and which has provided extensive weekly open streets for over 40 years.

Considerations:
Through the first seven cycles, the Open and Slow Streets program has been successful in catalyzing popular civic events with broad reach across Los Angeles County. A 2020 evaluation report cites varied success of the program in achieving a 10% increase in Metrorail ridership on event days, with an 11% increase in TAP card sales on Open Streets Sundays depending on the location. Staff is in the process of developing a new report for 2026 with greater breadth and more updated data.
At the same time, the competitive grant model is time and resource intensive both for Metro staff and applicants without necessarily leading to better outcomes. Additionally, recent cycles have been marked by consistent increases in costs for event staffing, insurance, and other categories, with a significant portion of overall budgets comprised of public safety/law enforcement costs. In making recommendations for the future, staff will give strong consideration to non-competitive approaches including a sponsorship model and will recommend an approach that offers the best return on investment. Staff has conducted initial comparison to marketing and sponsorship arrangements, which will be further assessed to inform upcoming recommendations. At this time, staff considers sponsorship models compelling, especially in establishing return on investment metrics (e.g. for transit ridership impact per dollar invested). Development of a permanent program model will emphasize the following objectives (and may be inclusive of other objectives informed by stakeholder engagement):

- **Transit ridership:** Open streets should, and do, result in increased day-of-event ridership. Additionally, open streets are an opportunity to introduce first-time or infrequent riders to the Metro system, however, there is limited data on whether the events produce sustained ridership. Metro staff will be conducting surveys at future events to determine if the temporary increases in ridership also create sustained ridership.
- **Permanent active transportation infrastructure:** Open streets demonstrate the value of providing safe and enjoyable space for cycling and walking. They should prompt and support local agency efforts to improve permanent or semi-permanent walk/bike/roll infrastructure.
- **Facilitation of regularly occurring open streets comparable to more established programs around the world:** The benefits of open streets are best achieved through establishing a regular, predictable cadence of events. This goal is linked to the intent to explore and promote cost-efficiencies through regular staffing models, introduction of semi-permanent infrastructure (such as sunken bollards to readily close streets to traffic), and other

practices.

B. Initiate an abbreviated Open and Slow Streets Grant Cycle and identify a minimum of $1 million to support waitlisted and/or new events that celebrate the 2028 Olympic and Paralympic Games that will occur between September 2026 and March 2028.

Staff Response:
Staff will work with prospective event sponsors for events between September 2026 and March 2028 to identify and secure funding from unprogrammed local sources. Funding is broadly available in locally programmed categories, including Transportation Development Act (TDA) Article 3, and Local Return from various sales tax measures, as discussed below.

Considerations:
The Board's direction to consider an interim cycle to fund events between the FIFA World Cup in 2026 and Olympic and Paralympic Games in 2028 necessitates identification of available funding for this purpose. The Board's authorized funding of $10 million for Cycles 6 and 7 was fully committed by the December awards. Staff's investigation concluded that while there is not eligible, available funding among sources directly programmed by Metro, there is substantial highly-flexible funding available through sources programmed by local agencies, notably TDA Article 3 and Local Return from various sales tax measures.

Within all Metro-controlled funding sources, only Proposition C Ordinance 25% (PC25) funds are eligible to fund open and slow street events. This source has been utilized for all prior, as well as current Cycle 6 and 7, open and slow streets grants. As described below, PC25 cannot be made available for additional open and slow streets funding without disrupting other high-priority commitments. PC25 funds facilitate transit and rideshare modes through supportive investments, including maintenance of roadways with transit service. It is a fully subscribed funding source in the adopted budget and the Short Range and Long Range Transportation Plans. Currently, a minimum of $70,200,000 is allocated across the Vermont Transit Corridor, NextGen bus priority lanes, Rideshare, Freeway Service Patrol.. Redirecting PC25 for open and slow streets events would have detrimental impacts for these competing uses. For instance, the Freeway Service Patrol program tows/assists disabled vehicles and removes roadway hazards; $1 million equates to approximately 6,900 assists in LA County. The Rideshare program matches commuters for carpooling and vanpooling and $1 million is associated with a reduction of approximately 21 million vehicle miles traveled (VMT). Mobility hubs, which provide multimodal connections to transit, cost approximately $3-15 million each and $1 million can contribute to the total project cost. An additional $108 million of PC25 funding is budgeted for debt service repayment for bonds issued for capital projects and cannot be redirected.

Conversely, Local Return and TDA Article 3 funding are highly flexible and broadly available (uncommitted) across most Los Angeles County jurisdictions, including applicants for the recent Cycle 6 and 7 solicitation. Attachments A and B detail the availability of funding in these sources. Attachment C details eligibility of those funds to support Open and Slow Streets events. The staff proposed approach will include hands-on assistance to local jurisdictions in confirming availability, assessing and navigating trade-offs, and assistance in pursuing additional external funding as appropriate.

Additional description of funding sources assessed is included in the Background section of this report

C. Offer technical assistance, including but not limited to the identification of alternative sources of funding and partnering on external grant applications, to support agencies and organizations that were waitlisted or ineligible for funding in the Open and Slow Streets Grant Program Cycles Six and Seven.

Staff Response:
Staff will provide technical assistance to event sponsors focused on identifying and programming available funding, coordinating event logistics and planning, and disseminating best practices tied to program objectives.

Considerations:
Debriefs and technical assistance for discussions with Cycle 6 and 7 applicants and awardees are ongoing. Staff will offer one-on-one sessions with applicants, and, notably, will provide up-to-date information on available TDA Article 3 funding by jurisdiction. Staff will expand and refine on-going technical assistance efforts to focus on:

- Identifying and securing funding
- Grant writing assistance as appropriate
- Disseminating best practices for event production and cost control and achievement of specified objectives such as maximizing transit ridership
- Coordination with Metro functions including transit operations
- Disseminating lessons learned from evaluations of Cycle 6 and 7 events

FINANCIAL IMPACT

This recommendation will not impact Metro's FY27 budget. Local Return and TDA Article 3 are not eligible to fund Metro bus and rail operations.

EQUITY PLATFORM

The recently awarded Cycles 6 and 7 of the Open and Slow Streets Grant Program give residents of Los Angeles County, especially those in Equity Focus Communities (EFC), the opportunity to walk, bike, or roll through their neighborhoods. Of the 29 proposed projects recommended for funding in Cycles 6 and 7, 25 (86%) are located in EFCs. By hosting Open Streets events in EFCs, community members from disadvantaged areas will also have the chance to enjoy car-free activities. .

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 will contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will help further encourage transit ridership 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.

The Open and Slow Streets program encourages and promotes using transit and active transportation. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item directly encourages transit and active transportation, 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

Cycles 6 and 7 of the Open and Slow Streets Grant Program support the third goal of Metro's strategic plan. The program seeks to promote car-free and car-light mobility options within local communities, giving them opportunities to experience these transportation modes in a safe environment. This helps Metro encourage sustainable transportation choices through open streets events. Additionally, these events enable Metro staff, through outreach activities such as staffing information booths at Open Streets events, to share the latest information and address any questions from the communities they serve.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the staff recommended action to exclude PC25 as a funding source for Open and Slow Street events occurring between September 2026 and March 2028. Staff does not recommend this as PC25 funds are constrained and fully subscribed for high-priority investments.

NEXT STEPS

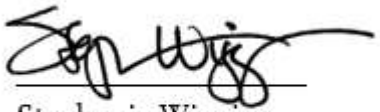
The Cycle 8 program recommendations will be presented to the Board in 2028 and will be based upon feedback from program stakeholders and community members, as well as extensive evaluation of the Cycle 6 and 7 funded events.

ATTACHMENTS

Attachment A - Local Return (LR) Fund Balances & Revenues for FY25
Attachment B - TDA3 Fund Balances & Revenues for FY26
Attachment C - Open and Slow Streets & Transit-First Fan Zones Funding Sources Available to Local Jurisdictions in Los Angeles County

Prepared by: Neha Chawla, Senior Director, Countywide Planning and Development, (213) 922-3984
Jacob Lieb, Deputy Executive Officer, Countywide Planning and Development, (213) 547-4272
Avital Barnea, Senior Executive Officer, Countywide Planning and Development, (213) 547-4317
Nicole Ferrara, Deputy Chief Planning Officer, Countywide Planning and Development, (213) 547-4322

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



Stephanie Wiggins
Chief Executive Officer

Attachment A - Local Return Fund Balances & Revenues for FY25

City	Grand Total LR Fund Balance FY25		Grand Total LR Actual revenues FY25
Agoura Hills	$ 2,301,539		$ 1,637,225
Alhambra	20,871,229		6,732,994
Arcadia	14,493,314		4,596,403
Artesia	3,237,013		1,332,719
Avalon	0		277,508
Azusa	12,934,521		4,097,865
Baldwin Park	2,512,470		5,827,427
Bell	6,998,110		2,763,490
Bell Gardens	6,257,835		3,183,934
Bellflower	9,396,791		6,370,353
Beverly Hills	16,711,355		2,621,713
Bradbury	38,576		73,621
Burbank	23,066,742		8,656,919
Calabasas	3,526,450		1,888,812
Carson	14,352,783		7,634,254
Cerritos	4,529,032		3,965,695
Claremont	6,563,343		3,044,145
Commerce	(35,101)		996,744
Compton	27,400,530		7,761,207
Covina	4,411,145		4,169,664
Cudahy	8,982,744		1,844,259
Culver City	3,581,303		3,286,209
Diamond Bar	6,939,163		4,420,672
Downey	14,423,761		9,213,923
Duarte	2,956,208		1,887,819
El Monte	12,493,634		8,809,462
El Segundo	357,742		1,401,869
Gardena	14,325,022		4,952,998
Glendale	63,331,826		15,840,915
Glendora	10,484,037		4,236,661
Hawaiian Gardens	1,758,811		1,121,793
Hawthorne	15,310,037		7,097,291
Hermosa Beach	1,428,854		1,574,949
Hidden Hills	578,600		143,350
Huntington Park	8,950,226		4,412,391
Industry	1,555,772		35,361
Inglewood	14,846,469		8,798,779
Irwindale	226,387		122,813
La Canada Flintridge	3,258,129		1,650,475
La Habra Heights	1,053,374		455,889
La Mirada	9,558,709		3,966,688

City	Grand Total LR Fund Balance FY25		Grand Total LR Actual revenues FY25
La Puente	4,706,541		3,093,585
La Verne	7,571,516		2,654,673
Lakewood	20,961,733		6,637,841
Lancaster	30,300,946		14,357,890
Lawndale	9,890,432		2,557,449
Lomita	7,072,679		1,663,891
Long Beach	113,430,677		37,947,010
Los Angeles City	643,850,743		311,885,019
Los Angeles County	293,716,727		82,647,883
Lynwood	9,982,876		5,484,579
Malibu	1,299,169		870,536
Manhattan Beach	6,101,916		2,839,181
Maywood	4,862,150		2,032,742
Monrovia	2,444,662		3,108,739
Montebello	29,609,298		5,105,044
Monterey Park	7,845,778		4,909,852
Norwalk	17,460,299		8,376,843
Palmdale	55,734,374		13,740,183
Palos Verdes Estates	1,439,947		1,071,194
Paramount	8,660,621		4,321,048
Pasadena	33,085,681		11,344,469
Pico Rivera	9,441,747		5,049,559
Pomona	22,175,319		12,398,934
Rancho Palos Verdes	7,221,198		3,397,842
Redondo Beach	9,715,249		5,665,029
Rolling Hills	717,642		138,216
Rolling Hills Estates	1,021,970		699,444
Rosemead	14,583,113		4,142,502
San Dimas	10,513,349		2,822,204
San Fernando	1,890,233		1,945,043
San Gabriel	5,060,929		3,185,508
San Marino	1,411,324		1,010,823
Santa Clarita	52,257,719		19,101,701
Santa Fe Springs	1,010,058		1,537,848
Santa Monica	26,018,207		7,595,663
Sierra Madre	2,072,821		896,126
Signal Hill	2,226,920		946,642
South El Monte	6,013,652		1,611,635
South Gate	17,423,305		7,670,858
South Pasadena	9,804,194		2,175,762
Temple City	9,443,915		2,965,803
Torrance	30,967,710		11,847,064
Vernon	62,234		16,977
Walnut	5,459,121		2,281,763

City	Grand Total LR Fund Balance FY25		Grand Total LR Actual revenues FY25
West Covina	19,905,235		8,935,007
West Hollywood	4,090,595		2,881,333
Westlake Village	1,292,629		655,801
Whittier	25,017,297		7,228,881
Grand Total	$ 1,982,814,935		$ 808,360,876

Note: Amounts are subject to change based on claims submitted

Attachment B - TDA3 Fund Balances & Revenues for FY26

City	Grand Total TDA3 Fund Balance FY26 3-24-2026		Grand Total TDA3 Actual revenues FY26
Agoura Hills	$ 15,859		$ 15,859
Alhambra	368,643		65,351
Arcadia	148,963		44,564
Artesia	76,341		12,806
Avalon	5,000		5,000
Azusa	212,261		39,482
Baldwin Park	296,810		56,445
Bell	91,133		26,609
Bellflower	69,143		61,500
Bell Gardens	83,393		30,666
Beverly Hills			25,415
Bradbury			5,000
Burbank	412,953		84,352
Calabasas	18,176		18,176
Carson	407,134		73,427
Cerritos	228,023		38,193
Claremont	188,999		30,111
Commerce	9,696		9,696
Compton	110,251		74,823
Covina	186,635		40,332
Cudahy	106,825		17,751
Culver City			32,129
Diamond Bar	256,134		42,609
Downey	586,726		89,056
Duarte	18,906		18,906
El Monte	515,645		85,297
El Segundo	54,870		13,561
Gardena	47,954		47,954
Glendale	787,363		153,022
Glendora	40,911		40,911
Hawaiian Gardens	65,069		10,842
Hawthorne	110,614		68,350
Hermosa Beach	89,875		15,257
Hidden Hills	25,000		5,000
Huntington Park	160,348		42,516
Industry			0
Inglewood	193,826		84,721
Irwindale	10,000		5,000
La Canada Flintridge	27,540		16,024

City	Grand Total TDA3 Fund Balance FY26 3-24-2026		Grand Total TDA3 Actual revenues FY26
La Habra Heights	22,352		5,000
Lakewood			64,034
La Mirada			38,409
Lancaster	473,571		137,883
La Puente	177,645		29,929
La Verne	89,740		25,327
Lawndale	147,834		24,655
Lomita	87,642		16,241
Long Beach	544,714		366,441
Los Angeles City	18,553,424		3,461,663
Lynwood	234,560		52,940
Malibu	19,298		8,495
Manhattan Beach	62,534		27,322
Maywood	100,026		19,541
Monrovia	149,168		30,431
Montebello	75,998		49,473
Monterey Park	165,145		47,410
Norwalk	218,178		80,813
Palmdale	584,214		132,632
Palos Verdes Estates	10,374		10,374
Paramount			41,665
Pasadena	340,117		111,577
Pico Rivera	187,418		48,586
Pomona	516,379		121,539
Rancho Palos Verdes	181,771		32,693
Redondo Beach	272,140		54,511
Rolling Hills	14,343		5,000
Rolling Hills Estates	25,214		6,829
Rosemead	145,355		40,377
San Dimas	75,037		27,103
San Fernando	71,728		18,895
San Gabriel	95,098		30,851
San Marino	11,968		9,899
Santa Clarita	335,955		184,043
Santa Fe Springs	36,858		14,900
Santa Monica	217,289		74,216
Sierra Madre	42,602		8,725
Signal Hill	25,535		9,156
South El Monte	61,144		15,539
South Gate	369,385		74,070
South Pasadena	117,098		20,993

City	Grand Total TDA3 Fund Balance FY26 3-24-2026		Grand Total TDA3 Actual revenues FY26
Temple City	108,051		28,744
Torrance	419,473		114,147
Vernon	5,000		5,000
Walnut	96,261		22,269
West Covina	490,498		87,149
West Hollywood	105,180		28,025
Westlake Village	6,324		6,324
Whittier	69,916		69,916
LA County	3,115,933		1,765,933
Grand Total	$ 9,254,400		$ 9,254,400

Note: Amounts are subject to change

Open and Slow Streets & Transit-First Fan Zones

Funding Sources Available to Jurisdictions in Los Angeles County

The table below documents funding available to all Los Angeles County jurisdictions that may be leveraged to support Open and Slow Streets events and Transit-First Fan Zones. The "Fund Source" column provides a link to the relevant guidelines, the "Applicability" column provides a general overview of the applicability of funds and the "Page Number" column provides the associated page numbers where additional information is provided. It is the responsibility of the jurisdiction to affirm eligibility. The funding sources listed herein are for transportation purposes only.

Fund Source	Applicability	Page Number
LA County Measure M – Local Return *17% of the total tax collected is allocated to jurisdictions based on population*	Active Transportation including Open Streets events, ADA improvements, demonstration projects, improving first/last mile access to transit	78
	Complete Streets	75
	Transportation Demand Management (TDM) projects, including first/last mile connectivity and bike sharing	77
Transportation Development Act (TDA) – Article 3 *Generated from the general statewide sales tax and state tax on diesel fuel and allocated by Metro to jurisdictions based on population*	Pedestrian and Bicycle Allocations for exclusive pedestrian and bicycle facilities, or for pedestrian/bicycle improvements to local streets and roads (including striping/maintenance). Up to 5% may also be used for pedestrian and bicycle safety education programs.	40, 42

Metro

LA County Proposition C – Local Return *20% of the total tax collected allocated to jurisdictions based on population*	Bikeways and Bike Lanes including signage, information/safety programs, maintenance, construction	18
	Transportation Demand Management (TDM) projects intended to influence the manner in which people commute, resulting in a decrease in the number of vehicle trips made and vehicle miles traveled during peak travel periods.	16
	Safety	19
	Americans with Disabilities Act Related Street Improvements including curb ramps and accessible sidewalks associated with transit.	20
LA County Measure R – Local Return *15% of the total tax collected allocated to jurisdictions based on population*	Bikeways and Pedestrian Improvements including, but not limited to, bike/pedestrian facilities (construction & maintenance), signage, information/safety programs, bike lanes and bicycle parking, ADA improvements, streetscapes, crossings and curb cuts, bike sharing, bike safety and bike education	4

For more information about Local Return Programs, please visit metro.net/about/local_return_pgm.

For additional questions, please contact:

- Chelsea Meister, Transportation Planning Manager: MeisterC@metro.net, or
- Susan Richan, Senior Director, RichanS@metro.net

Open and Slow Streets Grant Program Update
2026-0432

Metro

Planning & Programming Committee
July 15, 2026

Recommendation

APPROVE the staff recommendation to provide assistance to local jurisdictions to use Local Return and TDA Article 3 as the only available funding for Open and Slow Street events occurring between September 2026 and March 2028.

Background

On December 4, 2025, the Metro Board approved Open and Slow Streets Program Cycles 6 and 7 and amended the Board report to direct the CEO to report back on the following series of recommendations and analysis:

A. Make Metro's Open and Slow Streets pilot program permanent, including soliciting input from community stakeholders, previous event organizers, and partnering agencies to identify recommendations to transition the Metro Open and Slow Streets Program from a pilot to a permanent program;

B. Initiate an abbreviated Open and Slow Streets Grant Cycle and identify a minimum of $1 million to support waitlisted and/or new events that celebrate the 2028 Olympic and Paralympic Games that will occur between September 2026 and March 2028; and

C. Offer technical assistance, including but not limited to the identification of alternative sources of funding and partnering on external grant applications, to support agencies and organizations that were waitlisted or ineligible for funding in the Open and Slow Streets Grant Program Cycles Six and Seven.

Response by Issue Area

A. Permanent Program

Staff to return to Board in late 2028 with recommendations, inclusive of Cycle 6 and 7 evaluation.

B. Abbreviated Cycle

Funding is broadly available in locally programmed categories including Transportation Development Act (TDA) Article 3, and Local Return (Grand Total Local Return Fund Balance FY25: $1,982,814,935) from various sales tax measures.

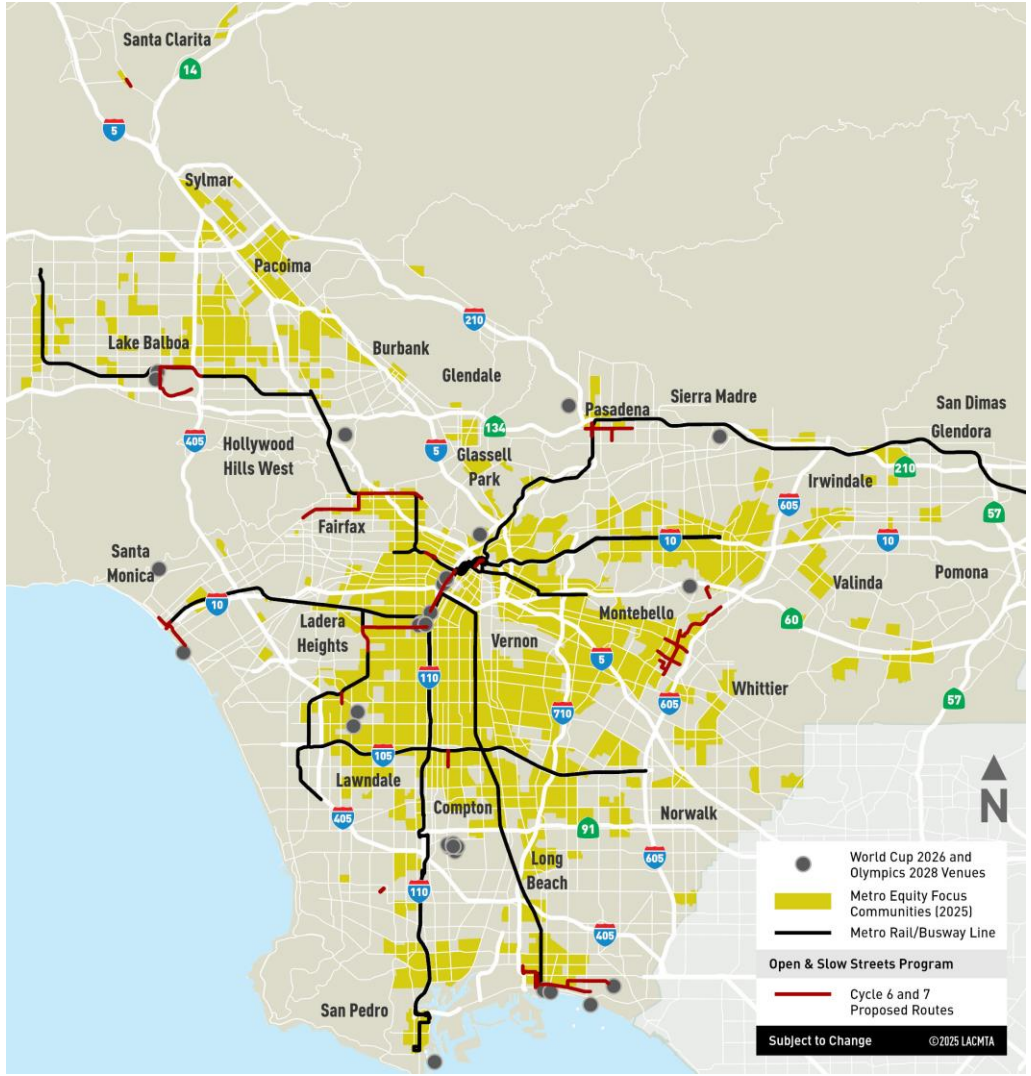
C. Technical Assistance

Staff will provide technical assistance to event sponsors focused on identifying and programming available funding, coordinating event logistics and planning, and disseminating best practices tied to program objectives.

Equity

- 25 (86%) of the 29 events funded in Cycles 6 and 7 are located in Equity Focus Communities (EFCs).

- Applicants were:
  - Encouraged to focus on EFCs while also addressing the diverse needs of communities.
  - Required to explain how their event would reach marginalized communities through their route proposal, outreach, programming, and other considerations.
  - Encouraged to partner with CBOs or non-profits; if they couldn't, they were advised to describe how they would reach the community.



Next Steps

Staff will continue collecting feedback from program stakeholders and community members. Staff will develop Cycle 8 program recommendations based on this feedback as well as extensive evaluation of Cycle 6 and 7 funded events. Staff will present Cycle 8 program recommendations to the Board in 2028.

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

Metro

Board Report

File #: 2026-0460, **File Type:** Informational Report **Agenda Number:** 16.

CONSTRUCTION COMMITTEE
JULY 15, 2026

SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute the FY27 Annual Work Plan Budget for the City of Los Angeles (Attachment A).

ISSUE

During the planning, design, construction and maintenance phases of Metro projects, a significant amount of support is required from local jurisdictions via an Annual Work Plan (AWP). The AWP serves as a commitment from the agency for the reimbursement of services by the City of Los Angeles reviewing departments for an estimated amount of services. The City of Los Angeles requires the AWP process as a means to budget toward the level of effort needed to support the projects. This method allows for the delivery of support in a timely manner thereby keeping projects on schedule

BACKGROUND

In April of 2024, a new Master Cooperative Agreement (MCA) was executed between Metro and the City of Los Angeles. The intent of the agreement is to establish a streamlined process among both entities to successfully construct Metro's ongoing projects. A primary function of the MCA is to clearly identify a yearly budget for each City department to provide those City services, which is labeled the AWP. This work plan is consistent with the principles of the new MCA, which contains a streamlined escalation ladder, improved processes for design reviews and acceptance, early involvement and improved collaboration processes, and the inclusion of a Project Liaison to coordinate across City departments for future mega projects.

DISCUSSION

The AWP funds Metro's project plan reviews from various City of Los Angeles departments to support design and construction project plans on an annual basis. These services are essential for streamlining project delivery, which includes expediting plan reviews and approvals, ensuring quality and effective construction measures, timely inspections, and other functional efforts as described

above. All services are centered to avoid delays and promote cost saving measures to effectively deliver the projects with minimal impacts on the community and provide benefits of enhanced mobility and regional access to underserved populations within the respective project areas.

Without the AWP process, the Agency would be subject to submitting design packages and permit requests via the retail counters at each respective Bureau and Department. This would put Metro in the queue with all others seeking development services from the City thereby increasing time to review and almost certainly opening projects up to the risk of delay.

The action contained herein provides funding for the City of Los Angeles participation in projects within the limit of the current approved FY27 budget for Third Party review and maintenance (Attachment A).

Metro's efforts to proactively manage these costs will include the following:

A. Controlling the design review process through the early coordination of design efforts to define scope and establish/clarify standards and requirements.
B. Clearly communicating required supporting documentation and justification
C Reviewing submittals for completeness.
D Ensuring that third party requirements are identified and addressed prior to sending to the third party.
E Reviewing timesheets with each third-party organization on a monthly basis to ensure that the hours charged are appropriate.
F Conducting executive and staff level partnering with third parties.

The MCA and AWP are currently based on a reimbursement model for work performed by the City supporting Metro projects. In light of Executive Directive 16, issued by Mayor Bass on October 17, 2025, the City and Metro are exploring adjusting the funding model to the City in areas where permit streamlining and development of innovative measures to accelerate project delivery are implemented. Approval of this item does not limit the City or Metro to advance these discussions.

DETERMINATION OF SAFETY IMPACT

The recommended action has no impact on safety.

FINANCIAL IMPACT

The funding of $37,064,243 which may be obligated and spent under this one-year work plan, is included in the adopted FY27 budget in the projects requiring the services to be performed by the City of Los Angeles as outlined in Attachment A. Since these are multi-year projects, the Project Managers and the Chief Program Management Officer will be responsible for budgeting future year's costs. These fund sources are not eligible for rail and bus operating expenses. This action does not create any new financial obligations for the agency.

EQUITY PLATFORM

While considering the projects, Metro will provide an estimated 42 miles of new transit and active transportation systems (pedestrian, bicycle, rail and bus) and 11 potential passenger stations within the City of L.A limits and within and near eight Equity Focus Communities (EFC). This Board item action will reduce the likelihood of transit and active transportation project delays as well as provide other tangible benefits to people travelling in Los Angeles. This includes expedited, streamlined projects that improve safety and access for multimodal users with minimal negative impacts to local communities. This will ultimately lead to our operating system providing a world class transit system with reduced air and noise pollution, more walkable neighborhoods, better transportation amenities for individuals with disabilities, less congestion and collisions, and will ultimately better connect communities. Not approving this action will have delays on the projects, which will ultimately affect the users of the system.

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 facilitates the progress of critical work with the City of Los Angeles departments to reduce red tape and improve outcomes in the planning and construction of Metro projects, which will serve to reduce 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 the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro's transit projects support 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.

By executing the Annual Work Plan for FY27 and allowing the City departments to continue reviewing plans and performing support work while advancing Metro's transportation projects, it would positively support Metro's overall plan and goal of expanding the transportation network, increasing mobility for all users and improve LA County's overall transit networks and assets.

ALTERNATIVES CONSIDERED

The Board may reject the recommendation and direct us to include this work under Construction or Professional Services contracts. This is not recommended because it will have the effect of significantly delaying Metro projects.

NEXT STEPS

Upon Board approval of the AWP, the City of Los Angeles will submit the annual work plan to the Los Angeles City Council and Mayor's Office for adoption.

ATTACHMENT

Attachment A - FY27 Annual Work Plan Anticipated Budget for the City of Los Angeles

Prepared by: Eduardo Cervantes, Executive Officer; 213-922-7255

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

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

FY27 ANNUAL WORK PLAN ANTICIPATED BUDGET FOR CITY OF LOS ANGELES

CRENSHAW CATCH ALL		
Bureau of Engineering		$20,000
Dept. of Transportation		$20,000
Con Ad		$20,000
Bureau of Street Lighting		$20,000
Bureau of Street Services		$20,000
	Subtotal:	$100,000

REGIONAL CONNECTOR		
Bureau of Engineering		$120,995
Dept. of Transportation		$89,720
Bureau of Street Services		$55,331
Bureau of Street Lighting		$55,650
Con Ad		$221,332
	Subtotal:	$543,028

PURPLE LINE #1		
Bureau of Engineering		$484,330
Dept. of Transportation		$250,887
Bureau of Street Services		$189,553
Bureau of Street Lighting		$89,593
Con Ad		$221,332
	Subtotal:	$1,235,695

PURPLE LINE #2		
Bureau of Engineering		$1,067,916
Dept. of Transportation		$709,077
Bureau of Street Services		$202,906
Bureau of Street Lighting		$350,967
Con Ad		$539,382
LASAN (WPD)		$44,789
LASAN (WESD)		$119,314
Cross Coordination		$110,389
LAPD		$461,504
	Subtotal:	$3,606,244

ATTACHMENT A (Continued)

PURPLE LINE #3		
Bureau of Engineering		$891,734
Dept. of Transportation		$1,680,484
Bureau of Street Services		$109,272
Bureau of Street Lighting		$364,722
Con Ad		$539,382
LASAN		$36,299
LASAN(WPD)		$46,581
LASAN (WESD)		$173,190
LASAN (SCWID)		$36,299
Cross Coordination		$367,963
LAPD		$158,021
	Subtotal:	$4,403,947
DIVISION 20		
Bureau of Engineering		$336,314
Dept. of Transportation		$92,058
Bureau of Street Services		$15,005
Bureau of Street Lighting		$53,940
LASAN		$31,882
Con Ad		$473,680
	Subtotal:	$1,002,879
RAILTO RAIL		
Bureau of Engineering		$84,237
Bureau of Street Services		$6,522
Con Ad		$10,000
	Subtotal:	$100,759
ORANGE LINE (G Line Improvements)		
Bureau of Engineering		$514,642
Dept. of Transportation		$1,064,628
Bureau of Street Services		$53,748
Bureau of Street Lighting		$331,462
Con Ad		$50,000
Cross Coordination		$183,256
	Subtotal:	$2,197,736

ATTACHMENT A (Continued)

ESFVTC	
Bureau of Engineering	$1,405,329
Dept. of Transportation	$1,500,000
Bureau of Street Services	$266,589
Bureau of Street Lighting	$250,000
LASAN (WESD)	$232,329
LASAN (WPD)	$76,674
Con Ad	$1,053,982
Cross Coordination Support	$368,216
Subtotal:	$5,153,119

Link US	
Bureau of Engineering	$529,349
Dept. of Transportation	$706,029
Bureau of Street Services	$68,474
Bureau of Street Lighting	$50,000
LASAN	$10,000
Con Ad	$19,343
Subtotal:	$1,383,195

BRIGHTON TO ROXFORD DT	
Bureau of Engineering	$473,677
Dept. of Transportation	$383,626
Bureau of Street Services	$26,841
Bureau of Street Lighting	$20,000
Con Ad	$124,615
Subtotal:	$1,028,759

DORAN ST GRADE SEPARATION	
Bureau of Engineering	$329,363
Dept. of Transportation	$719,443
Bureau of Street Services	$27,137
Bureau of Street Lighting	$20,000
LASAN	$10,000
Con Ad	$124,615
Subtotal:	$1,230,558

ATTACHMENT A (Continued)

NOHO TO PASADENA BRT	
Bureau of Engineering	$757,250
Dept. of Transportation	$883,095
Bureau of Street Lighting	$288,653
City Planning	$5,047
Bureau of Street Services	$342,719
Subtotal:	$2,276,764

SOUTH EAST GATEWAY	
Bureau of Engineering	$224,367
Dept. of Transportation	$541,234
Bureau of Street Services	$25,897
Bureau of Street Lighting	$120,047
LASAN	$120,480
Con Ad	$124,615
City Planning	$9,998
Subtotal:	$1,166,638

SEPULVEDA TRANSIT CORRIDOR	
Cross Coordination	$182,550
City Planning	$20,073
Con Ad	$124,615
Bureau of Engineering	$28,406
Subtotal:	$ 355,644

NEXT GEN BUS SPEED AND RELIABILITY	
Bureau of Engineering	$700,000
Bureau of Street Services	$141,000
Con Ad	$663,997
Bureau of Street Lighting	$112,498
Dept. of Transportation	$4,737,994
Subtotal:	$6,355,489

ATTACHMENT A (Continued)

I-405 WIDENING CLOSEOUT	
Bureau of Engineering	$5,000
BSS	$5,000
Con Ad	$5,000
BSL	$5,000
Subtotal:	$20,000

INTERLOCK	
Bureau of Engineering	$20,000
BSS	$20,000
LADOT	$20,000
BSL	$20,000
Subtotal:	$80,000

MC3	
Bureau of Engineering	$20,000
BSS	$20,000
LADOT	$20,000
BSL	$20,000
Subtotal:	$80,000

INDUSTRIAL STREET VACATION	
Bureau of Engineering	$26,790
Subtotal:	$26,790

VERMONT	
Bureau of Engineering	$753,455
BSS	$192,018
DOT	$835,391
BSL	$288,652
LASAN	$120,479
City Planning	$10,033
Con Ad	$442,665
Cross Coordination	$183,704
Subtotal:	$2,826,397

ATTACHMENT A (Continued)

RCN (Pico / Flower)		
Bureau of Engineering		$215,684
BSS		$168,874
DOT		$182,686
BSL		$50,585
City Planning		$5,030
Con Ad		$73,777
Cross Coordination		$19,895
	Subtotal:	$716,531

RCN (Mobility Hubs)		
Bureau of Engineering		$210,257
BSS		$37,379
DOT		$13,009
BSL		$185,185
Con Ad		$73,777
City Planning		$5,030
Cross Coordination		$19,895
	Subtotal:	$544,532

RCN (Bus Corridor)		
Bureau of Engineering		$215,684
BSS		$80,016
DOT		$12,578
BSL		$222,555
Con Ad		$73,777
City Planning		$5,030
Cross Coordination		$19,899
	Subtotal:	$629,539

GRAND TOTAL:	**$37,064,243**
TOTAL FY26 BUDGET:	**$37,064,243**

Third Party Administration - City of Los Angeles Annual Work Plan

2026-0460 Construction Committee

Metro

July 2026

Recommendation

Recommendation:

Authorize the Chief Executive Officer to execute the FY27 Annual Work Plan Budget for the City of Los Angeles (Attachment A).

Estimated budget plan: $37,064,243

Metro

Background

The Annual Work Plan (AWP), a function of the new MCA, is a mechanism to obtain City support to accommodate projects through design, construction and maintenance phases.

The AWP shall serve as a commitment from Metro for the reimbursement of services by the City of Los Angeles reviewing jurisdictions for an estimated amount.

The AWP provides a means for the City of Los Angeles to budget its resources on an annualized basis in order to effectively support Metro projects in a timely manner, thereby avoiding delay

Metro

Services Provided

During the design, construction and maintenance phases of Metro projects, a significant amount of support is required from local jurisdictions. The following represents some of the general services that are to be provided by the City departments and bureaus for those projects listed in Attachment A:

- Meeting attendance
- Early planning
- Over the shoulder reviews
- Streamlined design plan reviews and approvals
- Value engineering efforts
- Interdepartmental coordination
- Liaison services
- Inspections and close out services

All services are centered to avoid delays and promote cost saving measures to effectively deliver the projects with minimal impacts.

Metro

File #: 2026-0300, **File Type:** Project **Agenda Number:** 17.

CONSTRUCTION COMMITTEE
JULY 15, 2026

SUBJECT: DORAN STREET & BROADWAY/BRAZIL GRADE SEPARATION PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a cost-plus fixed fee Contract No. AE137794MC086 for Construction Management Support Services (CMSS) to Zephyr UAS, Inc., dba Zephyr Rail, for a base term of four years in an amount Not-To-Exceed (NTE) $5,994,149, plus a one-year option in an amount NTE $280,178, for a total of $6,274,327; subject to the resolution of any properly submitted protest(s).

ISSUE

The Doran Street Grade Separation Project has completed final design plans and is in procurement for the construction of Segment 1 - City of Glendale portion of the project. A phased and segmented procurement strategy is being implemented to meet regulatory, environmental, right-of-way, and third-party coordination requirements. Staff recommends Board approval of the CMSS contract, which would support and oversee both segments of the Project, and includes all third-party and soft costs.

Awarding the CMSS contract is critical to provide the support required in managing the completion of this construction project and to satisfy expenditure requirements of the State Transit and Intercity Rail Capital Program (TIRCP) funds.

BACKGROUND

The Doran Street Grade Separation Project serves a critical rail corridor utilized by Metrolink, Amtrak, Union Pacific, and future operations of the California High-Speed Rail. The project will construct a new vehicle bridge extending from West San Fernando Road in the City of Glendale, passing underneath State Route 134, and connecting to the existing Fairmont Avenue Bridge.

At its May 2011 meeting, the Board authorized $6.6 million for improving the safety of the intersection of Doran Street and the Metro-owned right-of-way. At its January 2017 meeting, the Board advanced the Doran Street and Broadway/Brazil Grade Separation Project that proposed the elimination of two at-grade rail crossings at the Doran Street and Broadway/Brazil Street intersections to alleviate traffic delay and congestion, reduce train horn noise and improve vehicle and pedestrian safety and mobility. At its January 2021 meeting, the Board approved the advancement of the Doran Street Grade Separation Project and authorized advancement of final design and project development.

In 2015 (SB 348), the California Public Utilities Commission (CPUC) identified the Doran Street at-grade crossing as one of the most unsafe rail crossings in California. With 18 recorded pedestrian and vehicular incidents since 1976, the CPUC had an initial ruling that Doran Street should convert to a one-way westbound movement until the at-grade crossing can be closed permanently when the grade separation is built. In 2014, the Broadway/Brazil crossing improvements were completed to provide the first safety enhancements for the project area. Due to the West San Fernando Road and Broadway/Brazil Street signalized intersection changing from stop control to a signalized configuration, the crossing experienced significant traffic congestion and a high volume of complaints from the public and business owners. Due to this congestion and associated safety issues, CPUC has required the closure of this crossing and to provide an alternate access to the affected public and business owners.
Environmental clearance for the Project has been completed. The Project received a California Environmental Quality Act (CEQA) Notice of Exemption in 2019 and a National Environmental Policy Act (NEPA) Categorical Exclusion determination from the FRA in 2025.

Metro issued Request for Proposal (RFP) No. AE137794MC086 for Construction Management Support Services (CMSS) to support the construction phase of the Project. The CMSS consultant will provide construction management, inspection, support to contract administration, scheduling, document control, stakeholder coordination, and construction closeout support services necessary for project delivery.

DISCUSSION

The Doran Street Grade Separation Project addresses one of the most heavily trafficked and high-risk rail crossings in the region, where frequent train movements create conflicts with vehicles, pedestrians, and cyclists. The Project will eliminate the existing at-grade crossing and replace it with a grade-separated vehicle bridge, improving safety, reducing traffic delays, and enhancing rail operations and reliability. Key components of the Project include construction of a grade-separated crossing, new roadway alignments, pedestrian and bicycle improvements, and coordination with regional rail operators.

The Project is being delivered using a Design-Bid-Build approach and is currently advancing through PS&E and Right-of-Way acquisition. To maintain project momentum and address differences in jurisdictional readiness, construction will be implemented in two segments:

- Segment 1, within the City of Glendale, is further advanced and will proceed to construction first.
- Segment 2 within the City of Los Angeles is expected to be advertised for construction in Fall 2026.

Metro received proposals in January 2026 and is recommending the award of the CMSS contract. Staff recommends using CMSS for the construction phase of the Project as it enables Metro to engage a consultant team to support construction management, field inspection, contract administration, stakeholder coordination, scheduling, and document control activities necessary to deliver the Project.

The CMSS consultant will support the implementation of the phased construction delivery strategy for Segments 1 and 2 of the Project and assist Metro in maintaining the Project schedule and supporting compliance with the TIRCP funding deadline of June 30, 2027.

DETERMINATION OF SAFETY IMPACT

The Doran Street at-grade railroad crossing has a documented and longstanding history of serious safety incidents that establishes a clear and compelling need for grade separation. Since 1976, the crossing has experienced 18 train-vehicle or train-pedestrian collisions, resulting in five fatalities and at least one serious injury, prompting formal safety hearings and arbitrations by the CPUC. The crossing carries approximately 90 passenger and freight trains per day, including Metrolink commuter rail, Amtrak intercity service, and heavy freight traffic, a level of rail activity that the CPUC has consistently identified as presenting elevated and unacceptable risk for roadway users and pedestrians. Based on this collision history and operational context, the CPUC has repeatedly classified Doran Street as a high-risk and hazardous crossing where continued at-grade operation poses ongoing safety concerns. CPUC Order Instituting Investigation on the Commission's Own Motion into Closure of the Highway-Rail At-Grade Crossing at West Doran.

The CPUC has further determined that interim safety measures are insufficient to address the long-term risks at the Doran Street crossing and has directed Metro to advance permanent grade separation as the sole effective safety remedy. Through multiple decisions and enforcement actions, including Resolution TED-300 and Decision 19-01-008, the CPUC has conditioned continued interim operations on demonstrated progress toward ultimate closure of the at-grade crossing, most recently granting a time extension in January 2024 only after full construction funding was secured. The project also addresses broader regional and statewide rail safety objectives, as the corridor is expected to support increased passenger rail service and future high-speed rail operations, which are incompatible with at-grade roadway crossings. Accordingly, the Doran Street Grade Separation Project is necessary to comply with CPUC safety directives, eliminate a known collision hazard, and protect roadway users, pedestrians, and rail passengers both now and as rail service expands in the future.

Approval of this item advances the elimination of an at-grade crossing, directly reducing the potential for rail-related incidents and improving response times for emergency services. The Doran Street Grade Separation project is being designed in accordance with Metro and SCRRA standards, state and federal requirements, and in compliance with the Americans with Disabilities Act.

FINANCIAL IMPACT

The Doran Street Grade Separation Project is funded with local, state and federal grants. These sources include $33.12 million in Federal Railroad Administration Railroad Crossing Elimination Program funds, and $21.3 million in State Transit and Intercity Rail Capital Program funds.

Since this is a multi-year project, the Chief Program Management Officer will be accountable for budgeting the costs in future years.

Impact to Budget

The Project is funded through dedicated local, state, and federal capital funding sources that are restricted to eligible project expenditures and are not available for Metro bus or rail operating purposes. This board action for the CMSS contract will be funded by the state TIRCP grant and is programmed into the FY27 budget.

EQUITY PLATFORM

The Doran Grade Separation Project is located at the Doran street and Broadway/Brazil street crossings at the boundary of the City of Glendale and the City of Los Angeles (Atwater Village area) and directly serves Equity Focus Communities (EFC) designated as “moderate need” under the Metro Equity Need Index (MENI). The surrounding communities to the south, southeast, and north of the project area include approximately 68% low-income households, 20% households with no access to a vehicle, and up to 82% Black, Indigenous, and other People of Color (BIPOC) residents.

By eliminating the at-grade crossing, the project will benefit communities in the Cities of Glendale and Los Angeles by improving safety, mobility, and access across a heavily utilized rail corridor.

The Doran Street Grade Separation project operates on Metrolink’s Antelope Valley Line and the Project will serve a critical rail corridor utilized by Metrolink and Amtrak, Metrolink serves as a primary commuter rail system connecting various counties and cities, including Los Angeles The median income is $40,823 on the Antelope Valley Line and according to a 2022 Metrolink Rider Survey thirty-nine percent (39%) of all current Metrolink riders report household incomes below $50,000. The average age of Metrolink riders in 2022 has increased to 51 years. The same data show rider demographics at 38% Hispanic or Latino, 31% White, 17% Asian or Pacific Islander, 10% African American, and 4% Other.

This project will enhance accessibility in alignment with American with Disabilities Act (ADA) requirements by acquiring right of way to construct sidewalks and ADA ramps.

The CMSS solicitation was subject to Metro’s Small Business Prime (Set-Aside) program, based on an original estimate of less than $5 million, and open to certified Small Business Enterprise (SBE) firms only. Zephyr UAS, Inc., dba Zephyr Rail, a Small Business Prime, made a 79.03% SBE commitment and is performing 36.90% of 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.

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

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

This Board item will likely increase VMT in LA County, as it includes planning that encourages driving alone or increased vehicle travel by rerouting cars to longer roads and removing some pedestrian and bicycle access which therefore slightly worsen VMT. However, this project does enable some more reliability and possibly more frequent rail service in the future, which could have the effect of reducing VMT, but those improvements to rail service are not included as part of this project. Similarly, future phases of work are planned to build a ped bridge across the soon-to-be-closed west leg of the intersection and the rail crossing. This could mitigate the loss of multimodal access noted above, which could have the effect of reducing VMT, but those improvements to pedestrian access are not included as part of this project.

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project will improve safety and mobility by eliminating an at-grade rail crossing and enhancing connectivity for all users, including pedestrians, cyclists, and motorists. As a result, the Project supports strategic plan goals 1, 3, and 4 from Vision 2028:

Goal 1.2: Improve LA County's overall transit network and assets;
Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan

ALTERNATIVES CONSIDERED

The Board may choose not to award the CMSS contract. If this action is deferred, Metro would not be able to meet the period of performance grant requirements associated with the State Transit and Intercity Rail Capital Program Cycle 6 award funding in the amount of $21.3 million. Delays may jeopardize committed State funding and timely liquidation of the TIRCP grant by June 2027.

Given the safety concerns at the Doran Street at-grade crossing, not moving forward with this action would not allow Metro to meet CPUC requirements to pursue closure of at-grade crossing, and would fail to improve safety conditions for vehicles, pedestrians, and rail operations, and would not address ongoing traffic delays or emergency access constraints in the corridor.

NEXT STEPS

Upon Board approval of the award of the CMSS contract, staff will complete the award and execution of the CMSS contract and initiate project support services necessary to complete the Doran Grade Separation Project. In addition, staff will:

1. Return to the Board and establish the Life of Project (LOP) budget.

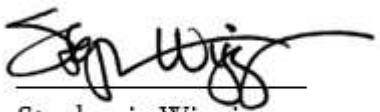
2. Complete the procurement process for the construction contract for Segment 1, City of Glendale, and issue the Invitation for Bid (IFB) for Segment 2, City of Los Angeles

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by:
Kausi Amuth, Senior Director, Regional Rail, (562) 405-1289
Kavita Mehta, Executive Officer Regional Rail, (213) 435-5047
Sameh Ghaly, Deputy Chief Program Management Officer, (213) 418-3369
Carolina Coppolo, Deputy Chief Vendor/Contract Management, (213) 922-4471

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



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

DORAN STREET GRADE SEPARATION CONSTRUCTION MANAGEMENT SUPPORT SERVICES
CONTRACT NO. AE137794MC086

1.	**Contract Number**: **AE137794MC086**	
2.	**Recommended Vendor**: **Zephyr UAS, Inc. dba Zephyr Rail**	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: November 20, 2025	
	B. Advertised/Publicized: November 20, 2025	
	C. Pre-Proposal Conference: December 11, 2025	
	D. Proposals Due: January 20, 2026	
	E. Pre-Qualification Completed: June 24, 2026	
	F. Conflict of Interest Form Submitted to Ethics: January 23, 2026	
	G. Protest Period End Date: July 27, 2026	
5.	**Solicitations Downloaded**: 139	**Proposals Received**: 11
6.	**Contract Administrator**: **Vanessa Vingno**	**Telephone Number**: **213-922-7574**
7.	**Project Manager**: **Kavita Mehta**	**Telephone Number**: **213-922-4235**

A. Procurement Background

This Board Action is to approve Contract No. AE137794MC086, Doran Street Grade Separation Construction Management Support Services, to support Metro's responsibilities to construct a grade separation over the Metro-owned railroad corridor that runs parallel to, and between San Fernando Road and San Fernando Road West, connecting West San Fernando Road to the Fairmont Avenue Bridge and linking Los Angeles and Glendale. Board approval of contract awards is subject to resolution of any properly submitted protest(s), if any.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and California Government Code §4525-4529.5 for Architectural and Engineering services. The contract type is a cost reimbursable (cost plus fixed fee) type contract for a base term of four years with one, one-year option term. The RFP was advertised as part of the Small Business Enterprise Prime (Set-Aside) Program based on an original estimate of less than $5 million.

One Amendment was issued during the Solicitation phase of this RFP:

- Amendment No. 1, issued on November 26, 2025, revised the Scope of Services chain of command and added additional required positions.

A total of 139 downloads of the RFP were recorded on the planholders' list. A virtual pre-proposal conference was held on December 11, 2025 and was attended by a

total of 57 individuals representing 41 firms. There were 70 questions received for this RFP and responses were provided prior to the proposal due date.

A total of 11 proposals were received on January 20, 2026, from the following firms listed below in alphabetical order:

1. C2PM
2. Construction Quality Management Solutions (CQMS)
3. Fountainhead Consulting Corporation
4. Fulcrum Consultants, Inc.
5. Hout Construction Services dba Hout Engineering
6. Morgner Construction Management
7. Pacific Pros Consultants, Inc.
8. Padcom Design and Construction Management
9. RVI CM Inc.
10. VSCE, Inc.
11. Zephyr UAS, Inc dba Zephyr Rail

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) comprised of staff from Transportation Planning, Program Management, and Program Control was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Experience and Qualifications of Firms on the Team 30%
- Key Personnel's Skills and Experience 40%
- Project Understanding and Approach 30%

The evaluation criteria are appropriate and consistent with the criteria developed for other Architectural and Engineering (A&E) procurements. Several factors were considered when developing the weightings, giving the greatest importance to Key Personnel's Skills and Experience.

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.

During March and April, the PET evaluated all 11 technical proposals and determined all to be within the competitive range. On April 16 and 17, 2026, the PET met with the firms for virtual oral presentations.

The proposing firms' project managers and key team members had the opportunity to present their team's qualifications, key personnel, and respond to the PET's questions. In general, each proposer's presentation addressed the requirements of

this RFP, experience with all aspects of the required and anticipated tasks, and stressed each proposer's commitment to the success of the contract. The firms also highlighted their staffing plans and work plans. Each proposing team was asked questions relating to each firm's previous experience performing work of a similar nature to the Scope of Services included in the RFP.

Qualifications Summary of the Recommended Firm:

Zephyr UAS, Inc. (dba Zephyr Rail) was ranked as the most qualified firm due to its strong technical expertise, organized team structure, and a realistic work plan tailored to the project's complexities. The firm offers extensive experience in grade separations, heavy civil construction, and rail-adjacent work, including multiple roadway-under-rail crossings, demonstrating its ability to manage the unique risks of this environment. Zephyr's familiarity with Caltrans, railroads, and third-party coordination, as well as CTC processes related to existing grants, enables efficient navigation of regulatory and stakeholder requirements. The proposal clearly identifies key issues, risks, and lessons learned from past projects, reflecting a mature understanding and credible mitigation strategies. The staffing plan presents a phase-aligned team with strong leadership and defined roles, supported by an effective small business plan that integrates partners. The team's current knowledge of the project, alignment with Metro's CMSS delivery model, and proactive approach to coordination, utility engagement, and risk management further demonstrate their readiness. These strengths position Zephyr Rail to deliver the project successfully.

The final scoring was based on evaluation of the written proposals, as supported by oral presentations, and clarifications received from the Proposers. The recommended most qualified firm is Zephyr Rail. The results of the final scoring are shown below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Zephyr UAS, Inc. dba Zephyr Rail**				
3	Experience and Qualifications of Firms on the Team	93.10	30.00%	27.93	
4	Key Personnel's Skills and Experience	90.68	40.00%	36.27	
5	Project Understanding and Approach	92.43	30.00%	27.73	
6	**Total**		**100.00%**	**91.93**	**1**
7	**Pacific Pros Consultants, Inc.**				
8	Experience and Qualifications of Firms on the Team	87.33	30.00%	26.20	
9	Key Personnel's Skills and Experience	89.23	40.00%	35.69	
10	Project Understanding and Approach	91.33	30.00%	27.40	

11	**Total**		**100.00%**	**89.29**	**2**
12	**VSCE, Inc.**				
13	Experience and Qualifications of Firms on the Team	88.83	30.00%	26.65	
14	Key Personnel's Skills and Experience	88.58	40.00%	35.43	
15	Project Understanding and Approach	89.33	30.00%	26.80	
16	**Total**		**100.00%**	**88.88**	**3**
17	**RVI CM Inc.**				
18	Experience and Qualifications of Firms on the Team	86.60	30.00%	25.98	
19	Key Personnel's Skills and Experience	87.53	40.00%	35.01	
20	Project Understanding and Approach	87.90	30.00%	26.37	
21	**Total**		**100.00%**	**87.36**	**4**
22	**Hout Construction Services dba Hout Engineering**				
23	Experience and Qualifications of Firms on the Team	86.73	30.00%	26.02	
24	Key Personnel's Skills and Experience	86.88	40.00%	34.75	
25	Project Understanding and Approach	87.23	30.00%	26.17	
26	**Total**		**100.00%**	**86.94**	**5**
27	**Construction Quality Management Solutions**				
28	Experience and Qualifications of Firms on the Team	80.93	30.00%	24.28	
29	Key Personnel's Skills and Experience	85.23	40.00%	34.09	
30	Project Understanding and Approach	83.77	30.00%	25.13	
31	**Total**		**100.00%**	**83.50**	**6**
32	**Morgner Construction Management**				
33	Experience and Qualifications of Firms on the Team	83.40	30.00%	25.02	
34	Key Personnel's Skills and Experience	82.80	40.00%	33.12	
35	Project Understanding and Approach	81.77	30.00%	24.53	
36	**Total**		**100.00%**	**82.67**	**7**
37	**Fountainhead Consulting Corporation**				
38	Experience and Qualifications of Firms on the Team	81.50	30.00%	24.45	
39	Key Personnel's Skills and Experience	81.33	40.00%	32.53	

40	Project Understanding and Approach	81.43	30.00%	24.43	
41	**Total**		**100.00%**	**81.41**	**8**
42	**C2PM**				
43	Experience and Qualifications of Firms on the Team	82.00	30.00%	24.60	
44	Key Personnel's Skills and Experience	81.00	40.00%	32.40	
45	Project Understanding and Approach	79.77	30.00%	23.93	
46	**Total**		**100.00%**	**80.93**	**9**
47	**Padcom Design and Construction Management**				
48	Experience and Qualifications of Firms on the Team	80.57	30.00%	24.17	
49	Key Personnel's Skills and Experience	80.20	40.00%	32.08	
50	Project Understanding and Approach	79.67	30.00%	23.90	
51	**Total**		**100.00%**	**80.15**	**10**
52	**Fulcrum Consultants, Inc.**				
53	Experience and Qualifications of Firms on the Team	79.93	30.00%	23.98	
54	Key Personnel's Skills and Experience	79.60	40.00%	31.84	
55	Project Understanding and Approach	80.90	30.00%	24.27	
56	**Total**		**100.00%**	**80.09**	**11**

C. Cost Analysis

Metro completed negotiations and determined that the recommended estimated costs are fair and reasonable based on a cost analysis of labor rates, Independent Cost Estimate (ICE), indirect rates and other direct costs in accordance with Metro's Acquisition Policy. Metro confirmed indirect cost rates based on current audits by a cognizant agency or CPA in accordance with FAR Part 31 and established provisional indirect cost rates for the first year of the contract, subject to retroactive Contract adjustments upon completion of any necessary audits. Where indirect cost rates were not supported by a current audit, Metro negotiated provisional indirect rates so as not to delay the contract awaiting audit. Metro negotiated a fixed fee based on the total estimated cost negotiated.

	Proposal Amount	ICE	NTE Funding Amount
Base Period – 4 Years	$10,525,171	$4,210,200	$5,994,149
Option Year 1	$893,340.35		$280,178

D. Background on Recommended Contractor

The recommended firm, Zephyr Rail, is located and headquartered in the city of Orange, California and was established in 2015. They hold certification as a Metro Small Business Enterprise (SBE). Zephyr Rails' staff demonstrated an excellent understanding of Los Angeles and local cities, agencies and Metro requirements, personnel and practices. They have extensive experience and skills in construction management services and are performing similar scope of services for ongoing Metro projects such as CMSS Capital Improvement Projects and Metro's LinkUS program, which include support for projects such as Harbor Gateway Transit and Sepulveda Transit Project Common Services Support. Their performance has been satisfactory.

DEOD SUMMARY

DORAN STREET GRADE SEPARATION CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACT NUMBER AE137794MC086

A. Small Business Participation

This solicitation was subject to the Small Business Prime (Set-Aside) program and open to certified Small Business Enterprise (SBE) firms only. Zephyr UAS, Inc., dba Zephyr Rail, a Small Business (SB) Prime, made a 79.03% SBE commitment and is performing 36.90% of the work with its own workforce.

	SBE Prime and Subcontractors	SBE % Committed
1.	Zephyr UAS, Inc., dba Zephyr Rail. (Prime)	36.90%
2.	Reddy Engineering Services	32.49%
3.	ZT Consulting Group, Inc.	6.69%
4.	MBI Media	1.41%
5.	Conaway Geomatics	0.60%
6.	Effect Strategies	0.94%
	Total SBE Commitment	79.03%

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

D. 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.

DORAN STREET & BROADWAY/BRAZIL GRADE SEPARATION PROJECT

2026-0300, Construction Committee

July 15, 2026

Metro

Recommendation

AUTHORIZE the Chief Executive Officer to award a cost-plus fixed fee Contract No. AE137794MC086 for Construction Management Support Services (CMSS) to Zephyr UAS, Inc., dba Zephyr Rail, for a base term of four years in an amount Not-To-Exceed (NTE) $5,994,149, plus a one-year option in an amount NTE $280,178, for a total of $6,274,327; subject to the resolution of any properly submitted protest(s).

Metro

Proposal Evaluation

AWARDEE: Zephyr UAS, Inc., dba Zephyr Rail

EVALUATION CRITERIA	MAXIMUM	ZEPHYR RAIL	PACIFIC PROS	VSCE	RVI CM	HOUT ENG.
Experience & Qualifications	30.00	**27.93**	26.2	26.65	25.98	26.02
Key Personnel	40.00	**36.27**	35.69	35.43	35.01	34.75
Project Understanding & Approach	30.00	**27.73**	27.4	26.8	26.37	26.17
Total Score	100.00	**91.93**	89.29	88.88	87.36	86.94

Metro

- **11 proposals received.** Table displays the top five ranked firms. Remaining scores ranged from 80.15 to 83.50.
- **Zephyr Rail ranked #1**

Issue

- **Project status:** Final design is complete and Segment 1 (City of Glendale) is in procurement for construction.
- **Phased delivery:** A phased and segmented procurement strategy is being implemented: Segment 1, City of Glendale and Segment 2, City of Los Angeles
- **Construction support:** The CMSS contract will support and oversee both project segments, including third-party and soft costs.
- **Timely action:** Award of the CMSS contract is critical to support project delivery and satisfy State Transit and Intercity Rail Capital Program (TIRCP) expenditure requirements by June 30, 2027.

Metro

Discussion

- **Project benefits:** Eliminates the at-grade crossing to improve safety, mobility, and rail operations.
- **Phased delivery:** Construction will be implemented in two segments to address differences in jurisdictional readiness.
- **CMSS services:** Provides construction management, inspection, contract administration, scheduling, document control, and stakeholder coordination.

Metro

NEXT STEPS

Upon Board approval:

- Staff will complete the award and execution of the CMSS contract and initiate project support services necessary to complete the Doran Grade Separation Project
- Return to the Board and establish the Life of Project (LOP) budget.
- Complete the procurement process for the construction contract for Segment 1, City of Glendale, and issue the Invitation for Bid (IFB) for Segment 2, City of Los Angeles

Metro

File #: 2026-0387, **File Type:** Informational Report **Agenda Number:** 18.

CONSTRUCTION COMMITTEE
JULY 15, 2026

SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES - CAPITAL PROJECTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a contract modification to Contract No. AE76301MC081000 with Zephyr Rail to increase the total authorized contract funding by $328,417, increasing the total Not-To-Exceed (NTE) amount from $9,269,211.94 to $9,597,628.94, for final contract closeout.

ISSUE

Contract No. AE76301MC081000 is a cost-plus fixed fee contract with Zephyr Rail to provide construction management support services for projects, such as Link US, Transportation Communication Network, Division 9 and El Monte Transit Center Charger Installation, and NoHo to Pasadena BRT Program. Under this contract structure, task orders are issued using established labor classifications and provisional indirect cost/overhead rates. Indirect cost rates are subject to reconciliation because final overhead rates may differ from the allowed provisional rates used at the time of invoicing. Metro has completed an overhead reconciliation for work performed from 2022 through 2025, which identified a total underbilling across Task Orders 01 through 17.

The requested contract modification does not authorize new scope, new services, or additional level of effort. The action provides sufficient contract authority to reconcile overhead costs for work already performed, invoiced, reviewed, and accepted under existing task orders. The reconciliation is necessary to complete contract administration and support closeout of the applicable task order adjustments.

BACKGROUND

The primary role of Zephyr Rail under Contract No. AE76301MC081000 was to provide skilled and qualified staff to augment Metro staff in the performance of construction management services for Metro capital projects, adjacent projects, joint development, and related work. Zephyr Rail staff worked side-by-side with Metro staff in Integrated Project Management Offices and provided specialized technical and administrative expertise to support project delivery, implementation, project reporting, construction oversight, field inspection, constructability reviews, cost and schedule

analysis, and related construction management functions.

The contract was originally awarded in October 2021 for a three-year base period, plus two one-year options to support design reviews, construction management, contract administration, and closeout for various Metro capital projects, smaller construction projects at bus and rail facilities, work within Metro right-of-way, and adjacent/joint development projects.

In September 2023, the Board approved an increase to the total authorized funding for Contract No. AE76301MC081 to support additional task orders for adjacent development, joint development, state of good repair inspections, and other construction management support needs. That action increased the total contract value to $9,269,211.00.

DISCUSSION

Metro has completed a reconciliation of Zephyr Rail's overhead rates for work performed under Contract No. AE76301MC081000 from 2022 through 2025. The reconciliation compares the amounts invoiced using provisional indirect cost/overhead rates with the amounts due after applying the applicable final rates for each year of the contract. The reconciliation identified a total underbilling across the task orders issued under the contract.

A summary of the current and requested contract funding can be found below, and additional contract authority information can be found in Attachment B.

- Total Authorized Funding to Date $9,269,211.94
- Task Orders Issued to Date $9,205,628.03
- Remaining Balance to Date $ 63,583.91
- Total Underbilling amount $ 392,000.91
- Current Board Action for Additional Funding $ 328,417.00

DETERMINATION OF SAFETY IMPACT

This action will have no detrimental impact on safety. The action is administrative in nature and provides contract authority to complete overhead reconciliation for previously performed Construction Management Support Services.

FINANCIAL IMPACT

The requested action will increase the total authorized contract funding for Contract No. AE76301MC081000 from $9,269,211.94 to $9,597,628.94. The additional contract authority, together with the remaining authorized contract value, will be used to fund the total overhead reconciliation amount. Task order adjustments will be funded from the associated project budgets.

Impact to Budget

Task order adjustments will be funded from the associated project budgets. The funding source differs depending on the individual projects from adjacent projects, joint development and other

capital projects listed in the Task Order Log in Attachment B.

EQUITY PLATFORM

This action supports fair and timely payment for work performed under a contract awarded to a firm that qualifies as a Small Business Enterprise. The action does not add new scope or change the services to be performed under the contract. Zephyr Rail made an overall 69% SBE goal and 5% DVBE commitment on this contract. The current participation levels are 69.22% SBE and 3.94% DVBE. Zephyr is exceeding its SBE commitment by 0.22% and has a 1.06% DVBE shortfall. Information regarding the DVBE shortfall can be found in 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.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations. Because the Metro Board has adopted an agency -wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports:

- **Strategic Plan Goal 1:** Provide high-quality mobility options that enable people to spend less time traveling.
- **Strategic Plan Goal 3:** Enhance communities and lives through mobility and access to opportunity.
- **Strategic Plan Goal 4:** Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the requested contract modification. Staff does not recommend this alternative because the overhead reconciliation is associated with work already performed under approved task orders. Without the requested contract authority, Metro would not have sufficient contract value to complete the reconciliation and close out the applicable task order adjustments.

NEXT STEPS

Upon Board approval, staff will execute a contract modification to increase the total authorized contract funding and process the applicable task order modifications necessary to complete the

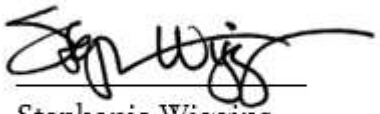
overhead reconciliation.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Task Order Log
Attachment C - DEOD Summary

Prepared by: Michelle Quinn, Executive Officer, Program Management, (213) 922-3026
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

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



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

CONSTRUCTION MANAGEMENT SUPPORT SERVICES
CAPITAL PROJECTS / CONTRACT NO. AE76301MC081000

1.	**Contract Number**: AE76301MC081000			
2.	**Contractor**: Zephyr Rail			
3.	**Mod. Work Description**: Increase the Contract Not-To-Exceed (NTE) funding amount.			
4.	**Work Description**: Construction Management Support Services- Capital Projects to support Metro in the performance of multiple capital projects.			
5.	**The following data is current as of**: June 12, 2026			
6.	**Contract Completion Status**:		**Financial Status**:	
	Award Date:	10/28/2021	**Board Approved NTE Amount**:	$3,519,211.94
	Notice to Proceed (NTP):	N/A	**Total of Modification Approved:**	$5,750,000.00
	Original Completion Date:	12/1/2026	**Pending Modification (including this action)**	$328,417.00
	Current Est. Complete Date:	12/1/2026	**Current NTE Value (with this action)**	$9,597,628.94
7.	**Contract Administrator**: Chelsea Bajorunas		**Telephone Number**: (213) 922-5344	
8.	**Project Manager**: Michelle Quinn		**Telephone Number**: (213) 418-3026	

A. Procurement Background

This Board action is to approve a contract modification to increase the contract NTE funding amount. On October 28, 2021, the Board of Directors approved the award of Contract No. AE76301MC081000, Construction Management Support Services - Capital Projects to Zephyr Rail, in the amount Not-To-Exceed (NTE) $3,519,211.94, to support the design reviews, construction management, and administration of the construction contract(s) and to ensure that the construction of various projects are administered and completed in compliance with contract requirements and government regulations. Additionally, this contract supports constructability and pre-construction activities for projects in the planning phase that are in the process of transitioning to Program Management. Contract No. AE76301MC081000 is a cost-plus fixed fee contract and the period of performance is a three-year base, plus two, one-year options.

This action is to increase the authorized funding for this Contract in the amount of $328,417, increasing the total authorized funding from $9,269,211.94 to an NTE amount of $9,597,628.94. A total of four contract modifications have been issued to date.

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

B. Cost Analysis

The final indirect cost/overhead rates are based on an audit by a cognizant agency or review by a Certified Public Accountant (CPA) in accordance with FAR Part 31. The Contract Modification and Task Order adjustments will be processed in accordance with Metro's Acquisition Policy and Procedures.

ATTACHMENT B

CONTRACT MODIFICATION/TASK ORDER LOG

CONSTRUCTION MANAGEMENT SUPPORT SERVICES- CAPITAL PROJECTS
CONTRACT NO. AE76301MC081000

CONTRACT MODIFICATION LOG

Mod. No.	Description	Status (Approved or Pending)	Date Issued	Amount
AE76301MC 0 81000-MOD-	Modification to Add Labor Classification- Program Coordinator	Approved	3/21/22	$0.00
AE76301MC 0 81000-MOD-	Add Existing Contract Positions to Subs	Approved	8/24/22	$0.00
AE76301MC 0 81000-MOD-	Increase to the Contract Not-to-Exceed (NTE) Funding Amount	Approved	6/3/24	$5,750,000.00
AE76301MC 0 81000-MOD-	Update Exhibit 1- Advanced Cost Agreement and the Contract	Approved	2/4/25	$0.00
AE76301MC 0 81000-MOD-	Increase to the Contract NTE Funding Amount	Pending	Pending	$328,417.00
	Modification Total:			**$6,078,417.00**
	Original Contract:		**10/28/21**	**$3,519,211.94**
	Total:			**$9,597,628.94**

ATTACHMENT B

TASK ORDER LOG

TO No.	Description	Status (Approved or Pending)	Date Issued	Amount
TO-001	Senior Inspector and Office Engineer for Various Adjacent Projects	Approved	3/8/22	$2,685,395.99
TO-002	Senior Inspector for C1146 State of Good Repair	Approved	3/11/22	$1,304,814.00
TO-003	Highway Program Coordinator	Approved	3/28/22	$172,057.09
TO-004	EB SR-91 Atlantic Ave to Cherry Ave – Constructability Review	Approved	5/23/22	$84,407.78
TO-005	Senior Inspector for Vermont/Santa Monica Joint Development Project	Approved	5/20/22	$44,423.91
TO-006	WB SR-91 Alondra Boulevard to Shoemaker Ave - Constructability Review	Approved	6/14/22	$83,686.58
TO-007	NoHo to Pasadena BRT Program Support	Approved	11/21/22	$258,592.73
TO-008	Harbor Gateway Transit Center Construction Support	Approved	4/25/23	$353,872.00
TO-009	Office Engineer for Various Adjacent Projects	Approved	11/7/23	$173,291.98
TO-010	Sepulveda Corridor Project Common Services Support - FY24 Funding	Approved	11/21/23	$654,646.48
TO-011	Construction Management Support Services (CMSS) for Link US Project	Approved	2/6/24	$1,414,016.00
TO-012	Resident Engineer and Office Engineer Support for Joint Development Projects	Approved	5/23/24	$413,519.00
TO-013	Resident Engineer and Office Engineer Support for Adjacent Projects	Approved	5/23/24	$343,413.00
TO-014	Transportation Communication Network (TCN) Project Sites - Resident Engineer and Office Engineer Support	Approved	6/12/24	$343,413.00
TO-015	Administrative Office Engineer	Approved	7/31/24	$362,589.39
TO-016	Division 9 and El Monte Transit Center Charger Installation CM Support	Approved	8/8/24	$315,019.10
TO-017	Project Coordinator for Various Adjacent Projects	Approved	11/4/24	$198,470.00
	Task Order Total:			**$9,205,628.03**

DEOD SUMMARY

CONSTRUCTION MANAGEMENT SUPPORT SERVICES-CAPITAL PROJECTS / CONTRACT NO. AE76301MC081000

A. Small Business Participation

Zephyr Rail (Zephyr) made an overall 69% Small Business Enterprise (SBE) and a 5% Disabled Veteran Business Enterprise (DVBE) commitment on this task order (TO) based contract. To date, Zephyr has been awarded seventeen (17) task orders. Based on payments made, the contract is approximately 97% complete and the current participation levels are 69.22% SBE and 3.94% DVBE. Zephyr is exceeding its SBE commitment by 0.22% and have a 1.06% DVBE shortfall.

Zephyr has submitted a shortfall mitigation plan and maintains, with concurrence from Metro's Project Team, that the shortfall is attributable to the nature of the contract's on-call, task-order structure. Zephyr indicated that staffing requirements were driven by Metro's operational needs and the specific qualifications required for each assignment, which limited opportunities for certain DVBE firms beyond what was originally anticipated. Zephyr further contends that, DVBE firm NSI Engineering was identified to provide quality management services; however, Metro did not issue any task order requests requiring those services during contract performance.

Because the project is substantially complete and the current procurement action is limited to overhead reconciliation, staff will initiate DEOD's pre-closeout review process to determine Zephyr's final DVBE participation. As part of that process, DEOD may request documentation from Zephyr demonstrating its good faith efforts to meet the DVBE commitment.

Small Business Commitment	**69% SBE 5% DVBE**	**Small Business Participation**	**69.22% SBE 3.94% DVBE**

	SBE Prime/Subcontractors	**% Committed**	**Current Participation[1]**
1.	Zephyr Rail (SB Prime)	TBD	69.22%
2.	AIX Consulting, Inc.	TBD	0.00%
3.	GCM Consulting, Inc.	TBD	0.00%
4.	Ramos Consulting Services, Inc.	TBD	0.00%
	Total	**69%**	**69.22%**

	DVBE Prime/Subcontractors	% Committed	Current Participation[1]
1.	Conaway Geomatics	TBD	1.92%
2.	NSI ENGINEERING Inc	TBD	0.00%
3.	Pacifica Services (Added)	TBD	2.02%
	Total	**5%**	**3.94%**

[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 contract.

C. Prevailing Wage Applicability

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

D. 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.

PROGRAM MANAGEMENT

2026-0387 – CONSTRUCTION MANAGEMENT SUPPORT SERVICES CAPITAL PROJECTS

Metro

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a contract modification to Contract No. AE76301MC081000 with Zephyr Rail to increase the total authorized contract funding by $328,417, increasing the total Not-To-Exceed (NTE) amount from $9,269,211.94 to $9,597,628.94, for final contract closeout.

Metro

ISSUE

Contract No. AE76301MC081000 is a cost-plus fixed fee contract with Zephyr Rail to provide construction management support services for projects. Metro has completed an overhead reconciliation for work performed from 2022 through 2025, which identified underbilling.

- The requested contract modification does not authorize new scope, new services, or additional level of effort.
- The action provides sufficient contract authority to reconcile overhead costs for work already performed, invoiced, reviewed, and accepted under existing task orders.
- The reconciliation is necessary to complete contract administration and support closeout of the applicable task order adjustments.

Metro

DISCUSSION

Metro has completed a reconciliation of Zephyr Rail's overhead rates for work performed under Contract No. AE76301MC081000 from 2022 through 2025. The reconciliation compares the amounts invoiced using provisional indirect cost/overhead rates with the amounts due after applying the applicable final rates for each year of the contract. The reconciliation identified a total underbilling across the task orders issued under the contract.

Metro

FUNDING REQUESTED

A summary of the current and requested contract funding can be found below, and additional contract authority information can be found in Attachment B.

· Total Authorized Funding to Date	$9,269,211.94
· Task Orders Issued to Date	$9,205,628.03
· Remaining Balance to Date	$ 63,583.91
· Total Underbilling amount	$ 392,000.91
· Additional Funding Requested	$ 328,417.00

Metro

NEXT STEPS

Upon Board approval, staff will execute a contract modification to increase the total authorized contract funding and process the applicable task order modifications necessary to complete the overhead reconciliation.

Metro

Metro

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

File #: 2026-0388, **File Type:** Contract **Agenda Number:** 19.

CONSTRUCTION COMMITTEE
JULY 15, 2026

SUBJECT: GAMES MULTIMODAL INFRASTRUCTURE PROJECT - CONSTRUCTION MANAGER / GENERAL CONTRACTOR

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. PS140991000 to Atkinson/Clark, a Joint Venture (ACJV), for Phase 1 Preconstruction Services of the Construction Manager/General Contractor contract for the Games Multimodal Infrastructure Projects (Project) in the amount of $1,045,165.00, subject to the resolution of any properly submitted protest(s);

B. NEGOTIATE and EXECUTE all project related agreements and contract modifications utilizing Reconnecting Communities and Neighborhoods (RCN) funds that have been programmed through Board Approval with an amount not to exceed $69,100,000.00.

ISSUE

The Games Multimodal Infrastructure Project (GMIP) consists of distinct, geographically dispersed projects that are progressing through design on different timelines, while sharing a fixed delivery window associated with the 2028 Games. The CM/GC contract is needed to provide early construction expertise, coordinate phasing and packaging across the program, validate costs and schedules, identify long-lead items and early work opportunities, and advance individual work packages as they become construction-ready.

BACKGROUND

The 2028 Olympic and Paralympic Games will require a coordinated regional mobility program capable of moving spectators, athletes, workforce, volunteers, media, and everyday riders safely and efficiently across Los Angeles County. Metro, in coordination with LA28, Caltrans, Metrolink, the Los Angeles Department of Transportation, the City of Los Angeles Mayor's Office, the Southern California Association of Governments, venue cities, Councils of Governments, and other regional partners, has been advancing the 2028 Games Mobility Concept Plan (MCP) to support a transit-first Games and deliver permanent mobility improvements that remain as a regional legacy after 2028.

The GMIP is a Los Angeles County-wide, multi-component capital program intended to enhance transit connectivity, improve bus travel times and reliability, strengthen first/last mile access, support safe and efficient Games-time mobility operations, and leave lasting multimodal infrastructure benefits. The Project includes federally funded Reconnecting Communities and Neighborhoods (RCN) grant scope elements, MCP Phase 2 priority improvements, additional mobility hub locations, key station improvements, opportunity charging infrastructure to support zero-emission bus operations, and the Games Expanded Transit System (GETS) temporary depots that are needed to connect and provide a seamless service from Metro GMIP legacy infrastructure to the 2028 Games venues. Funding has been programmed for the RCN scope elements through prior Board approval. Grant funding for all other projects that may be delivered through this contract has not been fully obligated and programmed, which is why this not to exceed amount is only for the existing programmed funding is being requested.

DISCUSSION

Staff selected the CM/GC delivery method for the GMIP because the Project includes multiple scopes, multiple jurisdictions, active station and public right-of-way environments, utility and third-party interfaces, grant requirements, long-lead materials, and a fixed delivery window associated with the 2028 Games. Early contractor involvement will allow Metro to make informed decisions during final design, improve construction quality, encourage value engineering, provide greater certainty on final construction costs and delivery schedule, and reduce risks associated with change orders, disputes, third-party delays, and constructability issues during construction.

The CM/GC contract will be delivered in two phases. Phase 1 is the Preconstruction Phase, during which the contractor will work with Metro, the final design consultant, construction management support team, and other interfacing contractors to review constructability, evaluate worksite conditions, identify risks, develop cost estimates, refine the project schedule, support phasing and packaging decisions, and prepare Work Package Proposals. Phase 2 is the Construction Phase, which will be authorized subject to existing and future Board authorization for Work Package Modifications and Notices to Proceed after design readiness, environmental clearance, third-party approvals, and funding availability.

During Phase 1, the CM/GC contractor will work side by side with Metro and the design team to review constructability, undertake value engineering, assess market conditions, evaluate long-lead items, identify opportunities for early work packages, and provide contractor cost and schedule input at successive design milestones. The contractor will also support development of a Phase 2 Work Phasing Plan to identify how construction work should be packaged and sequenced across the Project's multiple geographic locations and program elements.

The CM/GC contractor will provide Opinions of Probable Cost (OPCs) and Work Package pricing to allow Metro to evaluate projected Project costs against available funding and make necessary adjustments to scope, schedule, packaging, or delivery strategy. The process for developing Work Package pricing will use transparent, open-book methods, independent cost estimates, and contract-defined pricing requirements to validate costs and support Metro's negotiation of future construction work.

If Metro and the CM/GC contractor agree on pricing for one or more Work Packages that are for RCN Projects Work Packages, staff will advance the applicable Work Package Modification and construction authorization consistent with the approved budget and Board authorization requirements.

If Metro and the CM/GC contractor cannot reach agreement, Metro may exercise an “off-ramp” and competitively procure the applicable construction work using the completed design documents, while retaining the benefit of Phase 1 constructability, cost, schedule, and risk management work already performed.

The GMIP scope includes the following major elements:

- **Mobility Hubs**: Improvements at eight mobility hubs, including shade structures, micromobility and bicycle storage, sidewalk and crossing improvements, signal enhancements, ADA curb ramps, pick-up/drop-off areas, transit rider waiting areas, seating, hydration stations, lighting, landscaping, wayfinding, signage, customer information, and GETS temporary depot infrastructure.
- **First/Last Mile Improvements**: Improvements along Hoxie Avenue and Avalon Boulevard, including Class I, III, and IV bikeways, crossing improvements, bicycle conflict striping, signal upgrades, ADA curb ramps, sidewalk improvements, trees, lighting, wayfinding, and signage.
- **Bus Corridor Enhancements**: Improvements along Imperial Highway/Studebaker Road, Florence Boulevard, Broadway, and Olympic Boulevard, including transit signal priority, upgraded bus shelters, bus stop amenities, sidewalk repairs, ADA curb ramps, bus pads, bus bulbs, pedestrian lighting, wayfinding, and trees.
- **Key Station Improvements**: Improvements at Union Station, 7th Street/Metro Center, and station-area improvements near Pico Station and Washington/Flower, including pedestrian safety, bicycle access, vertical circulation, station entrances, wayfinding, lighting, customer information, fare gate, restroom, security, and communications improvements. This action excludes the separate LRT interlocks scope.
- **Opportunity Chargers**: Installation of civil and electrical infrastructure to support opportunity charging at North Hollywood Transit Center, Universal/Studio City Station, Division 8, and Division 15, including charger foundations, pantograph mast foundations, utility duct banks, shade structures, and related supporting works.

DETERMINATION OF SAFETY IMPACT

The recommended Board action will have no detrimental impact on safety.

FINANCIAL IMPACT

The funds required in FY27 are included in the adopted budget under Cost Center 8510, Project Nos. 212028, 412028, 232028, 242028, 402028;,; and Cost Center 3048 Project 202815 (Opportunity chargers at D8, D15, HNTC, USCS). Annual budgeting for future fiscal years will be the responsibility

of the Project Manager, Cost Center Manager, and Chief Program Management Officer.
Impact to Budget

Adoption of this action would authorize award of Contract No. PS140991000 to Atkinson/Clark, a Joint Venture (ACJV) for Phase 1 Preconstruction Services in the amount of $1,045,165.00. The Project is anticipated to use a combination of federal, state, and local funds, including RCN grant funds and other eligible MCP-related funding sources. These funds are not eligible for bus and rail operations.

EQUITY PLATFORM

The projects that this contract will support Metro by improving access, safety, reliability, and customer experience for riders and communities across Los Angeles County, including communities that rely heavily on transit and have historically experienced gaps in safe first/last mile access, shade, pedestrian infrastructure, bicycle infrastructure, and reliable bus service.

The Project will deliver improvements that support everyday riders beyond the 2028 Games, including shade, hydration, lighting, Americans with Disabilities Act (ADA) compliant access, safer crossings, tactile pathways, customer information, bus stop upgrades, station access improvements, bicycle and micromobility facilities, and improved connections to the regional transit network. These improvements are intended to reduce barriers to transit use and improve mobility options for low-income riders, transit-dependent riders, people with disabilities, older adults, youth, essential workers, and communities with limited access to reliable transportation options.

The U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of DBE goals, counting of DBE participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there are two certified small businesses listed to participate in Phase 1 of this contract.

VEHICLE MILES TRAVELED OUTCOME

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

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, planning, operational, customer experience, and infrastructure activities that will improve and further encourage transit ridership, ridesharing, bicycling, walking, and other active transportation modes. The Project includes bus corridor enhancements, first/last mile improvements, mobility hubs, station access

improvements, and opportunity charging infrastructure that support more reliable, accessible, and sustainable alternatives to 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.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports:

- **Strategic Plan Goal 1:** Provide high-quality mobility options that enable people to spend less time traveling. The GMIP will improve transit connectivity, bus travel times and reliability, first/last mile access, station access, and multimodal integration.
- **Strategic Plan Goal 2:** Deliver outstanding trip experiences for all users of the transportation system. The Project includes shade, lighting, wayfinding, customer information, station access, accessibility, bus stop, and public realm improvements that improve the customer experience during and after the 2028 Games.
- **Strategic Plan Goal 3:** Enhance communities and lives through mobility and access to opportunity. The Project improves connections to transit, jobs, services, venues, and regional destinations, with improvements that will remain as a long-term community benefit.
- **Strategic Plan Goal 4:** Transform LA County through regional collaboration and national leadership. The Project advances regional coordination for the 2028 Games while delivering permanent infrastructure improvements across multiple jurisdictions.

ALTERNATIVES CONSIDERED

The Board may direct staff to deliver the Project using a traditional design-bid-build approach. This is not recommended because the GMIP consists of distinct, geographically dispersed projects that are progressing through design on different timelines. Under a design-bid-build approach, Metro would likely need to divide the program into multiple construction bid packages and conduct separate procurements as each project or group of projects reaches design completion. This would require repeated advertisement, bid evaluation, award, and mobilization processes; create additional interfaces among separate contractors; and increase the coordination required to manage overlapping schedules, jurisdictions, third-party approvals, operational constraints, and Games-related deadlines.

NEXT STEPS

Upon Board approval, staff will execute CM/GC Contract No. PS140991000 to Atkinson/Clark, a Joint Venture (ACJV) and issue a Notice to Proceed for Phase 1 Preconstruction Services. Staff will return to the Board as required for approval of unprogrammed Phase 2 activities.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Karthik Radhakrishnan, Deputy Executive Officer, (213) 922-3090
Michelle Quinn, Executive Officer, Program Management, (213) 922-3026
Michael McKenna, Deputy Chief, Program Management, (213) 922-4239
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

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

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

GAMES MULTIMODAL INFRASTRUCTURE PROJECT – CM/GC
PS140991000

1.	**Contract Number**: PS140991000	
2.	**Recommended Vendor:** Atkinson/Clark, A Joint Venture between Guy F. Atkinson Construction, LLC and Clark Construction Group – California, LP ("Atkinson/Clark")	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP–CM/GC** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: March 9, 2026	
	B. Advertised/Publicized: March 9, 2026	
	C. Pre-Proposal Conference: April 13, 2026	
	D. Proposals Due: May 8, 2026	
	E. Pre-Qualification Completed: June 24, 2026	
	F. Ethics Declaration Forms Submitted to Ethics: May 11, 2026	
	G. Protest Period End Date: July 21, 2026	
5.	**Solicitations Downloaded**: 230	**Proposals Received**: 3
6.	**Contract Administrator**: Laura Barrera	**Telephone Number**: 213-922-4365
7.	**Project Manager**: Karthik Radhakrishnan	**Telephone Number**: 213-922-3090

A. Procurement Background

This Board Action is to approve the award of Contract No. PS140991000 to provide Construction Manager/General Contractor (CM/GC) services for the Games Multimodal Infrastructure Project ("GMIP"). Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. PS140991 was issued in accordance with Metro's Acquisition Policy and the contract type for Phase 1 is firm fixed price.

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

- Amendment No. 1, issued on April 7, 2026, revised the Pre-Proposal Conference date;
- Amendment No. 2, issued on April 8, 2026, revised the Deadline for submissions of RFP Comments; and
- Amendment No. 3, issued on April 24, 2026, added certain plans and specifications and revised the final Unit Price List.

A total of 230 downloads of the RFP were included in the planholders' list. A virtual pre-proposal conference was held on April 13, 2026, that was attended by 40

participants. A total of 79 questions were received, and responses were provided prior to the proposal due date.

Three proposals were received by the due date of May 8, 2026.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Program Management and Program Control 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:

• Capability and Experience	250 points
• Project Understanding	60 points
• Project Approach	250 points
• Community Benefits and Workforce Development	40 points
• Price	400 points

Several factors were considered when developing the weighting for the evaluation criteria, giving the greatest importance to Price.

The price evaluation criteria consisted of the following price elements with pre-established parameters to reflect the phases of the project, designed to establish a level playing field and to arrive at one price formula that would be evaluated with the understanding that only the amount listed under Phase 1 Pre-Construction Lump Sum Fee would be used for the awarded Contract Value (subject to clarification and/or negotiations). The price elements stated in the RFP are as follows:

1. Phase 1 Pre-Construction Lump Sum Fee
2. Delay Compensation Rate (daily) for Phase 1 with an assumed estimated quantity of 45 days of Compensable Delay during Phase 1 (for evaluation purposes only)
3. Phase 2 Margin Percentage, assuming a total construction cost of $181M (for evaluation purposes only)
4. Unit Price Sum for Phase 2 work

The PET determined that all three proposals were within the competitive range and are listed below in alphabetical order:

1. Atkinson/Clark, A Joint Venture between Guy F. Atkinson Construction, LLC and Clark Construction Group – California, LP ("Atkinson/Clark")
2. Griffith Company ("Griffith")

3. Myers-Shimmick, a Joint Venture between Myers & Sons Construction LLC and Shimmick Construction Company, Inc. (“Myers-Shimmick”)

During the period of May 21, 2026, to June 9, 2026, the PET independently evaluated and scored the technical proposals. After oral presentations concluded on June 9, 2026, the PET met on June 10, 2026, to conduct final deliberations on their independent scores, and reached consensus scoring.

Qualifications Summary of Recommended Firm:

The Atkinson/Clark Joint Venture proposal showcases significant experience in public right-of-way construction, including park-and-ride facilities, bike storage, micromobility parking, lighting, and wayfinding signage. The discussions on the Work Packages demonstrated a strong understanding of the project requirements. Their proven track record in delivering similar infrastructure projects under fixed milestones supports confidence in their ability to successfully execute the current CM/GC project.

The evaluation performed by the PET determined that the proposal from Atkinson/Clark, a Joint Venture, demonstrated competent and professional qualifications for the performance of the services required and is determined to be the highest ranked proposer. The results of the final scoring are shown below, in rank order:

1	Firm	Maximum Points	Earned Points	Total Points	Rank
2	**Atkinson/Clark**				
3	Capability and Experience	250.00	181.67		
4	Project Understanding	60.00	40.00		
5	Project Approach	250.00	177.33		
6	Community Benefits and Workforce Development	40.00	28.00		
7	Price	400.00	387.50		
8	**Total**	**1000**		**814.50**	**1**
9	**Griffith**				
10	Capability and Experience	250.00	214.00		
11	Project Understanding	60.00	50.00		
12	Project Approach	250.00	214.67		
13	Community Benefits and Workforce Development	40.00	28.00		
14	Price	400.00	284.19		
15	**Total**	**1000**		**790.86**	**2**
16	**Myers-Shimmick**				
17	Capability and Experience	250.00	211.33		
18	Project Understanding	60.00	48.00		
19	Project Approach	250.00	207.33		
20	Community Benefits and Workforce Development	40.00	32.00		
21	Price	400.00	217.27		
22	**Total**	**1000**		**715.93**	**3**

C. Cost/Price Analysis

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

Proposer Name	Proposal Amount	Metro ICE	Award Amount
Atkinson/Clark	$1,045,164.65 (Phase 1 Preconstruction Lump Sum Fee)	$1,857,000.00	$1,045,165.00 (Phase 1 Preconstruction Lump Sum Fee)
	$5,000.00/day (Delay Compensation for Phase 1)		$5,000.00/day (Delay Compensation for Phase 1)
	9% (Phase 2 Margin Percentage)		9% (Phase 2 Margin Percentage)
	$32,538,586.31 (Unit Price Sum)		$TBD for each Work Package
Griffith Company	$2,371,151.47 (Phase 1 Preconstruction Lump Sum Fee)		
	$5,000.00/day (Delay Compensation for Phase 1)		
	11.9% (Phase 2 Margin Percentage)		
	$34,759,666.36 (Unit Price Sum)		
Myers-Shimmick	$1,922,793.39 (Phase 1 Preconstruction Lump Sum Fee)		
	$5,000/day (Delay Compensation for Phase 1)		
	8.0% (Phase 2 Margin Percentage)		
	$51,825,105.79 (Unit Price Sum)		

D. Background on Recommended Contractor

The recommended CM/GC contractor is Atkinson/Clark, a Joint Venture (ACJV), and was established ten years ago. Their companies share corporate offices in both downtown Los Angeles and Costa Mesa.

The managing partner of the ACJV is Guy F. Atkinson Construction, LLC (Atkinson). Established in 1962, Atkinson is a heavy civil contractor that specializes in complex infrastructure, structural work, and concrete paving. The company is based in Broomfield, Colorado, with local offices in Los Angeles and Costa Mesa.

Clark Construction Group – California LP (Clark), the other JV partner, is a multidisciplinary building and civil construction firm that has been in business for over 120 years. The firm has extensive experience working with other public agencies, such as Los Angeles World Airports (LAWA), Union City, CA, the City of Long Beach, and the U.S. General Services Administration.

The proposed ACJV team combines Atkinson's heavy civil expertise in roadway modifications, active transportation corridors, and transit utility work with Clark's general contracting capabilities in constructing complex transit terminals, pedestrian structures, and regional mobility hubs. This joint venture effectively bridges the gap between horizontal civil work and vertical facility improvements.

DEOD SUMMARY

GAMES MULTIMODAL INFRASTRUCTURE PROJECT – CM/GC
PS140991000

A. Small Business Participation

The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of DBE goals, counting of DBE participation, and enforcement effective October 3, 2025. For Phase 1 Work, the Disadvantaged Business Enterprise (DBE) goal is 0% of the Phase 1 contract price. While the DBE commitment is not a factor in the staff recommendation, there are two certified small businesses listed to participate in Phase 1 of this contract.

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. Small Business Engagement Outreach Plan (EOP)

Proposers were required to submit, with its proposal, an Engagement and Outreach Plan (EOP). ACJV submitted an EOP, as a part of its Project Approach, describing its plan for engagement and outreach to the small business community on contracting opportunities for all phases of the Work.

D. Contracting Outreach and Mentoring Plan (COMP)

The Contractor Outreach and Mentoring Plan (COMP) is not applicable to Phase 1 work. However, for Phase 2 Work (including any Works Packages valued at $25 Million or more), ACJV will be required to mentor at least four (4) certified small business firms for protégé development, in accordance with the terms of the Contract.

E. Living Wage Service Contract Worker Retention Policy Applicability

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

F. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial

Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

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

The Project Labor Agreement/Construction Careers Policy (PLA/CCP) does not apply to the Phase 1 pre-construction and design portion of the contract. However, it will apply to any Work Package(s) issued during Phase 1 and Phase 2 construction work that exceeds $2.5 million. The Contractor shall comply with Metro's Local 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.

H. 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.

2026-0388 Games Multimodal Infrastructure Project (GMIP) – Construction Manager / General Contractor

CONSTRUCTION COMMITTEE

JULY 15th, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. PS140991000 to Atkinson/Clark, a Joint Venture (ACJV), for Phase 1 Preconstruction Services of the Construction Manager/General Contractor contract for the Games Multimodal Infrastructure Projects (Project) in the amount of $1,045,165.00, subject to the resolution of any properly submitted protest(s).

B. NEGOTIATE and EXECUTE all project related agreements and contract modifications utilizing Reconnecting Communities and Neighborhoods (RCN) funds that have been programmed through Board Approval with an amount not to exceed $69,100,000.00.

BACKGROUND

The GMIP consists of distinct, geographically dispersed projects that are progressing through design on different timelines, while sharing a fixed delivery window associated with the 2028 Games.

Projects that make up GMIP are:

- Mobility Hubs
- Key Station Improvements
- First Last Mile Improvements
- Bus Corridor Enhancements
- ZEB Opportunity Chargers

DISCUSSION

Early contractor involvement will allow Metro to make informed decisions during final design, improve construction quality, encourage value engineering, provide greater certainty on final construction costs and delivery schedule, and reduce risks associated with change orders, disputes, third-party delays, and constructability issues during construction.

If Metro and the CM/GC contractor agree on pricing for one or more Work Packages that are for RCN Projects, staff will advance the applicable Work Package Modification and construction authorization consistent with the approved budget and Board authorization requirements.

For Projects that are not fully funded, the Project Team will work collaboratively with the CM/GC contractor to reach an agreement on pricing that is within the proposed budget and return to the Board for approval to execute those Work Packages when funding has been secured and programmed by the Board.

PROCUREMENT EVALUATION

Evaluation Criteria	Maximum Points	Atkinson/ Clark	Griffith Company	Myers-Shimmick
Capabilities and Experience	250.00	181.67	214.00	211.33
Project Understanding	60.00	40.00	50.00	48.00
Project Approach	250.00	177.33	214.67	207.33
Community Benefits and Workforce Development	40.00	28.00	28.00	32.00
Price	400.00	387.50	284.19	217.27
Total		**814.50**	**790.86**	**715.93**
Phase 1 Preconstruction Lump Sum Fee		$1,045,164.65	$2,371,151.47	$1,922,793.39
Delay Compensation for Phase 1		$5,000/day	$5,000/day	$5,000/day
Phase 2 Margin Percentage		9%	11.9%	8%
Unit Price Sum		$32,538,586.31	$34, 759,666.36	$51,825,105.79

NEXT STEPS

Upon Board approval, staff will execute CM/GC Contract No. PS140991000 to Atkinson/Clark, a Joint Venture (ACJV) and issue a Notice to Proceed for Phase 1 Preconstruction Services. Staff will return to the Board as required for approval of unprogrammed Phase 2 activities.

THANK YOU

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

File #: 2025-1089, **File Type:** Program **Agenda Number:** 24.

FINANCE, BUDGET, AND AUDIT COMMITTEE
JULY 16, 2026

SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase Public Entity excess liability policies with up to $300 million in limits at a not-to-exceed premium of $31 million for the 12-month period effective August 1, 2026, to August 1, 2027.

ISSUE

Metro's Public Entity excess liability insurance policies, which include transit rail and bus operations, will expire on August 1, 2026. Insurance underwriters will not commit to final pricing until two to three weeks before the current program expires on August 1st. Consequently, staff is requesting a not-to-exceed amount for this renewal, pending final pricing and carrier selection. Without this insurance, Metro would be subject to unlimited liability for bodily injury and property damage claims resulting primarily from bus and rail operations.

BACKGROUND

Metro's insurance broker, Marsh USA, LLC (Marsh), is responsible for marketing the excess liability insurance program to qualified insurance carriers. Quotes are currently being received from carriers with A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims. The premium indication below is based on current market expectations. Final pricing, however, is not available until approximately 14 days prior to binding coverage.

Metro established a program of excess liability insurance to protect against insured losses. Each year, staff meets with Metro's insurance broker to prepare for the upcoming marketing process.

Initial discussions begin in the third quarter of the fiscal year through an evaluation of market conditions to determine the availability of coverages and at what levels of premium. Marsh conducted stewardship discussions in February 2026 to identify the required data, including loss development, ridership projections, mileage, and revenue hour estimates. Staff obtained the data, including targeted completion dates of various projects, to provide an accurate account of the agency's present and future liability exposures.

The data was then forwarded to Marsh to present to the domestic insurance marketplace as well as international markets in London and Bermuda. Due to timing requirements, Marsh approached underwriters in March and April to ensure the data was deemed current. The initial indications of interest and costs become apparent in May.

Marsh provides a not-to-exceed number that serves two functions. First, the number provides an amount that staff may recommend to the Board to obtain approval for binding of the new program, which mitigates a potential gap in insurance coverage. Second, the number allows Marsh ample time to continue to negotiate with underwriters to ensure that Metro obtains the most competitive pricing available.

DISCUSSION

Staff and Marsh have identified three main objectives for the 2026-2027 excess liability renewal:

1) Mitigating insurer concerns about Metro's risk exposure, 2) maintaining a diverse mix of insurers to foster competition, and 3) maintain total limits of $300 million with an $8 million self-insured retention (SIR) for rail claims and $12.5 million for all other claims, while remaining open to alternative structures.

To achieve these objectives, staff and Marsh will continue to emphasize the lower risk associated with light rail and subway services, along with safety enhancements, to obtain more favorable pricing. Marsh will approach all potential insurers in the US, London, Bermuda, and Germany. Marsh and Metro staff will work to find the best partners for this risk.

The global insurance market faces challenges for US Casualty risks, particularly for public entities in California. The challenging market, driven by loss development related to auto liability and nuclear verdicts/settlements resulting from litigation funding, is reducing carrier capacity and increasing rates. Average increases ranging from 10-15% for loss-free programs and over 20% for those with historical losses. Average rate increases vary based on rail vs. bus exposure, jurisdiction, and the market access point.

Staff presented Metro's risk profile to the global market, which included all major underwriters on Metro's program, as well as prospective underwriters. The presentation serves to foster deeper relationships with these partners while ensuring they understand Metro's evolving risk management philosophy.

Metro's August 1st insurance placement will see increased premiums due to stricter underwriting guidelines and adverse auto liability losses. Marsh recommends maintaining a bifurcated program with an $8 million self-insured retention (SIR) for rail-related risks and up to $20 million for bus and other non-rail risks. Ongoing negotiations aim to secure authority to bind Public Entity excess liability coverage with minimum limits of $75 million, a total minimum limit of $300 million, and a not-to-exceed SIR of $20 million. A higher SIR may offer Metro greater flexibility in managing premium costs. Marsh will continue to explore options, including alternative retentions and quota share arrangements, to achieve more favorable premiums until the renewal date.

Attachment A provides an overview of the proposed 2026-2027 Excess Liability Program, which mirrors the current 2025-2026 program structure. Staff recommends proceeding with renewal at a minimum coverage limit of $300 million and a not-to-exceed premium of $31 million.

DETERMINATION OF SAFETY IMPACT

Approval of this recommendation positively impacts the safety of Metro's patrons and employees. Liability insurance carriers will evaluate potential risks and hazards and provide an overall assessment of Metro's practices as they underwrite the program. In addition, carriers may provide best-practice guidance to enhance Metro's risk profile.

FINANCIAL IMPACT

Funding of $31.1 million for this action is included in the FY27 Adopted Budget in cost center 0531, Risk Management - Non-Departmental Costs, under projects 300022 - Rail Operations - A Line, 300033 - Rail Operations - C Line, 300044 - Rail Operations - B Line, 300066 - Rail Operations - E Line, 300077 - K Line, 301012 - Bus Operations - G Line, 306001 - Operations Transportation, and 320011 - Union Station.

Since this is a multi-year contract, the cost center manager and the Chief Risk, Corporate Safety, and Asset Management Officer will be accountable for budgeting the cost in the future year.

Impact to Budget

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

EQUITY PLATFORM

The insurance policies cover all Metro-owned property, stations, tunnels, bridges, rolling stock fleet, right of ways, facilities, and buildings that provide transportation service and benefits to Metro riders. Metro's liability insurance program ensures that its facilities, rolling stock fleet, and infrastructure, which serve all riders, are covered by insurance policies in the event of major loss or damage. This action has no specific anticipated equity benefit or harm.

VEHICLE MILES TRAVELED OUTCOME

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

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 excess liability coverage for Metro's assets. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the agency's overall function, it 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 goal # 5), "Provide responsive, accountable and trustworthy governance within the LA Metro organization." The responsible administration of Metro's risk management programs includes the use of insurance to mitigate large financial risks resulting from unlimited liability for bodily injury and property damage claims resulting from, primarily, bus and rail operations.

ALTERNATIVES CONSIDERED

Due to the continued hard market, there are no additional limits in coverage for consideration. SIRs above the current structure levels are being proposed and considered, and negotiations are ongoing. Attachment A reflects the proposed program structure, which mirrors the current 2025-2026 policy term. The only variation will be to the SIR, which may end up being higher than the current program structure.

NEXT STEPS

Upon Board approval of this action, staff will advise Marsh to proceed with the placement of the excess liability insurance program outlined herein, effective August 1, 2026.

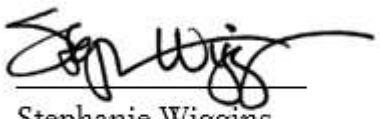
ATTACHMENTS

Attachment A - Proposed Options and Premiums
Attachment B - Proposed Public Entity Liability Carriers and Program Structure

Prepared by: William Douglas, Director, Risk Management, (213) 922-2105

Claudia Castillo del Muro, Executive Officer, Risk Management, (213) 922-4518

Reviewed by: Kenneth Hernandez, Chief Risk, Corporate Safety, and Asset Management Officer, (213) 922-2990



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Proposed Options and Premiums
Public Entity Program Proposed Options and Premiums

	Current 2025 / 2026 Program	2026 / 2027 OPTIONS (Estimated)	
		A	B
Self-Insured Retention (SIR)	$8M rail, $12.5M bus & other non-rail	$8M rail, $12.5M bus & other non-rail	$8M rail, $15M bus & other non-rail
Quota Share	Up to $7.5M in $25M bus & other non-rail layer	Up to $7.5M in $25M bus & other non-rail layer	Up to $5M in $25M bus & other non-rail layer
Limit of Coverage	$300M	$300M	$300M
Terrorism Coverage	Yes	Yes	Yes
Premium	$27.6M	$30.6M	$29.8M

Premium History for Excess Liability Policies
Ending in the Following Policy Periods

	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026
Self-Insured Retention:										
Rail	$7.5M	$7.5M	$8M	$8M	$8M	$8M	$8M	$8M	$8M	$8M
Bus + Other Non-Rail	$7.5M	$7.5M	$8M	$8M	$10M	$17.5M	$20M	$20M	$20M	$20M
Insurance Premium	$3.7M	$4.1M	$4.1M	$6.2M	$14.5M	$16.7M	$19.1M	$22.2M	$24.5M	$27.6M

ATTACHMENT B

Proposed Public Entity Liability Carriers and Program Structure

Marsh USA, LLC
Liability Insurance Summary 2026-2027
Los Angeles County Metropolitan Transportation Authority

Excess Limit	Layer(s)		Participation	Carrier
$300M	$35 xs $265M		$5,000,000 $2,500,000 $4,000,000 $6,000,000 $2,500,000 $5,500,000 $7,000,000 $2,500,000	Lloyds (Aspen) Lloyds (Convex) Lloyds (Ascot) Lloyds (Inigo) Lloyds (Argo) ARK Helix Lloyds (Arcadian)
$265M	$10M xs $255M		$10,000,000	Lloyds (Munich Re)
$255M	$40M xs $215M		$10,000,000 $10,000,000 $10,000,000 $10,000,000	Liberty Specialty Chubb Bermuda Ins Ltd AIG AWAC
$215M	$30M xs $185M		$7,500,000 $5,000,000 $10,000,000 $5,000,000 $2,500,000	Lloyds (Hiscox) Lloyds (Convex) Lloyds (Argo) Lloyds (Munich Re) Rokstone
$185M	$75 xs $110M		$7,500,000 $7,500,000 $5,000,000 $7,500,000 $5,000,000 $7,500,000 $15,000,000 $2,500,000 $12,500,000 $5,000,000	Lloyds (Aspen) Lloyds (Apollo) Lloyds (Ascot) Lloyds (Canopius) Lloyds (Argo) Hamilton XL Bermuda Ltd. Lloyds (Convex) Lloyds (Inigo) Lloyds (Vantage)
$110M	$17.5M xs $92.5M		$5,000,000 $2,500,000 $10,000,000	(Lloyds (Munich Re) Lloyds (Apollo) Hamilton
$92.5M	$17.5M xs $75M		$7,500,000 $5,000,000 $5,000,000	Sompo Ark Helix
$75M	$10M xs $65M		$10,000,000	AXA XL
$65M	$5M xs $60M		$5,000,000	Bowhead
$60M	$10M xs $50M		$15,000,000	AWAC
$50M	$10M xs $40M		$10,000,000	Great American
$40M	$15M xs $25M		$2,500,000 $2,000,000 $2,500,000 $1,000,000 $1,000,000 $2,500,000 $2,000,000 $1,500,000	Lloyds (Hiscox) Lloyds (MAP) Lloyds (Inigo) Lloyds (Ascot) Lloyd's (Argenta) Lloyds (QBE) ARK Helix
$25M	$17M Rail - /Queens Island	$12.5M Bus/All Other - Gemini/Upland	$17,000,000	Queens Island Rail Quota Share w/Metro 50%
			$2,500,000 $5,000,000 $5,000,000	Self-Insured Upland Specialty Quota Share w/Metro 50% Gemini Quota Share w/Metro 50%
	$8M Rail SIR Per Occurrnece			
	$12.5M Bus/All Other SIR Per Occurrence			

*Including Public Officials/EPLI – Excess $75M excluding Public Officials/EPLI'

Excess Liability Insurance Program

Finance, Budget, and Audit Committee

July 16, 2026

File ID #2025-1089

Metro

Excess Liability Insurance Program

Recommendation:

AUTHORIZE the Chief Executive Officer to negotiate and purchase Public Entity excess liability policies with up to $300 million in limits at a not-to-exceed premium of $31 million for the 12-month period effective August 1, 2026, to August 1, 2027.

Metro

Excess Liability Insurance Program

Background:

- Metro established a program of excess liability insurance to protect against insured losses. Each year, staff meets with Metro's insurance broker, Marsh USA, LLC, to prepare for the upcoming marketing process and obtain the most competitive coverage and premium available.
- Marsh provides a not-to-exceed number that serves two functions. First, the number provides an amount that staff may recommend to the Board to obtain approval for binding of the new program, which mitigates a potential gap in insurance coverage. Second, the number allows Marsh ample time to continue to negotiate with underwriters to ensure that Metro obtains the most competitive pricing available.

Metro

Excess Liability Insurance Program

Discussion:

- In March, April, and May 2026, Marsh contacted multiple domestic and international insurance providers to present Metro's property risks and supplemental data. Marsh provided an overview of the Metro transit system during discussions with the underwriters, including its extensive security infrastructure, the most recent safety and security initiatives, fire protection, loss control, and minimal risk of flood exposures.
- The Chief Risk, Corporate Safety, and Asset Management Officer participated in meetings arranged by Marsh with all major underwriters on Metro's program. These encounters with the various markets afforded an opportunity to respond directly to additional questions they had concerning operations, safety, risk management, and claims.

Metro

Excess Liability Insurance Program

Proposed Coverage:

- Marsh recommends maintaining a bifurcated program with an $8 million self-insured retention (SIR) for rail-related risks and up to $20 million for bus and other non-rail risks. Ongoing negotiations aim to secure authority to bind Public Entity excess liability coverage with minimum limits of $300 million and a not-to-exceed SIR of $20 million.

- Liability insurance program quotations are currently being received from carriers with acceptable A.M. Best ratings. Final pricing is pending, and the quotes, including contingencies for unanticipated adjustments, serve to support the not-to-exceed cost before policy binding.

Metro

Thank you.
Metro

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

Metro

Board Report

File #: 2026-0442, **File Type:** Program **Agenda Number:** 25.

FINANCE, BUDGET, AND AUDIT COMMITTEE
JULY 16, 2026

SUBJECT: CYBERSECURITY LIABILITY INSURANCE PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase a cybersecurity liability insurance policy with up to $50 million in limits at a cost not-to-exceed $2.7 million for the 12-month period effective September 1, 2026, to September 1, 2027.

ISSUE

Metro's cybersecurity liability insurance policy expires September 1, 2026. Insurance underwriters will not commit to final pricing until three weeks before the current program expires. Consequently, staff recommends a not-to-exceed amount for this renewal pending final pricing. Metro purchases an insurance policy to cover cybersecurity liability exposures. Cybersecurity is the practice of being protected against criminal or unauthorized use of systems and electronic data.

BACKGROUND

For this current renewal, Marsh USA, LLC (Marsh), the insurance broker for Metro, was requested to market Metro's cybersecurity liability insurance program to qualified insurance carriers. Marsh, through its partnership with Howden, a London broker, has received quotes from the incumbent carrier, which has A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims. The premium indications below are based on current market expectations and expire on September 1, 2026.

Marsh provides a not-to-exceed number that serves three functions. First, the number provides an amount to cover the recommended premium and contingency that staff can present to the Board to obtain approval for the binding of the program. Second, the number allows the broker ample time to continue to negotiate with underwriters to ensure that Metro obtains the most competitive pricing available. And third, the not-to-exceed amount allows Metro to secure the quoted premium during the board cycle process prior to quote expiration.

DISCUSSION

Public entities continue to be targeted for cyber-attacks as the cyber risk environment evolves. According to Marsh's Cyber Risk Intelligence Center, of the over 1,300 cyber claims they have seen in 2025, 13% of those claims are related to ransomware incidents. Privacy and regulatory claims frequency are on the rise in connection with broader privacy regulations.

Public entities with strong cyber risk controls have the greatest advantage in the current marketplace. Adhering to guidelines set forth by agencies such as the Federal Transit Administration (FTA) and the Cybersecurity and Infrastructure Security Agency (CISA) is critical for public entities like Metro. These organizations provide cybersecurity frameworks, risk assessments, and audits for public entities to comply with.

Metro has completed the Marsh Cyber Self-Assessment, which provides a review of cybersecurity controls. Marsh's analytics suggest purchasing between $40 million and $85 million in coverage. The proposed program, from carrier BRIT Re, a Lloyd's of London consortium, provides up to $50 million in coverage on a claims-made basis with a $5 million self-insured retention (SIR). Attachment A summarizes the premium options, and Attachment B summarizes the coverages. .

DETERMINATION OF SAFETY IMPACT

Approval of this recommendation positively impacts the safety of Metro's patrons and employees. Cyber Liability insurance carriers will review security procedures utilized in cyber programs to mitigate potential risks or hazards and provide an overall risk assessment of Metro's practices and assets as they underwrite the program. Carriers may provide best-practice guidance to enhance Metro's risk profile, and the policy will limit Metro's liability for claims resulting from a cyber-attack or data breach event.

FINANCIAL IMPACT

Funding of $2.9 million for this action is included in the FY27 Adopted Budget in cost center 0531, Risk Management - Non Departmental Costs, under projects 100001 General Overhead, 300022 - Rail Operations - A Line, 300033 - Rail Operations C Line, 300044 - Rail Operations - B Line, 300066 - Rail Operations - E Line, 300077 - K Line, 301012 - Bus Operations - G Line, 306001 - Operations Transportation, 306002 - Operations Maintenance, 320011 - Union Station and 610061 - Owned Property.

Since this is a multi-year contract, the cost center manager and the Chief Risk, Corporate Safety, and Asset Management Officer will be accountable for budgeting the cost in the future year.

Impact to Budget

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

EQUITY PLATFORM

The proposed action supports Metro's ability to safely serve the communities and customers who rely

on Metro's transportation services and assets by providing insurance coverage that will allow Metro to secure the resources required to respond to a cyber incident and ensure the integrity of internal and external data resources.

VEHICLE MILES TRAVELED OUTCOME

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

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 cybersecurity liability coverage for Metro's assets. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the agency's overall function, it 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 goal # 5), "Provide responsive, accountable and trustworthy governance within the LA Metro organization." The responsible administration of Metro's risk management programs includes the use of insurance to mitigate large service disruptions and financial risks resulting from cybersecurity events.

ALTERNATIVES CONSIDERED

Various limits of coverage were considered, as outlined in Attachment A, for the cybersecurity liability insurance program. All options include an SIR of $5 million for the same program. Option A, Metro's current limit, provides $50 million in coverage, Option B provides $75 million, and Option C provides $100 million in coverage.

Option A, which is within Marsh's analytics limits range, is recommended as the best value option while retaining a reasonable amount of risk over the coverage limit.

NEXT STEPS

Upon Board approval of this action, staff will advise Marsh to proceed with the placement of the cybersecurity liability insurance program outlined herein, effective September 1, 2026.

ATTACHMENTS

Attachment A - Coverage Options and Premiums
Attachment B - Coverage Description

Prepared by: William Douglas, Director, Risk Management, (213) 922-2105
Claudia Castillo del Muro, Executive Officer, Risk Management, (213) 922-4518
Bryan Sastokas, Deputy Chief Information Technology Officer, (213) 922-5510

Reviewed by:
Arnold Hackett, Senior Advisor to the Chief Executive Officer, (213) 922-7403
Kenneth Hernandez, Chief Risk, Corporate Safety, and Asset Management Officer, (213) 922-2990

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Coverage Options and Premiums

Carrier: BRIT Re

Cybersecurity Insurance Program Premium and Proposed Options

	CURRENT PROGRAM	OPTIONS		
		A	B	C
Self-Insured Retention (SIR)	$5 mil	$5 mil	$5 mil	$5 mil
Limit of Coverage	$50 mil	$50 mil	$75 mil	$100 mil
Premium *	$2,650,929	$2,650,929	$4,175,212	$5,000,000
Not to Exceed		$2,700,000	$4,200,000	$5,000,000

*Includes commissions, taxes and fees.

ATTACHMENT B

Coverage Description

Marsh USA, LLC (Marsh) provided a proposal of coverage for cybersecurity liability insurance. The following summarizes the coverages and exclusions:

Included Coverage

Exposure	Brief Description
SECURITY AND PRIVACY LIABILITY (INCLUDING EMPLOYEE PRIVACY)	Covers the insured's liability for damages resulting from a data breach. Such liability most often results from (1) loss, theft, or unauthorized disclosure of personally identifiable information (PII) in the insured's care, custody, and control; (2) damage to data stored in the insured's computer systems belonging to a third party; (3) transmission of malicious code or denial of service to a third party's computer system; (4) failure to timely disclose a data breach; (5) failure of the insured to comply with its own privacy policy prohibiting disclosure or sharing of PII; and (6) failure to administer an identity theft program required by governmental regulation or to take necessary actions to prevent identity theft. In addition, this insuring agreement covers the cost of defending claims associated with each of these circumstances.
SECURITY BREACH RESPONSE COVERAGE	Coverage for the expenses involved in responding to a data breach. These include legal expenses, forensic experts, costs to notify affected parties and provide credit monitoring, and public relations expenses to mitigate reputational damage.
PRIVACY REGULATORY CLAIMS COVERAGE	The insuring agreement covers the costs of dealing with state and federal regulatory agencies (which oversee data breach laws and regulations), including (1) the costs of hiring attorneys to consult with regulators during investigations; and (2) the payment of regulatory fines and penalties that are levied against the insured (as a result of the breach).
PCI-DSS ASSESSMENT COVERAGE	Payment Card Industry Data Security Standard (*PCI DSS*) was formed around 2004 by the major credit card companies to establish guidelines in the handling and processing of transactions including personal information. The policy will provide coverage for assessments, fines or penalties imposed by banks or credit card companies due to non-compliance with the Payment Card Industry

	Data Security Standard (PCI DSS) or payment card company rules.
CYBER EXTORTION COVERAGE	Cyber extortion is an online crime in which hackers hold your data, website, computer systems, or other sensitive information hostage until you meet their demands for payment. The policy will cover the cost to investigate a ransomware attack and negotiate with the hackers.
MULTIMEDIA LIABILITY	Multimedia Liability provides coverage for third-party liability claims alleging damage resulting from dissemination of media material. This covers both electronic and non-electronic media material and may include claims of copyright, trademark infringement, or libel.
DIGITAL ASSET RESTORATION COSTS	Digital assets loss occurs when company data or software is corrupted or destroyed because of a network security failure. This type of loss can occur because of an outside network breach or an inside job carried out by an employee. The policy covers the reasonable and necessary cost to replace, restore, or re-collect digital property from written or electronic records. Additionally, investigation expenses such as disaster recovery and computer forensics are also covered.
BUSINESS INCOME LOSS RESULTING FROM A NETWORK DISRUPTION	Business Interruption covers business income loss and extra expenses incurred during a computer network outage. The coverage applies to outages of internally managed IT, such as employee devices or internal networks or databases -- not a cloud computing provider or other type of third-party IT vendor.
BODILY INJURY	Injury to persons (including death).

Excluded Coverage

The proposal of coverage also indicates various exclusions or exposures that will not be covered:

Exposure	Brief Description
BUSINESS INCOME LOSS (PHYSICAL DAMAGE)	Some insurers have brought forward business interruption coverage as part of cyber insurance or as stand-alone business interruption insurance policies. There doesn't have to be a complete shutdown to trigger the coverage. Instead, a system slowdown due to network issues or malicious elements can also be classified as a trigger.

	However, the proposal indicates there will be no coverage for physical damage business interruption claims.
ENSUING PROPERTY DAMAGE LOSS	Exception to an exclusion in a first-party property policy that applies in a special type of fact pattern where the damage caused by an excluded peril operates as a link in the "chain of events" that enables a covered peril to damage other property (proximate cause). Symbolically, a classic ensuing loss fact pattern can be represented as follows: *excluded peril - excluded damage - covered peril - ensuing damage.* Note that there must be two kinds of damages—an initial loss and an ensuing loss. Most courts will not apply an ensuing loss provision if an excluded peril caused a covered peril that results in only one kind of damage.
INSPECTION AND LOSS PREVENTION/ MITIGATION EXPENSE	Loss prevention aims to reduce the possibility of damage and lessen the severity if such a loss should occur.
DEBRIS REMOVAL	Debris removal insurance is a section of a property insurance policy that provides reimbursement for clean-up costs associated with damage to property.

Cybersecurity Liability Insurance Program

Finance, Budget, and Audit Committee

July 16, 2026

File #2026-0442

Metro

Cybersecurity Liability Insurance Program

Recommendation:

AUTHORIZE the Chief Executive Officer to negotiate and purchase a cybersecurity liability insurance policy with up to $50 million in limits at a cost not-to-exceed $2.7 million for the 12-month period effective September 1, 2026, to September 1, 2027.

2026-2027 Renewal Program

Aggregate Limit of Liability: $50M
Brit UK (Lloyd's)
Annual Premium (NTE): $2.7M

$5M/14 Days – Self-Insured Retention (SIR)

Metro

Cybersecurity Coverage Features

First Party Events/Losses:

- Breach Response
  - Forensic/Legal Costs
  - Crisis Management & Notification Costs
- Cyber Extortion/Ransomware
- Business Service & System Disruption Losses
- System & Service Failure Losses
- Data Recovery, Restoration, & Digital Restoration Expenses
- Cyber Crime Losses

Third Party & Regulatory Liability Claims:

- Enterprise Security Event Liability
- Privacy Regulatory Liability
- Media Liability
- PCI Fines & Penalties

Metro

Renewal Marketing and Coverage Options

Coverage Options and Premiums

Carrier: BRIT Re

Cyber Security Insurance Program Premium and Proposed Options

	CURRENT PROGRAM	OPTIONS		
		A	B	C
Self-Insured Retention (SIR)	$5 mil	$5 mil	$5 mil	$5 mil
Limit of Coverage	$50 mil	$50 mil	$75 mil	$100 mil
Premium *	$2,650,929	$2,650,929	$4,175,212	$5,000,000
Not to Exceed		$2,700,000	$4,200,000	$5,000,000

*Includes commissions, taxes and fees.

Metro

Thank you.
Metro

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

File #: 2026-0393, **File Type:** Formula Allocation / Local Return **Agenda Number:** 26.

FINANCE, BUDGET, AND AUDIT COMMITTEE
JULY 16, 2026

SUBJECT: FY26 LOCAL RETURN CAPITAL RESERVE ACCOUNTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. ESTABLISHING new Local Return funded Capital Reserve Accounts for the Cities of Bell (Measure M), Beverly Hills (Measure M), Compton (Proposition C), Lawndale (Proposition C and Measure M), Lynwood (Proposition C), Palmdale (Proposition C, Measure R, Measure M), Palos Verdes Estates (Proposition C), Rolling Hills Estates (Proposition C, Measure R, Measure M), Rosemead (Proposition C), San Dimas (Proposition C, Measure M), Santa Monica (Proposition C, Measure M), Sierra Madre (Proposition A), and Torrance (Proposition C), and amending the Local Return funded Capital Reserve Account for the City of Lomita (Proposition C) (Attachment A); and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities in Recommendation A for their Capital Reserve Accounts as approved.

ISSUE

A local jurisdiction may need additional time to accumulate sufficient Local Return funding to implement a project, or to avoid lapsing of funds. To avoid lapsing, a local jurisdiction may request that funding be dedicated in a Capital Reserve Account. Board approval is required to set up these Capital Reserve Accounts and any amendments to existing accounts.

BACKGROUND

Local Return Funds are generated from 4 half-cent sales taxes that are directly allocated to the 88 cities plus the County of Los Angeles based on population share for transit and transportation related projects. Proposition A (voter approved in 1980) local return has a 25% share; Proposition C (voter approved in 1990) local return has a 20% share; Measure R (voter approved in 2008) has a 15% share; and Measure M (voter approved in 2016) local return has a 17% share. Together, these 4 funding sources make up over $800 million annually in revenue that support projects such as local bus and dial-a-ride services, bus stop improvements, street paving, active transportation, and much

more. Each of these local return revenue sources has a timely use of funds requirement. As a mechanism to help cities avoid lapsing their local return funds and to allow for the accumulation of funds for larger scale transportation projects, Capital Reserve accounts are created on an annual basis if needed.

DISCUSSION

Local Return funds are disbursed to all 89 local jurisdictions monthly to fund their eligible projects once receiving approval from Metro on budgeted projects. An annual audit is conducted to ensure jurisdictions are spending funds as approved by Metro and are following proper accounting and reporting procedures in managing their funds. These audits also determine each jurisdiction's total local return fund balance amount by sales tax ordinance upon audit completion. Based on the audited data, staff uses a First-In-First-Out estimate to determine if a city may be in jeopardy of losing their Local Return funds. These estimates are further validated by updated expenditure data from the final audits. Currently Proposition A and Proposition C utilize a "three year plus current year" period for a total of four years for the timely use of funds requirement. Measure R and Measure M utilize a five-year period for the timely use of funds requirement.

Once potential lapsing amounts are calculated, the cities are notified and given an opportunity to request a capital reserve account for planned larger multi-year projects that will exhaust the lapsing balance. Audits have identified instances where some local jurisdictions are experiencing staff turnover which creates challenges in implementing their local projects in an expeditious manner which may result in large local return balances accruing. The Capital Reserve account is a tool to help these cities maintain their funding while they address administrative challenges and allows them to improve their project planning efforts and fund priority projects.

Metro staff identified potential lapsing funds of $33,915,232 of Proposition A, $64,745,700 of Proposition C, $13,308,839 of Measure R, and $6,990,364 of Measure M for a total of $118,960,135 for this report, however past experience has shown that most cities spend down their lapsing funds before the deadline. The audit will determine the final lapsed status of all cities. The cities below with the exception of the City of Bell would have lapsed some or all of their local return funds as described without setting up a capital reserve.

Considerations

Capital Reserve Accounts are permitted with approval from the Board. These accounts may be established so that Los Angeles County local jurisdictions may extend the life of their Local Return funds to accommodate longer term financial and planning commitments for specific capital projects.

Should Local Return funds lapse due to time constraints, per Local Return Guidelines, those lapsed funds would then be returned to Metro so that the Board may redistribute the funds to jurisdictions for discretionary programs of county-wide significance or redistribute to each Los Angeles County local jurisdiction by formula on a per capita basis.

The Cities of Bell, Beverly Hills, Compton, Lawndale, Lynwood, Palmdale, Palos Verdes Estates,

Rolling Hills Estates, Rosemead, San Dimas, and Torrance are all working on large street improvement projects that are costly and difficult to coordinate and construct. The City of Santa Monica is working on a multi-year Pier Bridge Replacement Project that has various stages. The City of Sierra Madre needs additional time to compile local return funds for a Transit Hub project. The City of Lomita requires a time extension on an existing Board Approved Capital Reserve account to complete the construction of their intersection project. The termination date for all these capital reserve accounts will be June 30, 2031, unless a city requests an additional time extension before then.

New Capital Reserve Accounts

City of Bell
The City of Bell is requesting a new Measure M 17% Local Return capital reserve account in the amount of $1,500,000 for their Bear Ave and Otis Ave Street Improvements Project. This is a street rehabilitation project that includes: sidewalk replacement, pavement section, driveway, curb and gutter maintenance, manhole adjustment, speed humps, and striping. Proposed work will increase safety for pedestrians and vehicles. The capital reserve is needed due to construction delays with the project. The city is not in danger of lapsing funds in FY26. In FY25 Bell had no audit findings.

City of Beverly Hills
The City of Beverly Hills is requesting a new Measure M 17% Local Return capital reserve account totaling $1,000,000 for their Citywide Street and Alley Improvements Project. The scope of this project includes streets and alley pavement repairs and maintenance per the adopted Pavement Management Program to increase the serviceability of pavement life by at least 25 years. The project will rehab approximately 2.53 miles of streets, 2.76 miles of alley infrastructure, and 38,300 square-feet of pedestrian sidewalk repairs. Approval of this capital reserve will assist in the accumulation of funds for the project and will prevent $492,753 of Measure M funds from lapsing in FY26. In FY25 Beverly Hills had no audit findings.

City of Compton
The City of Compton is requesting a new Proposition C 20% Local Return capital reserve account in the amount of $5,000,000 for their Citywide Street Maintenance and Street Rehabilitation Program Project. This is a street maintenance project that includes asphalt replacement and repair, curb and gutter repairs, sidewalk replacement, signs, striping, and storm drain repairs on streets throughout the City that are utilized by public transit. Approval of this capital reserve will prevent funds from lapsing due to delays in the project construction schedule. At the beginning of FY25 the City had a Proposition C potential lapsing amount of $3,541,026. In FY25 Compton had two audit findings related to Proposition C funds. The City did not maintain proper accounting records, which was unresolved during the audit and the City lapsed $1,215,734 for which they received an extension from Metro during the audit. Approval of this capital reserve will prevent funds from lapsing and eliminate a potential repeat audit finding in FY26.

City of Lawndale
The City of Lawndale is requesting a new Proposition C 20% Local Return and Measure M 17% Local Return capital reserve account totaling $1,160,733 for their Hawthorne Blvd Rehabilitation Project. This project will rehabilitate approximately 2.1 miles of Hawthorne Boulevard, a major arterial

corridor extending from Artesia Boulevard to Rosecrans Avenue and includes asphalt resurfacing, striping, and ADA improvements. This capital reserve is required to allow the City to accumulate sufficient regional transportation funds to deliver this large-scale pavement rehab project ensuring compliance with program expenditure deadlines. At the beginning of FY25 the City had a Proposition C potential lapsing amount of $114,314 and a Measure M potential lapsing amount of $463,365. Approval of this capital reserve will prevent these funds from lapsing. In FY25 Lawndale received an audit finding for late submittal of the Pavement Management System form. This finding was resolved during the audit.

City of Lynwood

The City of Lynwood is requesting a new Proposition C 20% Local Return capital reserve account in the amount of $4,000,000 for their Santa Fe Street & State Street - Remove and Reconstruct Project. Scope of Work will involve full-depth street reconstruction of three street segments along Sante Fe Street and State Street that have been identified as high priority based on their state of disrepair. At the beginning of FY26 the City had a Proposition C potential lapsing amount of $1,849,856. Approval of this capital reserve will prevent these funds from lapsing. In FY25 Lynwood received an audit finding for Prop C project expenditures being over 25% of their budget which was resolved during the audit with retroactive approval of budget change.

City of Palmdale

The City of Palmdale is requesting two separate capital reserve accounts. The first is for their Avenue T Street Improvements project for $3,000,000 of Measure M 17% Local Return funds. The second capital reserve is for their Ave R and R-8 Street Improvements Project totaling $10,800,000 of Proposition C 20% Local Return and Measure R 15% Local Return funds. The Avenue T Street Improvements Project will rehabilitate roadway pavement, shoulders, street widening, construction of a new traffic signal, and curb ramps. The Ave R and R-8 Street Improvements Project scope of work includes improvements to all existing features from curb to curb, ADA Ramps, to all above ground utilities, and the addition of centerlines, property lines, and right-of-way lines. Approval of these capital reserves will allow for additional accumulation of funds that is necessary for higher than anticipated construction and engineering costs. At the beginning of FY26 the City had a Proposition C potential lapsing amount of $2,018,433, Measure R potential lapsing amount of $4,502,932, and Measure M potential lapsing amount of $285,851. Approval of this capital reserve will prevent these funds from lapsing. In FY25 Palmdale received one Proposition C audit finding for late submittal of the Pavement Management System form; this finding was resolved during the audit.

City of Palos Verdes Estates

The City of Palos Verdes Estates is requesting a new Proposition C 20% Local Return capital reserve account in the amount of $1,500,000 for their Pavement Rehabilitation and Resurfacing Program Project. This project provides for the planning, design, and construction of roadway resurfacing and rehabilitation improvements on selected City streets identified through the Palos Verdes Estates Pavement Management Program (PMP). Street segments are evaluated annually using PMP data to assess pavement conditions, prioritize needs, and identify the most cost-effective treatment strategies to preserve roadway assets and extend service life. Establishing a Local Return capital reserve account is necessary because this program represents a large-scale, multi-year capital investment that cannot be efficiently delivered within a single fiscal year of Local Return allocations. At the beginning of FY26 the City had a Proposition C potential lapsing amount of $843,264.

Approval of this capital reserve will prevent these funds from lapsing. In FY25 Palos Verdes Estates received 2 Proposition C audit findings. The City expended funds on projects without receiving approval from Metro. The projects were eligible expenses and Metro retroactively approved them during the audit. In addition, the City did not have proper accounting procedures in place. Since the close of the audit Metro has been working closely with the City to ensure all accounting procedures are able to meet future audit reviews.

City of Rolling Hills Estates

The City of Rolling Hills Estates is requesting a new Proposition C 20% Local Return, Measure R 15% Local Return, and Measure M 17% Local Return capital reserve account totaling $631,446 for their Intersection Capacity Improvements at Palos Verdes Drive North and Dapplegray School Entrance Project. The project is intended to increase intersection capacity and reduce congestion during peak school and commuter hours while maintaining safe access for vehicles, pedestrians, bicyclists, and school-related traffic. Improvements include roadway widening, pavement rehabilitation, new and modified curb and gutter, retaining walls, drainage features, ADA-compliant pedestrian facilities, traffic signal modifications, signing and striping, and associated utility adjustments. Due to the limited scale of Rolling Hills Estate's local budget, the City has strategically leveraged multiple funding sources to supplement the Measure M Subregional Grant funds dedicated to this project. Following the bid opening in April, project costs exceeded initial estimates. Establishment of this capital reserve account will secure Proposition C, Measure R, and Measure M Local Return funds ensuring they remain available and do not lapse before the project's completion. At the beginning of FY26 the City had a Proposition C potential lapsing amount of $26,873. Approval of this capital reserve will prevent these funds from lapsing. In FY25 Rolling Hills Estates had no audit findings.

City of Rosemead

The City of Rosemead is requesting a new Proposition C 20% Local Return capital reserve account in the amount of $2,200,000 for their Walnut Grove & Valley Blvd Roadway Improvements Project. The scope of this project includes roadway resurfacing, ADA upgrades, streetscape and raised medians, a bicycle feasibility study, and LA County fire crossing enhancements. Additional time and fund accumulation is needed for this project with construction scheduled to begin first quarter of 2027. At the beginning of FY26 the City had a Proposition C potential lapsing amount of $1,020,040. Approval of this capital reserve will prevent these funds from lapsing. In FY25 Rosemead had no audit findings.

City of San Dimas

The City of San Dimas is requesting a new Proposition C 20% Local Return and Measure M 17% Local Return capital reserve account totaling $1,600,000 for their Arrow Highway Street Improvement Project. The scope of this project includes removal and replacement of two inches of existing asphalt to restore the roadway surface, removal and replacement of damaged sidewalk, curb and gutter rehabilitation, and upgrades to existing curb ramps. Additional time needed to complete this project due to delays associated with receipt of federal funding programmed for the project. At the beginning of FY26 the City had a Proposition C potential lapsing amount of $818,441 and Measure M lapsing amount of $304,919. In FY25 San Dimas received one Proposition C audit finding for lapsed funds. Metro granted an extension for these lapsed funds. Approval of this capital reserve will prevent funds from lapsing and eliminate a potential repeat audit finding in FY26.

City of Santa Monica
The City of Santa Monica is requesting a new Proposition C 20% Local Return and Measure M 17% Local Return capital reserve account totaling $5,441,609 for their Pier Bridge Replacement Project. This project will replace the existing, outdated structure with a wider structure providing one vehicular traffic lane in each direction with wider sidewalks. Because this project has multiple stages with different lead times, establishment of a capital reserve is necessary to ensure that funds remain available through all project stages. At the beginning of FY26 the City had a Proposition C potential lapsing amount of $2,294,992. Approval of this capital reserve will prevent these funds from lapsing. In FY25 Santa Monica had no audit findings.

City of Sierra Madre
The City of Sierra Madre is requesting a new Proposition A 25% Local Return capital reserve account in the amount of $1,000,000 for their Sierra Madre Transit Hub and Passenger Amenity Modernization Project. This project will modernize the City's primary transit waiting and transfer area at Kersting Court, along with complementary upgrades at 9 additional Metro Line 268 stop locations within Sierra Madre. The scope is limited to direct-transit passenger amenities and transit-supportive infrastructure within the active waiting areas and, where applicable, within 25 feet of the designated bus stop signposts. This capital reserve is needed to support the phased implementation and final refinement of this long-term multistage project. At the beginning of FY26 the City had a Proposition A potential lapsing amount of $466,613. Approval of this capital reserve will prevent these funds from lapsing. In FY25 Sierra Madre had no audit findings.

City of Torrance
The City of Torrance is requesting a new Proposition C 20% Local Return capital reserve account in the amount of $6,000,000 for their FY26 Arterial Pavement Improvement I-139 Project. This project will repair arterial pavement in areas designated by the City’s pavement management program. This project was deferred due to the construction of a separate grant-funded project within the project area for new traffic signals that would disturb the new pavement of this project should it have been prioritized. As a result, Prop C funds could not be used within the timeframe that was originally anticipated and need to be placed in a capital reserve account to complete the project. At the beginning of FY26 the City had a Proposition C potential lapsing amount of $1,718,615. Approval of this capital reserve will prevent these funds from lapsing. In FY25 Torrance had no audit findings.

Amended Capital Reserve Accounts

City of Lomita
The City of Lomita is requesting a time extension to their Board approved Lomita/Narbonne Intersection - ADA project, Proposition C 20% Local Return capital reserve account totaling $7,000,000. The scope of this project involves ADA improvements to the intersection of Lomita Blvd & Narbonne Ave. This project was delayed because of a Citywide School Loading Zone Study that impacted the project area and design. The capital reserve account needs to be extended so the project can be completed. In FY25 Lomita had no audit findings.

DETERMINATION OF SAFETY IMPACT

Approval of the new capital reserve accounts that include street and road improvement projects would provide additional safety features for local communities.

FINANCIAL IMPACT

Adoption of the staff recommendation would have no impact on the Metro Budget, or on Metro's Financial Statements. The capital reserve account funds originate from Propositions A and C, and Measures R and M funds. As specified by the ordinances, these funds are allocated to and held by each Los Angeles County local jurisdiction by formula.

Impact to Budget

Adoption of the staff recommendation would have no impact on the Metro Budget as these funds have been previously disbursed to the cities. These funds are not eligible for Metro bus and rail operations.

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 (see Attachment A). For Bell, Beverly Hills, Compton, Lawndale, Lomita, Lynwood, Palmdale, Palos Verdes Estates, Rolling Hills Estates, Rosemead, San Dimas and Torrance, these projects will provide better street conditions to enhance mobility for pedestrians, cyclists, transit users, and individuals with disabilities. The City of Sierra Madre's Transit Hub and Passenger Amenity Modernization Project will greatly improve transit and pedestrian access for residents and workers within the city. The City of Santa Monica's Pier Bridge Replacement Project will modernize vehicular and pedestrian access to the pier and adjacent area.

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 projects result from the funding adjustments presented in this report have mixed outcomes, but on a whole, most of the projects in this report will likely decrease VMT in LA County. Within this suite of projects, 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 within this status report include items that will ease congestion for cars and trucks resulting in the possibility of increased VMT. However, these projects also provide for carpooling infrastructure and reinvestment of funding towards transit projects. The projects' multi-modal benefits may contribute to offsetting the possible increase in VMT. The VMT-related effects of each of the projects in this report are discussed in Attachment A.

*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 Strategic Plan Goals 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; and
- Goal 3: Enhance communities and lives through mobility and access to opportunity

ALTERNATIVES CONSIDERED

Should the Board choose not to approve the staff recommendations the cities may not be able to accumulate sufficient funds necessary to implement the capital projects as described in Attachment A and the projects may not be constructed in a timely manner.

NEXT STEPS

With the Board's approval of the recommendation, staff will negotiate and execute all necessary agreements between Metro and the listed cities for their capital reserve accounts as approved. Staff will continue to monitor the accounts, including the annual Local Return audit, to ensure that the cities comply with the Local Return Guidelines and the terms of the agreement.

Staff is currently developing a consolidated Local Return guidelines document to merge the three existing guidelines into one consistent set of administrative procedures to improve local jurisdiction program compliance. While administrative processes will be updated and modernized, the eligibility and other foundational requirements of the four Local Return programs authorized by their respective sale tax ordinances will remain unchanged. As related to this report, the new proposed guidelines will offer an alternative to Capital Reserve Accounts for lapsing funds. This alternative would provide jurisdictions the option to partner with Metro to implement localized Board priority transportation projects that provide immediate benefits, such as Open and Slow Streets funding and improvements to support the 2028 Olympic and Paralympic Games.

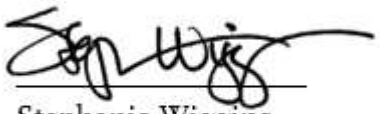
ATTACHMENT

Attachment A - Proposed FY26 Capital Reserve Account Summary

Prepared by: Chelsea Meister, Senior Manager, Transportation Planning, Local Programming, (213) 922-5638
Susan Richan, Senior Director, Local Programming, (213) 922-3017
Cosette Stark, Executive Officer, Local Programming, (213) 922-2822

Rodney Johnson, Treasurer, (213) 922-3147

Reviewed by: Michelle Navarro, Chief Financial Officer (Interim), (213) 922-3056



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROPOSED FY26 CAPITAL RESERVE ACCOUNT SUMMARY

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Bell (New)	Project: Bear Ave and Otis Ave Street Improvements Justification: The capital reserve is needed due to delays in construction. VMT: This project will likely increase VMT	$1,500,000	Measure M 17% Local Return	6/30/31
City of Beverly Hills (New)	Project: Citywide Street and Alley Improvements Justification: Capital reserve will prevent funds from lapsing due to delays and timing of the construction schedule of this project. VMT: This project will likely increase VMT	$1,000,000	Measure M 17% Local Return	6/30/31
City of Compton (New)	Project: Citywide Street Maintenance and Street Rehabilitation Program Justification: Capital reserve will prevent funds from lapsing due to project delays and $40 million bond. VMT: This project will likely increase VMT	$5,000,000	Prop C 20% Local Return	6/30/31
City of Lawndale (New)	Project: Hawthorne Blvd Rehabilitation Project Justification: Establishing a capital reserve for this project will allow the City to accumulate sufficient regional transportation funds to deliver this large-scale pavement rehabilitation project while ensuring compliance with program expenditure deadlines. VMT: This project will likely increase VMT	$114,314 $1,046,419	Prop C 20% Local Return Measure M 17% Local Return	6/30/31

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Lomita (Extension)	Project: Lomita/Narbonne Intersection Project - ADA Justification: The project has not yet been completed due to significant project delays from Citywide School Loading Zone Study. VMT: This project will likely decrease VMT	$7,000,000	Prop C 20% Local Return	6/30/31
City of Lynwood (New)	Project: Santa Fe Street & State Street - Remove and Reconstruct (Design and Construction) Justification: The planning process was delayed due to staff turnover of key department heads and prioritization of other projects. Capital reserve account allows city to prevent lapsing funds and budget deficit. VMT: This project will likely increase VMT	$4,000,000	Prop C 20% Local Return	6/30/31
City of Palmdale (New)	Project: Avenue T Street Improvements Justification: Project is finalizing design; engineers estimate high construction costs. Establishment of capital reserve will allow for funds to be in place before contract award. VMT: This project will likely increase VMT	$3,000,000	Measure M 17% Local Return	6/30/31
City of Palmdale (New)	Project: Ave R & R-8 Street Improvements Justification: Project is finalizing design; engineers estimate high construction costs. Establishment of capital reserve will allow for funds to be in place before contract award. VMT: This project will likely increase VMT	$4,800,000 $6,000,000	Prop C 20% Local Return Measure R 15% Local Return	6/30/31

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Palos Verdes Estates (New)	Project: Pavement Rehabilitation and Resurfacing Program Justification: A capital reserve account will enable completion of this large-scale, multiyear capital investment that cannot be efficiently delivered within a single fiscal year of Local Return allocations. VMT: This project will likely increase VMT	$1,500,000	Prop C 20% Local Return	6/30/31
City of Rolling Hills Estates (New)	Project: Intersection Capacity Improvements at Palos Verdes Drive North and Dapplegray School Entrance Justification: Extra time is needed to collect local return funds to complete this project due to the City's limited resources and funding. VMT: This project will likely increase VMT	$334,478 $139,204 $157,764	Prop C 20% Local Return Measure R 15% Local Return Measure M 17% Local Return	6/30/31
City of Rosemead (New)	Project: Walnut Grove Ave & Valley Blvd Roadway Improvements Justification: Additional time and fund accumulation needed for project with construction scheduled to begin first quarter of 2027. VMT: This project will likely increase VMT	$2,200,000	Prop C 20% Local Return	6/30/31
City of San Dimas (New)	Project: Arrow Highway Street Improvement Project Justification: Additional time needed to complete project due to delays associated with federal funding for this project VMT: This project will likely increase VMT	$1,200,000 $400,000	Prop C 20% Local Return Measure M 17% Local Return	6/30/31

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Santa Monica (New)	Project: Pier Bridge Replacement Project Justification: The Project includes various stages with different lead times: demolition of the existing bridge, and construction of a temporary bridge for pedestrian and vehicular access. Expenditures are expected to ramp up within the next 6 months. Capital reserve will ensure that funds are available for the project when they are needed. VMT: This project will likely increase VMT	$1,810,126 $3,631,483	Prop C 20% Local Return Measure M 17% Local Return	6/30/31
City of Sierra Madre (New)	Project: Sierra Madre Transit Hub and Passenger Amenity Modernization Project Justification: Additional funds needed to assist in the completion of this long-term project and prevent funds from lapsing VMT: This project will likely decrease VMT	$1,000,000	Prop A 25% Local Return	6/30/31
City of Torrance (New)	Project: FY26 Arterial Pavement Improvement I-139 project Justification: Project deferred due to a grant-funded project within project area for new traffic signals that would disturb the new pavement. As a result, Prop C funds could not be used within the timeframe that was originally anticipated and need to be placed in a capital reserve account to complete the project. VMT: This project will likely decrease VMT	$6,000,000	Prop C 20% Local Return	6/30/31

Metro

FY26 Local Return Capital Reserve Accounts - Item# 2026-0393

Finance, Budget & Audit Committee
July 16, 2026

Issue & Background

- Metro annually allocates Local Return funds to LA County jurisdictions to implement local projects
  - Proposition A
  - Proposition C
  - Measure R
  - Measure M
- Local Return funds must be spent within 4 or 5 years, depending on fund source
  - If not spent, funds could lapse and jurisdiction can lose revenues
- Jurisdictions may need additional time to accumulate funding to implement projects
- To prevent lapsing, jurisdictions may request Capital Reserve Account
- Board approval is required to establish or amend Capital Reserve Accounts

Metro

Capital Reserve Account Projects

NEW CAPITAL RESERVES		
Jurisdiction Name	**Amount**	**Project**
Bell (Meas M)	$ 1,500,000	NEW Project - Bear Ave and Otis Ave Street Improvement
Beverly Hills (Meas M)	1,000,000	NEW Project - Citywide Street and Alley Improvement
Compton (Prop C)	5,000,000	NEW Project - Citywide Street Maintenance and Street Rehabilitation Program
Lawndale (Prop C & Meas M)	1,160,733	NEW Project - Hawthorne Blvd Rehabilitation Project
Lynwood (Prop C)	4,000,000	NEW Project - Santa Fe Street & State Street - Remove and Reconstruct (Design and Construction)
Palmdale (Meas M)	3,000,000	NEW Project - Avenue T Street Improvements
Palmdale (Prop C & Meas R)	10,800,000	NEW Project - Ave R & R-8 Street Improvements
Palos Verdes Estates (Prop C)	1,500,000	NEW Project - Pavement Rehabilitation and Resurfacing Program
Rolling Hills Estates (Prop C, Meas R & Meas M)	631,446	NEW Project - Intersection Capacity Improvements at Palos Verdes Drive North & Dapplegray School Entrance
Rosemead (Prop C)	2,200,000	NEW Project - Walnut Grove Ave & Valley Blvd Roadway Improvements
San Dimas (Prop C & Meas M)	1,600,000	NEW Project - Arrow Highway Street Improvement Project
Santa Monica (Prop C & Meas M)	5,441,609	NEW Project - Pier Bridge Replacement Project
Sierra Madre (Prop A)	1,000,000	NEW Project - Sierra Madre Transit Hub & Passenger Amenity Modernization Project
Torrance (Prop C)	6,000,000	NEW Project - FY26 Arterial Pavement Improvement I-139 Project

AMEND CAPITAL RESERVES		
Jurisdiction Name	**Amount**	**Project**
Lomita (Prop C)	$ 7,000,000	EXTENSION - Lomita/Narbonne Intersection Project - ADA

Metro

Recommendation

CONSIDER:

A. ESTABLISHING new Local Return funded Capital Reserve Accounts for the Cities of Bell (Measure M), Beverly Hills (Measure M), Compton (Proposition C), Lawndale (Proposition C and Measure M), Lynwood (Proposition C), Palmdale (Proposition C, Measure R, Measure M), Palos Verdes Estates (Proposition C), Rolling Hills Estates (Proposition C, Measure R, Measure M), Rosemead (Proposition C), San Dimas (Proposition C, Measure M), Santa Monica (Proposition C, Measure M), Sierra Madre (Proposition A), Torrance (Proposition C), and amending the existing Local Return funded Capital Reserve Account for the City of Lomita (Proposition C) (Attachment A); and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities in Recommendation A for their Capital Reserve Accounts as approved.

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

File #: 2026-0405, **File Type:** Resolution **Agenda Number:** 27.

FINANCE, BUDGET AND AUDIT COMMITTEE
JULY 16, 2026

SUBJECT: FY27 TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT:

A. FINDINGS and RECOMMENDATIONS (Attachment A) for allocating Fiscal Year 2027 (FY27) Transportation Development Act (TDA) Article 8 funds (Attachment B) estimated at $35,546,436 as follows:

1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet. Therefore, TDA Article 8 funds in the amount of $167,800 may be used for street and road projects or transit projects;

2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale, and the unincorporated portions of the Antelope Valley, transit needs can be met by using other existing fund sources. Therefore, TDA Article 8 funds in the amount of $8,817,477 for Lancaster and $8,288,185 for Palmdale may be used for street and road projects or transit projects, if transit needs continue to be met;

3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other fund sources. Therefore, $11,526,141 in TDA Article 8 funds for the City of Santa Clarita may be used for street and road projects or transit projects, if transit needs continue to be met;

4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other fund sources such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of $6,746,833 may be used for street and road projects or transit projects, if transit needs continue to be met; and

B. A RESOLUTION (Attachment C) making a determination of unmet public transportation needs

in the areas of Los Angeles County outside the Metro service area.

ISSUE

State law requires that the Los Angeles County Metropolitan Transportation Authority (Metro) make findings regarding unmet transit needs in areas outside of Metro's service area. If any unmet transit needs are identified as reasonable to meet, they must be met before TDA Article 8 funds can be allocated for street and road purposes.

BACKGROUND

Under the State of California TDA Article 8 statute, state transportation funds are allocated to the portions of Los Angeles County outside Metro's service area. These funds are for "unmet transit needs that may be reasonable to meet." However, if no such needs exist, the funds can be spent for street and road purposes. See Attachment D for a summary of the history of TDA Article 8 and definitions of unmet transit needs.

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing process (Attachment E). If there are determinations that unmet transit needs exist, which are reasonable to meet and Metro adopts such a finding, then these transit needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, Metro must adopt a resolution annually that states the findings regarding unmet transit needs. Attachment C presents the FY27 Resolution. The proposed findings and recommendations are based on the results of the public hearing process and the recommendations of the Social Service Transportation Advisory Council (SSTAC) and the Hearing Board.

Antelope Valley Transit Authority Transit Service Updates

Over the past year, Antelope Valley Transportation Authority (AVTA) achieved several important milestones, including installing new media boards at the South Valley Transit Center, adding Automatic Passenger Counters with full FTA certification for the commuter fleet, graffiti film replacement at Owen Memorial Park shelters. The agency also completed quarterly audits of commuter bus stops, and a late-2025 fare evasion campaign that helped improve farebox recovery.

AVTA also finalized planning and scheduling for AV ALTA home games for the 2025 season and continues focusing on service reliability, safety, and rider experience. The agency is exploring an off-the-grid charging solution using a solar farm paired with battery storage, aiming to create a more sustainable and resilient energy source for its fleet, in collaboration with the City of Lancaster and the Federal Transit Administration.

For 2027 proposed service changes, AVTA is conducting community outreach through meetings, town councils, local events, and transit center popups to gather feedback, refine routes, improve efficiency, and support growing residential areas. AVTA continues to promote the LA Metro GoPass program. Participating institutions include Antelope Valley Union High School District, Antelope Valley College, and Palmdale Academy Charter School for the 25/26 year. Middle schools are also being encouraged to participate. During the 24/25 GoPass year, 1,690 students registered, generating 45,647 boardings across the AVTA system.

City of Santa Clarita Transit Service Updates
Over the past year, the City of Santa Clarita has continued advancing public transportation by strengthening its partnership with Los Angeles County and enhancing transit infrastructure throughout the Santa Clarita Valley. Even without requests for new service, the City expanded on-demand service, improved fixed route operations, and experienced ridership growth across local routes, on-demand trips, and dial-a-ride services.

Since March 2025, the City has made significant progress, including improving fixed route service to the Five Point development, ordering additional zero emission fuel cell buses, beginning construction of a hydrogen electrolyzer and fueling station, and adding new electric vehicles for Go! Santa Clarita. The City also received new CNG dial-a-ride buses, upgraded 26 bus stops with new amenities, and launched a unified dispatching and scheduling system for multiple transit services. Looking ahead, Santa Clarita Transit will continue pursuing funding opportunities and collaborating with regional partners to implement its Transit Development Plan and deliver efficient, high-quality service for all Santa Clarita Valley residents.

DISCUSSION

Metro has complied with state law by conducting public hearings and obtaining input from the Social Service Transportation Advisory Council (SSTAC) regarding unmet transit needs. The SSTAC is comprised of riders representing seniors, individuals with disabilities, social service providers, and other interested parties from the North County areas.

- Attachment A presents the proposed FY27 SSTAC recommendations.
- Attachment G summarizes the recommendations made and actions taken by area transit agencies during FY2026

On May 5, 2026, the TDA Article 8 Hearing Board convened on behalf of the Metro Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for the use of TDA Article 8 funds based on input from the SSTAC and the public hearing process.

Funds will be released to eligible jurisdictions upon:
1. Transmittal of the Metro Board-adopted findings and recommendations,
2. Transmittal of public hearing documentation to Caltrans, and
3. Caltrans approval

A delay in adopting the findings, recommendations, and the resolution contained in Attachments A and C would delay the allocation of $35,546,436 in TDA Article 8 funds to the recipient local jurisdictions.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

FINANCIAL IMPACT

The TDA Article 8 funds for FY27 are estimated at $35,546,436 (Attachment B). Funding for this action is included in the FY27 Adopted Budget in cost center 0443, project number 410059 TDA Subsides - Article 8. TDA Article 8 funds are state sales tax revenues designated by law for use by Los Angeles County local jurisdictions outside Metro's service area. Metro allocates these funds based on population and disburses them monthly, once each jurisdiction's claim form is received, reviewed, and approved.

Impact to Budget

These funds are not eligible for Metro bus and rail operations.

EQUITY PLATFORM

This State-established process requires Caltrans approval before funds can be released. Funds are allocated based on jurisdiction population, while local agencies retain control over eligible expenditure decisions. Projects funded through the TDA Article 8 program serve Metro-defined Equity Focus Communities (EFC). For FY27 approximately 67 percent of program allocations will benefit EFCs in the Antelope Valley, including the cities of Palmdale, Lancaster and unincorporated Los Angeles County. While participating jurisdictions did not identify unmet transit needs that could reasonably be met, TDA Article 8 funds support locally identified transportation improvements that help residents access employment, education, healthcare, transit services, and other essential destinations.

Public hearings were held on March 3, 2026, in Palmdale/Lancaster and Santa Clarita in both in-person and virtual formats, and on March 17, 2026, in the City of Avalon during its city council meeting. Public hearing notices were published in the Daily News, La Opinión, and local newspapers serving Antelope Valley, Santa Clarita, San Fernando Valley, Catalina Island, and Long Beach. Spanish interpreters were available if requested at all hearings, and all public hearing spaces were accessible in compliance with the American with Disabilities Act (ADA).

Outreach efforts included e-blasts, LACMTA Calendar postings, emailed flyers to North County Town Councils, mailed notices to local businesses, and outreach at the I-5 North Enhancement community meeting. A dedicated TDA Article 8 webpage and QR code linked to the online comment form were also created to improve public access and participation. Comments were accepted online, by email, and by mail.

The outreach strategy was intended to reach as many residents and transit riders as possible. The e-blast alone reached approximately 6,928 registered TAP card users in the participating regions, of which 4,029 were riders in EFCs. As a result of these outreach efforts, comment submissions increased compared to the previous year. Metro's goal is to ensure all residents in participating regions are informed of the opportunity to make their voices heard.

On March 16, 2026, staff also convened the Social Services Transportation Advisory Council (SSTAC) with representatives from senior (65 and older), disability, low-income, and community-based organizations. At this meeting, the committee discussed transit needs and suggested that existing transit needs are addressed through current funding and service.

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 effect on VMT.

The projects result from the funding adjustments presented in this report have mixed outcomes, but on a whole, most of the projects in this report will likely decrease VMT in LA County. Within this suite of projects, 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 within this status report include items that will ease congestion for cars and trucks, or expand vehicle capacity, resulting in the possibility of increased VMT. However, these projects also provide for carpooling infrastructure and reinvestment of funding towards transit projects. The projects' multi-modal benefits may contribute to offsetting the possible increase in VMT.

While TDA Article 8 funds are distributed based on population and the outcome of the unmet transit needs process, the investments they support have a meaningful impact on travel behavior. In FY27, the Antelope Valley Transit Authority (AVTA), the City of Santa Clarita, and the City of Avalon are advancing projects that expand access to public transit, improve service quality, and reduce reliance on single-occupancy vehicles. AVTA has also enhanced rider experience and operations by installing media boards at the South Valley Transit Center, along with certifying FTA-compliant Automatic Passenger Counters. Santa Clarita modernized its operations and expanded its network by upgrading local on-demand options and extending fixed-route service to the Five Point development north of Interstate 5. Avalon, where private vehicle use is already limited, continues to enhance mobility options through improved transit access and public engagement. Collectively, these TDA Article 8-funded initiatives align with Metro's broader VMT reduction strategy by encouraging sustainable travel choices across the county.

*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 program advances several Strategic Plan Goals including:

- Goal #1: 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 #4: Transform LA County through collaboration and leadership

ALTERNATIVES CONSIDERED

The Board of Directors could adopt findings or conditions other than those developed in consultation with the Hearing Board, with input from the state required SSTAC (Attachment A), and through the public hearing process. However, this is not recommended because adopting the proposed findings and recommendations made by the SSTAC and adopted by the Hearing Board has been developed

through a public hearing process, as described in Attachment E, and in accordance with the TDA statutory requirements.

NEXT STEPS

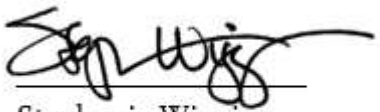
Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, TDA Article 8 funds will be allocated to the recipient local jurisdictions.

ATTACHMENTS

Attachment A - FY27 Proposed Findings and Recommended Actions
Attachment B - FY27 TDA Article 8 Apportionments
Attachment C - FY27 TDA Article 8 Resolution
Attachment D - History of TDA Article 8 and Definitions of Unmet Transit Needs
Attachment E - TDA Article 8 Public Hearing Process
Attachment F - FY27 TDA Article 8 Comment Summary Sheet
Attachment G - Letters from AVTA & Santa Clarita Transit on Actions Taken

Prepared by: Juan Miranda, Senior Manager, Transportation Planning, (213) 922-2824
Manijeh Ahmadi, Director, Budget, Local Programming (213) 922-3083
Cosette Stark, Executive Officer, Local Programming, (213) 922- 2822
Rodney Johnson, Treasurer, (213) 922-3417

Reviewed by: Michelle Navarro, Chief Financial Officer (Interim), (213) 922-3056



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

FY27 TDA ARTICLE 8

PROPOSED FINDINGS AND RECOMMENDED ACTIONS

HEARING BOARD & SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL

CATALINA ISLAND AREA

- Proposed Finding: In the City of Avalon, there are no unmet transit needs that are reasonable to meet. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

- Recommended Actions: City of Avalon should maintain funding sources for transit services, if reasonable to meet.

ANTELOPE VALLEY AREA

- Proposed Finding: There are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

- Recommended Actions: Antelope Valley Transit Authority (AVTA) should continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Finding: There are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

- Recommended Actions: Santa Clarita Transit should continue to evaluate funding opportunities for transit services.

ATTACHMENT B

FY27 TDA ARTICLE 8 APPORTIONMENTS
(Transit/Streets & Highways)

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE		ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,383	0.47%	$	167,800
Lancaster	177,768	24.81%		8,817,477
Palmdale	167,097	23.32%		8,288,185
Santa Clarita	232,377	32.43%		11,526,141
LA County Unincorporated [2]	136,022	18.98%		6,746,833
Total	716,647	100.00%	$	35,546,436
		Estimated Revenues:	$	**35,546,436**

[1] Population estimates are based on the State of California Department of Finance's (DOF) 2025 population estimates
[2] The Unincorporated Population figure is based on 2007 estimates by Urban Research.

ATTACHMENT C

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY MAKING A DETERMINATION AS TO UNMET PUBLIC TRANSPORTATION NEEDS IN LOS ANGELES COUNTY FOR FISCAL YEAR 2027

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, Public Utilities Code Section 99200 et seq.; and

WHEREAS, under Sections 99238, 99238.5, 99401.5 and 99401.6, of the Public Utilities Code, before any allocations are made for local street and road use, a public hearing must be held and from a review of the testimony and written comments received and the adopted Regional Transportation Plan, make a finding that 1) there are no unmet transit needs; 2) there are no unmet transit needs that are reasonable to meet; or 3) there are unmet transit needs, including needs that are reasonable to meet; and

WHEREAS, at its meetings of June 25, 1998 and June 24, 1999, the Board of Directors approved definitions of unmet transit need and reasonable to meet transit need; and

WHEREAS, public hearings were held by LACMTA in Los Angeles County in Palmdale/Lancaster on March 3, 2026, Santa Clarita on March 3, 2026 and in Avalon on March 17, 2026, after sufficient public notice of intent was given, at which time public testimony had the opportunity to be made and received; and

WHEREAS, a Social Service Transportation Advisory Council (SSTAC) was formed by LACMTA and has recommended actions to meet the transit needs in the areas outside the LACMTA service area; and

WHEREAS, a Hearing Board was appointed by LACMTA, and has considered the results of the public hearing process and the recommendations of the SSTAC; and

WHEREAS, the SSTAC and Hearing Board reaffirmed the definitions of unmet transit need and reasonable to meet transit need; and

WHEREAS, staff in consultation with the Hearing Board recommends the finding that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects; and

WHEREAS, staff in consultation with the Hearing Board recommends the finding that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects; and

WHEREAS, staff in consultation with the Hearing Board recommends the finding that there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

NOW THEREFORE,

1.0 The Board of Directors approves on an on-going basis the definition of Unmet Transit Needs as any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services; and the definition of Reasonable to Meet Transit Need as any unmet transit needs that can be met, in whole or in part, through the allocation of available transit revenue and be operated in a cost efficient and service effective manner, without negatively impacting existing public and private transit options.

2.0 The Board hereby finds that, in the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

3.0 The Board hereby finds that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

4.0 The Board hereby finds that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

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 Thursday, July 23, 2026.

_____
COLLETTE LANGSTON
LACMTA Board Clerk

DATED: July 23, 2026

ATTACHMENT D

History of Transportation Development Act (TDA) 8

The Mills-Alquist-Deddeh act, better known as the Transportation Development Act (SB325), was enacted in 1971 to provide funding for transit or non-transit related purposes that comply with regional transportation plans. Funding for Article 8 was included in the original bill.

In 1992, after the consolidation of SCRTD and LACTC, AB1136 (Knight) was enacted to continue the flow of TDA 8 funds to outlying cities which were outside of the SCRTD's service area.

Permanent Adoption of Unmet Transit Needs Definitions

Definitions of Unmet Transit Need and Reasonable to Meet Transit Need were originally developed by the SSTAC and Hearing Board and adopted by Metro Board Resolution in May 1997 as follows:

- Unmet Transit Need - any transportation need, identified through the public hearing process, that could be met through the implementation or improvement of transit or paratransit services.

- Reasonable to Meet Transit Need - any unmet transit need that can be met, in whole or in part, through the allocation of additional transit revenue and be operated in a cost-efficient and service-effective manner, without negatively impacting existing public and private transit options.

Based on discussions with and recommendations from Caltrans Headquarters' staff, these definitions have been adopted on an ongoing basis by the resolution. The Metro Board did approve the definitions of unmet transit need and reasonable to meet transit needs at its meetings held on June 25, 1998, and June 24, 1999.

These definitions will continue to be used each year until further action by the Metro Board.

ATTACHMENT E

TDA ARTICLE 8 PUBLIC HEARING PROCESS

Article 8 of the California Transportation Development Act (TDA) requires annual public hearings in those portions of the County that are not within the Metro transit service area. The purpose of the hearings is to determine whether there are unmet transit needs which are reasonable to meet. We established a Hearing Board to conduct the hearings on its behalf in locations convenient for the residents of the affected local jurisdictions. The Hearing Board, in consultation with staff, also makes recommendations to the Board of Directors for adoption: 1) a finding regarding whether there are unmet transit needs that are reasonable to meet; and 2) recommended actions to meet the unmet transit needs, if any.

In addition to public hearing testimony, the Hearing Board received input from the Social Service Transportation Advisory Council (SSTAC), created by state law and appointed by staff, to review public hearing testimony and written comments and, from this information, identify unmet transit needs in the jurisdictions.

FY27 Hearing Board:

- Dave Perry, Transportation Deputy, Los Angeles County (5th District)
- Marvin Crist, Vice Mayor, City of Lancaster
- Richard Loa, Councilmember, City of Palmdale represented the North County
- Marsha McLean, Councilmember, City of Santa Clarita
- Jason Gibbs, Councilmember, City of Santa Clarita represented Santa Clarita Valley

Also, membership was formed on the FY27 Social Service Transportation Advisory Council (SSTAC) required of the Transportation Development Act Statutes and California Code of Regulations. Staff had adequate representation of the local service providers and represented jurisdictions, therefore the SSTAC meeting convened with proposed recommendations as included in Attachment A.

Hearing and Meeting Dates

In-person and virtual public hearings were held by the Hearing Board in Santa Clarita and the North County areas on March 3, 2026, and in Avalon in conjunction with the Council meeting on March 17, 2026. A summary sheet that includes the public testimony received at the hearings along with the written comments submitted during the open comment period, is provided in Attachment F.

The SSTAC met on March 16, 2026. Attachment A contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 5, 2026 meeting.

ATTACHMENT F

FY27 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS
SUMMARY TABULATION SHEET - ALL HEARINGS

		Santa Clarita	Antelope Valley	Avalon	Unincorporated Areas of North County
1	**General increase in service, including longer hours, higher frequency, and/or more days of operation**				
1.1	Bus service currently runs infrequently outside typical commuter hours and should extend its service schedule further into the night.	2	1		
1.2	Allocate bus service for residents living on Jakes Way in Canyon Country.	1			
1.3	I would like Santa Clarita Transit to offer three time slots-morning, afternoon, and early evening-from Canyon County to the medical building on Tourney Road in Valencia.	1			
1.4	I would like Santa Clarita Transit Routes 4/14 and 1/2 to run as early and as late as they did before the 2020 pandemic service changes.	1			
1.5	Provide bus service along W Avenue H in Lancaster for employees working at the Michaels Distribution Center.		1		
2	**Scheduling, reliability, transfer coordination**				
2.1	Santa Clarita Transit Route 632 only runs once in the morning, limiting its usefulness for students.	1			
3	**Bus stops and stations**				
3.1	Station amenities are frequently out of service, and departure boards are often non-functional.	1			
3.2	For safety reasons in Canyon Country, a Route 12 stop should be added at Sierra Highway and Soledad Canyon Road to allow a safer connection to Routes 5/6 toward Sand Canyon.	1			
4	**Metrolink and active transportation**				
4.1	Allocate funding to the Metrolink Antelope Valley Line to construct needed double-track extensions, sidings, and related improvements to support half-hourly service to Santa Clarita and hourly service to Palmdale/Lancaster.	2			1
4.2	Why is the Vista Canyon Metrolink Station bus hub in Canyon Country not being used?	1			
4.3	There is a lack of active transportation trails in eastern Canyon Country (Santa Clarita).	1			
4.4	The Via Princessa Metrolink Station is located in a pedestrian-hostile area, with only minimal sidewalk infrastructure.	1			
5	**General commnents**				
5.1	There is no consistent definition of what constitutes an unmet need, and the term 'reasonable to meet' is so loosely defined that it allows significant interpretive flexibility.	1			
5.2	Opposes the use of any TDA funds for streets and roads.	1			
5.3	General comment highlighting budget allocation practices, how teams are formed, personal background influences, and the challenges involved in redirecting organizational resources.		1		
	Sub-total:	**15**	**3**	**-**	**1**

Grand Total: 19

A total of 19 comments were compiled from both verbal and written feedback provided by 11 individuals.

ATTACHMENT G

Antelope Valley Transit Authority

Board of Directors

Chairman
Marvin Crist
City of Lancaster

Vice Chair
Dianne M. Knippel
County of Los Angeles

Director
Richard Loa
City of Palmdale

Director
Eric Ohlsen
City of Palmdale

Director
Raj Malhi
City of Lancaster

Director
Michelle Royal
County of Los Angeles

Executive Director/CEO
Martin J. Tompkins

March 3, 2026

TDA Article 8 Hearing Board Chair
Juan Miranda, Program Manager
Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, California 90012

RE: Fiscal Year 2025/2026 TDA Article 8 Unmet Needs Hearings

Dear Mr. Miranda:

During last year's TDA Article 8 Unmet Needs public hearings, there were no requests for additional transit service, nor were any comments received related to the transit service operated by the Antelope Valley Transit Authority (AVTA)

AVTA is committed to enhancing public transportation and developing essential infrastructure.

Bus Stop and Service Improvements:

In the 12 months since the last TDA Article 8 public hearing, the AVTA has accomplished several key milestones, such as:

- Media boards, including a screen on the building and three medallions, were installed at the South Valley Transit Center.
- Automatic Passenger Counters (APCs) were installed on the commuter fleet, and all units were certified with the Federal Transit Administration (FTA)
- The City of Lancaster also replaced the graffiti film on the windows of all Owen Memorial Park (OMP) shelters, improving the overall rider experience.
- A thorough quarterly audit of all bus stops on commuter routes was completed to ensure compliance and quality.
- In terms of service and rider engagement, the fare evasion campaign launched in October 2025, followed by the installation of fare evasion signs at transit centers and bus stops near high schools in November. Since this engagement started, AVTA has measured a slight increase in farebox recovery.

- Planning and scheduling were completed for AV ALTA home games for the 2025 season, ensuring smooth transportation for attendees.
- These initiatives reflect our commitment to enhancing service reliability, safety, and customer satisfaction across the network.

Future Projects:

AVTA continues to evaluate an "off-the-grid" charging solution using a solar farm and battery storage. AVTA is working with the City of Lancaster and the Federal Transit Administration on this solution.

Community Outreach Efforts:

AVTA is currently conducting outreach to communicate proposed service changes scheduled for 2027. Outreach is highly focused on collecting feedback from the Antelope Valley community regarding these changes. AVTA staff members are holding community meetings, attending town councils, attending community events, and conducting transit center pop-up outreach activities, all to communicate the proposed service changes and gather feedback on the proposed route scheduling enhancements. AVTA's goals with these route refinements are to better use service hours, gain route efficiencies, reach new areas of residential growth, and implement improvements based on rider and operator feedback.

AVTA continues to promote the LA Metro GoPass program to high school and community college students in the Antelope Valley. AV Union High School District and Antelope Valley College (AVC) renewed in the 25/26 GoPass year, providing bus passes to all students enrolled in AV Union High School District or at AVC. The Palmdale School District enrolled their one high school, Palmdale Academy Charter School, in the GoPass Program in the 25/26 Year. AVTA still encourages middle schools in the Antelope Valley to consider the GoPass program for their students. AVTA had 1,690 total students registered in the 24/25 GoPass Year, with 45,647 AVTA system boardings.

AVTA is dedicated to serving the community and to providing excellent customer service. Community outreach is a high-priority goal, and we continually seek to improve our efforts:

- To maintain a close relationship with our riders and potential riders, AVTA actively participates in all in-person community events hosted by the cities of Lancaster and Palmdale. These events allow us to connect with our riders and the AV community to address potential transportation needs. Additionally, AVTA conducts community outreach to rural Los Angeles County communities within our service area to reach transit-dependent populations and raise awareness of AVTA's available services.

- Our community outreach and travel training programs continue to educate and connect our residents, especially veterans, seniors, those with disabilities, and students, to our transportation system.
- To better reach our student-age residents and their families, AVTA engages with the high school and community college-age students in the Antelope Valley in an ongoing effort to raise awareness of AVTA's services, AVTA's and LA Metro's GoPass Program, as well as LA Metro's LIFE program (a low-income fare assistance program).
- AVTA continues to reach out to the local business community and its customers regarding transportation needs. AVTA actively engages with representatives from senior centers, veterans' organizations, rural communities, transportation vendors, adult disabled groups, and other rider groups. This ongoing communication helps AVTA to identify unmet needs, understand the strengths and weaknesses of our transportation services, and enhance our offerings for all passengers.
- AVTA continues to promote our Non-Emergency Medical Transport program to the health care service providers in the Antelope Valley. We also provide transportation assistance to health fairs for low-income and/or homeless individuals to connect them with the vital services offered there.
- Each year, AVTA, the cities of Lancaster and Palmdale, and other community partners provide meal boxes, frozen turkeys, toys, and gifts to needy families in the AV. In December 2025, the AVTA Grocery and Toy Giveaway event distributed 2,800 Butterball turkeys (courtesy of the Cities of Lancaster/Palmdale), in partnership with the Teamster Union Local 848, 2,100 food boxes with holiday meal supplies, more than 400 bicycles (courtesy of A.V. Boosters), more than $50,000 in toys (courtesy of the AVTA Stuff-a-Bus toy sponsors and community donations), and hundreds of boys' and girls' winter coats to the needy families that attended our event.

AVTA values the input of our customers and stakeholders and continues to take a proactive approach to address the transit needs in the Antelope Valley. If you have any questions, please contact me on (661) 729-2206.

Sincerely,

Martin J. Tompkins
Executive Director/CEO

City of
SANTA CLARITA
TRANSIT

City of Santa Clarita Transit • Transit Maintenance Facility
28250 Constellation Road • Santa Clarita, CA 91355
Phone: (661) 295-6300 • Fax: (661) 295-6393
santa-clarita.com

March 3, 2026

Santa Clarita Valley Area
TDA Article 8 Hearing

Over the past 12 months the City of Santa Clarita (City) has continued its efforts to promote public transportation and build the vital infrastructure needed to support public transit now and in the future. In that time, the City has also worked closely with our transportation partner the County of Los Angeles, to improve bus service in the unincorporated areas of the Santa Clarita Valley despite the fact that there were no requests for additional transit service within the Santa Clarita valley, nor comments received related to the transit service operated by Santa Clarita Transit during the 2025 Article 8 hearings.

In addition to the fixed route service improvements, the City also expanded the level of service on its on-demand service. As a result of these efforts, ridership aboard the City's local fixed-route, on demand, and dial-a-ride services continue to increase.

While it is not practical to list all of the accomplishments and milestones the City has achieved since the last hearing, I would like to highlight a few. Since March 2025, the City has:

- Improved fixed route service to the Five Point development north of Interstate 5.
- Awarded a contract for the purchase of three zero-emission fuel cell electric buses. This brings the total number of fuel cell buses on order to ten. The first of which are scheduled to be delivered this spring.
- Begun construction of a hydrogen electrolyzer and fueling station at the City Transit Maintenance Facility.
- Placed an order for five zero emission electric Transit vehicles to support the on-demand *Go! Santa Clarita* service.
- Took delivery of six CNG powered dial-a-ride buses.
- Installed new amenities including shelters, benches, lighting, and trash receptacles at 26 bus stops within the Santa Clarita Valley.
- Implemented a new dispatching and scheduling system that allows riders to schedule and track their dial-a-ride, Access, and *Go! Santa Clarita* trips from a single platform.

In the coming year, the City and Santa Clarita Transit will continue to evaluate local, state, and federal funding opportunities for transit services as it develops a strategy for the continued implementation of the recommendations outlined in the City Transit Development Plan. Additionally, the City will work closely with our transportation partners as we strive towards our goal of providing effective and efficient service that improves the quality of life for all residents within the Santa Clarita Valley.

Thank you,

Adrian Aguilar
Transit Manager

Item #2026-0405

Fiscal Year 2027 TDA Article 8 Fund Program

Finance, Budget & Audit Committee

July 16, 2026

Background

- TDA Article 8 state funds allocated to:
  - LA County jurisdictions outside Metro's service area
  - Avalon, Lancaster, Palmdale, Santa Clarita & LA County Unincorporated
  - Address "unmet transit needs, reasonable to meet."
- Funds may be used for streets & roads if no such need identified
- TDA requires Metro to:
  - Conduct a public hearing process
  - Collect comments in person, electronically or by mail
- Proposed findings & recommendations based on:
  - Public Hearing Process
  - Social Service Transportation Advisory Council (SSTAC)
  - Hearing Board

Metro

FY27 Proposed TDA Article 8 Allocations

FY27 TDA Article 8 Fund Allocations	
Jurisdiction Name	**Amount**
Avalon	$ 167,800
Lancaster	8,817,477
Palmdale	8,288,185
Santa Clarita	11,526,141
LA County	6,746,833
Total	$ 35,546,436

Metro

Key Recommendations

ADOPT:

A. Findings and Recommendations (Attachment A) for allocating Fiscal Year 2027 (FY27) Transportation Development Act (TDA) Article 8 funds (Attachment B) estimated at $35,546,436 as follows:

   1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet. Therefore, TDA Article 8 funds in the amount of $167,800 may be used for street and road projects or transit projects;

   2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale, and the unincorporated portions of the Antelope Valley, transit needs can be met by using other existing fund sources. Therefore, TDA Article 8 funds in the amount of $8,817,477 for Lancaster and $8,288,185 for Palmdale may be used for street and road projects or transit projects, if transit needs continue to be met;

Key Recommendations (Continued)

3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other fund sources. Therefore, $11,526,141 in TDA Article 8 funds for the City of Santa Clarita may be used for street and road projects or transit projects, if transit needs continue to be met;
4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other fund sources such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of $6,746,833 may be used for street and road projects or transit projects, if transit needs continue to be met; and

B. Resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

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

File #: 2026-0170, **File Type:** Contract **Agenda Number:**

FINANCE, BUDGET, AND AUDIT COMMITTEE
JULY 16, 2026

SUBJECT: TECHNICAL ENHANCEMENT AND BUSINESS PROCESS ADVISORY SERVICES

ACTION: AWARD CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD a five-year on-call firm fixed unit rate Contract No. PS132584000 to KPMG LLP to provide custom application development and maintenance in Oracle, Salesforce, and Microsoft SharePoint in the Not to Exceed (NTE) amount of $12,198,522, subject to the resolution of any properly submitted protest(s), if any;

B. AWARD a five-year on-call firm fixed unit rate Contract No. PS132584001 to Crowe LLP to provide business improvement process studies related to Metro financial/accounting functions in the NTE amount of $1,562,830, subject to the resolution of any properly submitted protest(s), if any; and

C. AWARD a five-year on-call firm fixed unit rate Contract No. PS132584002 to KPMG LLP to provide organizational and resource planning and management in the NTE amount of $1,201,825, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

Metro's Strategic Financial Management (SFM) requires access to specialized business processes and technical expertise on an as-needed basis. These services will support Metro's custom financial, budget, and accounting technology applications, business process improvement initiatives, and resource planning and management functions.

This approach enables SFM to respond promptly to time-sensitive policy analysis and procedural implementation demands that arise outside regular budgetary and financial cycles. It also ensures continued financial sustainability while safeguarding internal controls in compliance with multi-governmental funding partners and oversight requirements.

BACKGROUND

The Strategic Financial Management (SFM) cabinet is responsible for maintaining Metro's financial stability, ensuring robust cash flow, and delivering a balanced budget. As Metro accelerates rail infrastructure construction to complete the countywide network envisioned by Measure R and Measure M, implements "putting people first" safety, security, and customer-focused transit service enhancements, and prepares to "welcome the world" for the upcoming global events, financial management challenges are increasing in complexity.

These demands are further compounded by volatile economic conditions. In response, SFM seeks to acquire specialized technical development and business process advisory services on an on-call basis. These services will augment SFM's capabilities in financial technology, business process improvement, and resource planning to address one-time, customized, and dynamic financial demands.

DISCUSSION

The three proposed on-call technical enhancement and process advisory contracts will provide SFM with specialized skillsets tailored to Metro's financial technology platforms. They will also provide independent, external perspectives to assess process gaps, strengthen internal controls, and support organizational resource planning to sustain financial performance.

1. **Custom Application Development and Maintenance in Oracle, Salesforce, and Microsoft SharePoint**

Metro's Budget, Accounting, Treasury, TAP, and Procurement functions rely on a combination of customized Oracle, Salesforce, and Microsoft platforms. On-call technical services will enable SFM to efficiently incorporate new Collective Bargaining Agreement (CBA) provisions, legal requirements, and grant conditions into existing financial systems, ensuring continued alignment between business rules and system functionality.

2. **Business Improvement Process Studies**

As SFM advances initiatives to safeguard Metro assets and ensure responsible stewardship of public funds, independent process studies will objectively identify inefficiencies, process gaps and control weaknesses through a compliance-focused lens. This effort will enhance audit trails and reduce financial and operational risk.

3. **Organizational and Resource Planning and Management**

These services will evaluate current resource utilization and recommend strategies to optimize workforce and financial resource alignment. This is critical as Metro expands its transit and transportation investments and associated financial obligations.

Staff recommends that the Board award three on-call contracts each with a five-year term. Task orders will be issued on an as-needed basis. This structure will allow SFM to respond effectively to emerging needs while maintaining continuity in ongoing financial operations. The contracts will provide access to specialized expertise to advance financial business process best practices, support

the development of applications for tracking revenue and funding sources, and align resource allocation with strategic priorities.

DETERMINATION OF SAFETY IMPACT

This Board action has no direct impact on safety.

FINANCIAL IMPACT

Awarding these contracts will not have a financial impact on the FY27 budget. Funding has been included in SFM budget in various projects and cost centers. The individual tasks to be completed by the contractors will be funded with funding sources identified for the specific project. Since this is a multi-year contract, the cost center managers and Chief Financial Officer will be responsible for budgeting costs in the future years.

Impact to Budget

The funding for these services is general overhead and/or general fund that could consist of federal, state, or local funds.

EQUITY PLATFORM

Awarding the contracts will support SFM in its oversight of Metro's Equity-based budget process, to ensure the Agency allocates fair and equitable funding for projects and activities that result in reliable and safe service to the citizens of Los Angeles County.

The Diversity and Economic Opportunity Department (DEOD) established an overall 10% Small Business Enterprise (SBE) goal for this solicitation. Proposers could meet the overall SBE goal through any combination of SBE and/or DVBE participation. Each prime consultant, KPMG LLP and Crowe LLP, committed to meeting the overall 10% SBE goal.

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.

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

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 will ensure appropriate budget and funding are allocated for a reliable and safe transit 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.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #5 “Provide responsive, accountable, and trustworthy governance within the LA Metro organization. It promotes efficient use of Metro resources and allows the department to more effectively manage Metro’s budget and funding.

ALTERNATIVES CONSIDERED

The Board can decide not to award the three contracts as recommended. However, this will take away SFM’s ability to timely incorporate terms for CBA, Legal and Grant compliance into current processes, explore industry expertise to deploy best practices in financial process, as well as plan resource needs accordingly. Not awarding these contracts will hinder Metro’s expediency in responding to emerging financial challenges.

NEXT STEPS

Upon Board approval, staff will execute Contract Nos. PS132584000 and PS132584002 with KPMG LLP and Contract No. PS132584001 with Crowe LLP.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Thu Nguyen, Senior Executive Officer, Finance, (213) 922-4490
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471
Melissa Wang, Deputy Chief Financial Officer, Finance, (213) 922-6024

Reviewed by: Michelle Navarro, Chief Financial Officer (Interim), (213) 922-3056

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

STRATEGIC FINANCIAL MANAGEMENT ON-CALL SERVICES PS132584000 THROUGH PS132584002

1.	**Contract Number**: PS132584000 (Custom Application Development and Maintenance in Oracle, Salesforce, and Microsoft SharePoint) PS132584001 (Business Improvement Process Studies) PS132584002 (Organizational and Resource Planning and Management)	
2.	**Recommended Vendor**: KPMG LLP (PS132584000) Crowe LLP (PS132584001) KPMG LLP (PS132584002)	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: September 5, 2025	
	B. Advertised/Publicized: September 5, 2025	
	C. Pre-Proposal Conference: September 15, 2025	
	D. Proposals Due: October 15, 2025	
	E. Pre-Qualification Completed: February 27, 2026	
	F. Ethics Declaration Forms submitted to Ethics: October 16, 2025	
	G. Protest Period End Date: July 21, 2026	
5.	**Solicitations Downloaded**: 86	**Bids/Proposals Received**: 5 (Custom Application Development and Maintenance in Oracle, Salesforce, and Microsoft SharePoint) 4 (Business Improvement Process Studies) 3 (Organizational and Resource Planning and Management)
6.	**Contract Administrator**: Bryan Truong	**Telephone Number**: (213) 922-4241
7.	**Project Manager**: Thu Nguyen	**Telephone Number**: (213) 922-4490

A. Procurement Background

This Board Action is to approve Contract Nos. PS132584000 (Oracle Application Development and Maintenance), PS132584001 (Business Improvement Process Studies), and PS132584002 (Organizational and Resource Planning and Management) to provide on-call consulting services to augment staff resource needs and support Oracle, Salesforce, and Microsoft applications. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

On September 5, 2025, Request for Proposals (RFP) No. PS132584 was issued as a competitive procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate. The Diversity & Economic Opportunity Department established an overall 10% Small Business Enterprise (SBE) goal, which can be achieved through commitments to SBEs and/or Disabled Veteran

Business Enterprises (DVBE) in any combination. It was also subject to the Local Small Business Enterprise Preference Program, which awards a bonus of 5 preference points for utilization of local small business firms.

Proposers were allowed to propose on one or more disciplines. The RFP stated that only one contract per discipline would be awarded, with no limit on the number of contracts that may be awarded to a single firm.

Work under each contract will be authorized through the issuance of task orders. Each future task order will contain a specific scope of services and will be issued based on on-call needs.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on September 29, 2025, extended the RFP proposal due date from October 6, 2025, to October 15, 2025.

A total of 86 downloads of the RFP were included in the planholders' list. A virtual pre-proposal conference was held on September 15, 2025, and was attended by 12 participants representing 12 firms. There were 54 questions received and responses were issued prior to the proposal due date.

A total of 12 proposals were received by the proposal due date of October 15, 2025, and are listed below in alphabetical order. No proposals were received for the Fare Restructuring discipline.

<u>Custom Application Development and Maintenance in Oracle, Salesforce, and Microsoft SharePoint</u>

1. Deloitte Consulting LLP (Deloitte)
2. Financial Management Consulting (FMC)
3. KPMG LLP (KPMG)
4. Numentica LLC (Numentica)
5. Speridian Technologies LLC (Speridian)

<u>Business Improvement Process Studies</u>

1. Alvarez & Marsal Public Sector Services LLC (Alvarez)
2. Crowe LLP (Crowe)
3. KPMG LLP (KPMG)
4. The Boston Consulting Group, Inc. (BCG)

<u>Organizational and Resource Planning and Management</u>

1. Crowe LLP (Crowe)
2. KPMG LLP (KPMG)

3. The Boston Consulting Group, Inc. (BCG)

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning and Development, Vendor/Contract Management (V/CM), and Office of Management and Budget was convened and conducted a comprehensive technical evaluation of the proposals received.

From November 5, 2025, through December 15, 2025, the PET independently evaluated the proposals based on the following criteria for all categories:

Phase I: Minimum Qualifications Requirements: Proposers must meet the following minimum qualifications requirements at the time of proposal submittal:

Custom Application Development and Maintenance in Oracle, Salesforce, and Microsoft SharePoint

1. Five years of development experience in Oracle Application Express (APEX) v21 or higher.
2. Five years of development experience in Asynchronous JavaScript and XML **(**AJAX) and JavaScript.
3. Five years of development experience in Procedural Language extensions to the Structured Query Language (PL/SQL).
4. Five years of development experience in Oracle E-Business Suite (EBS) version 12.2 or higher.
5. Five years of development experience with Oracle workflow within EBS.
6. Five years of development experience in webADI.
7. Experience configuring EBS user authentication.
8. Three years of Microsoft SharePoint platform development experience.
9. Three years of experience in developing and updating Microsoft PBI.
10. Five years of experience developing Salesforce applications.

Business Improvement Studies

1. Three years of experience in developing KPIs and evaluating efficiency of organizational structure.
2. Three years of experience in financial modeling.
3. Three years of experience in developing templates and tools for streamlining business processes.
4. Three years of experience preparing and submitting Federal NTD reports for transit operations.

Organizational and Resource Planning and Management

1. Three years of experience in succession planning.
2. Three years of experience in resource planning.

Of the 12 proposals received, the PET determined the proposals submitted by FMC and Speridian were non-responsive as they did not meet the Phase I Minimum Qualifications Requirements and were excluded from further evaluation.
The remaining 10 proposals were evaluated based on the following Phase II evaluation criteria and weights:

- Prime Contractor/Team's Skill and Experience 25%
- Qualifications and Experience of Proposed Key Personnel 30%
- Resource Allocation Plan/Approach 30%
- Price 15%
- Local Small Business Enterprise (LSBE) Preference Program 5%

Several factors were considered when developing these weights, giving the greatest importance to qualifications and experience of proposed key personnel and resource allocation plan/approach.

The PET determined that 10 proposals submitted by six firms were within the competitive range and are listed below by discipline in alphabetical order:

<u>Custom Application Development and Maintenance in Oracle, Salesforce, and Microsoft SharePoint</u>

1. Deloitte
2. KPMG
3. Numentica

<u>Business Improvement Process Studies</u>

1. Alvarez
2. BCG
3. Crowe
4. KPMG

<u>Organizational and Resource Planning and Management</u>

1. BCG
2. Crowe
3. KPMG

At the conclusion of the evaluation, the PET determined Deloitte to be the top-ranked firm for Custom Application Development and Maintenance in Oracle, Salesforce, and Microsoft SharePoint; Crowe for Business Improvement Process Studies; and KPMG for Organizational and Resource Planning and Management.

However, following fact-finding and negotiations, Deloitte was eliminated from further consideration due to the extensive exceptions taken to Metro's Terms and Conditions.

Qualifications Summary of Firms within the Competitive Range:

KPMG LLP (KPMG)

KPMG was founded in 1987, and its U.S. headquarters is located in New York, New York. KPMG's main expertise lies in audit, tax, and consulting services. KPMG has experience in providing clients with skilled, adaptable, and qualified resources to meet a wide spectrum of technological needs. KPMG's experience spans both the public and private sectors, including long-standing relationships with federal, state, and local entities across the country, including the State of California.

KPMG possesses hands-on experience in leveraging Oracle Apex to build sophisticated, custom applications tailored to complex public sector workflows. KPMG has experience advising executive levels, state and local organizations within Los Angeles such as the City of Los Angeles, Los Angeles County Department of Justice Compliance Office, Los Angeles Sheriff's Department, Los Angeles World Airports, Port of Los Angeles, Los Angeles Police Department, Los Angeles Department of Water and Power, Los Angeles Community College District, and Los Angeles County Office of Education.

Numentica LLC (Numentica)

Numentica was founded in 2008 and is headquartered in Los Angeles, California. Numentica is an IT consulting and solutions partner specializing in enterprise application development, system integration, and data management.

Numentica has delivered on-call IT services to government, financial, and enterprise clients, including urgent fixes, ad hoc reporting, and critical patching within the defined service level agreement. Numentica has experience in Oracle ERP/APEX, Salesforce, and SharePoint.

Alvarez & Marsal Public Sector Services LLC (A&M)

A&M was founded in 1983 and is headquartered in New York, New York. A&M is a management consulting firm specializing in providing consulting services to companies, investors, and government agencies.

A&M has experience in delivering strategic financial and operational management services to transportation and government agencies. A&M has provided consulting services to the Massachusetts Bay Transportation Authority, Gateway Development Commission, and the Houston-Galveston Area Council.

Crowe LLP (Crowe)

Crowe was founded in 1942 and is headquartered in Chicago, Illinois. Crowe is a public accounting and consulting firm and has been serving government organizations for more than 50 years, including those within the State of California for more than 30 years.

Crowe has current experience with transportation agencies across the country, providing global insights into financial reporting and operational issues faced by transit and transportation providers, planners, and other funders. Crowe has provided a variety of services for transportation entities such as the Arkansas State Highway Commission, Foothill Transit, Miami-Dade County Transit, Indianapolis Public Transit, and Massachusetts Bay Transportation Authority. Crowe's team also provides a blend of consulting, planning, financial, manufacturing, and operations experience, together with in-depth transit industry knowledge.

Crowe proposes a structured yet flexible delivery framework to efficiently manage quality, accountability, and responsiveness. Crowe's approach is to adapt while maintaining consistent standards of project governance, communication, and quality assurance across each engagement.

The Boston Consulting Group, Inc. (BCG)

BCG was founded in 1963 and is headquartered in Boston, Massachusetts. BCG specializes in management consulting services to help organizations innovate and create succession strategies.

BCG has completed more than 3,000 public sector engagements, including transit-focused work for over 75 federal, state, and local agencies. Government agencies that BCG has supported include the City of Los Angeles, Employment Development Department, California Public Utilities Commission, California Department of Transportation, Washington Metropolitan Area Transit Authority, and New York Metropolitan Transit Authority.

The following is a summary of the PET scores:

Custom Application Development and Maintenance in Oracle, Salesforce, and Microsoft SharePoint

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Deloitte Consulting LLP**				
3	Prime Contractor/Team's Skill and Experience	78.89	25.00%	19.72	

4	Qualifications and Experience of Proposed Key Personnel	77.78	30.00%	23.33	
5	Resource Allocation Plan/Approach	78.33	30.00%	23.50	
6	Price	100.00	15.00%	15.00	
7	Local Small Business Enterprise (LSBE) Preference Program Bonus	0.00	5.00%	0.00	
8	**Total**		**105.00%**	**81.55**	**1**
9	**KPMG LLP**				
10	Prime Contractor/Team's Skill and Experience	83.32	25.00%	20.83	
11	Qualifications and Experience of Proposed Key Personnel	83.33	30.00%	25.00	
12	Resource Allocation Plan/Approach	82.50	30.00%	24.75	
13	Price	55.27	15.00%	8.29	
14	Local Small Business Enterprise (LSBE) Preference Program Bonus	0.00	5.00%	0.00	
15	**Total**		**105.00%**	**78.87**	**2**
16	**Numentica LLC**				
17	Prime Contractor/Team's Skill and Experience	63.32	25.00%	15.83	
18	Qualifications and Experience of Proposed Key Personnel	64.44	30.00%	19.33	
19	Resource Allocation Plan/Approach	59.17	30.00%	17.75	
20	Price	99.40	15.00%	14.91	
21	Local Small Business Enterprise (LSBE) Preference Program Bonus	100.00	5.00%	5.00	
22	**Total**		**105.00%**	**72.82**	**3**

Business Improvement Studies

1	**Firm**	**Average Score**	**Factor Weight**	**Weighted Average Score**	**Rank**
2	**Crowe LLP**				
3	Prime Contractor/Team's Skill and Experience	77.76	25.00%	19.44	
4	Qualifications and Experience of Proposed Key Personnel	77.77	30.00%	23.33	
5	Resource Allocation Plan/Approach	79.17	30.00%	23.75	
6	Price	100.00	15.00%	15.00	
7	Local Small Business Enterprise (LSBE) Preference Program Bonus	0.00	5.00%	0.00	
8	**Total**		**105.00%**	**81.52**	**1**

9	**KPMG LLP**				
10	Prime Contractor/Team's Skill and Experience	82.24	25.00%	20.56	
11	Qualifications and Experience of Proposed Key Personnel	83.33	30.00%	25.00	
12	Resource Allocation Plan/Approach	81.67	30.00%	24.50	
13	Price	60.47	15.00%	9.07	
14	Local Small Business Enterprise (LSBE) Preference Program Bonus	0.00	5.00%	0.00	
15	**Total**		**105.00%**	**79.13**	**2**
16	**The Boston Consulting Group, Inc.**				
17	Prime Contractor/Team's Skill and Experience	75.56	25.00%	18.89	
18	Qualifications and Experience of Proposed Key Personnel	80.00	30.00%	24.00	
19	Resource Allocation Plan/Approach	75.83	30.00%	22.75	
20	Price	81.33	15.00%	12.20	
21	Local Small Business Enterprise (LSBE) Preference Program Bonus	0.00	5.00%	0.00	
22	**Total**		**105.00%**	**77.84**	**3**
23	**Alvarez & Marsal Public Sector Services LLC**				
24	Prime Contractor/Team's Skill and Experience	76.68	25.00%	19.17	
25	Qualifications and Experience of Proposed Key Personnel	74.43	30.00%	22.33	
26	Resource Allocation Plan/Approach	75.83	30.00%	22.75	
27	Price	44.93	15.00%	6.74	
28	Local Small Business Enterprise (LSBE) Preference Program Bonus	0.00	5.00%	0.00	
29	**Total**		**105.00%**	**70.99**	**4**

Organizational and Resource Planning and Management

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**KPMG LLP**				
3	Prime Contractor/Team's Skill and Experience	80.00	25.00%	20.00	
4	Qualifications and Experience of Proposed Key Personnel	82.23	30.00%	24.67	
5	Resource Allocation Plan/Approach	81.67	30.00%	24.50	
6	Price	86.67	15.00%	13.00	

7	Local Small Business Enterprise (LSBE) Preference Program Bonus	0.00	5.00%	0.00	
8	**Total**		**105.00%**	**82.17**	**1**
9	**Crowe LLP**				
10	Prime Contractor/Team's Skill and Experience	77.76	25.00%	19.44	
11	Qualifications and Experience of Proposed Key Personnel	77.77	30.00%	23.33	
12	Resource Allocation Plan/Approach	78.33	30.00%	23.50	
13	Price	100.00	15.00%	15.00	
14	Local Small Business Enterprise (LSBE) Preference Program Bonus	0.00	5.00%	0.00	
15	**Total**		**105.00%**	**81.27**	**2**
16	**The Boston Consulting Group, Inc.**				
17	Prime Contractor/Team's Skill and Experience	71.12	25.00%	17.78	
18	Qualifications and Experience of Proposed Key Personnel	74.43	30.00%	22.33	
19	Resource Allocation Plan/Approach	70.83	30.00%	21.25	
20	Price	63.13	15.00%	9.47	
21	Local Small Business Enterprise (LSBE) Preference Program Bonus	0.00	5.00%	0.00	
22	**Total**		**105.00%**	**70.83**	**3**

C. Price Analysis

The proposed firm fixed fully burdened rates have been determined to be fair and reasonable based upon price analysis, technical evaluation, and fact-finding.

D. Background on Recommended Contractor(s)

Crowe LLP

Crowe LLP (Crowe) is headquartered in Chicago, Illinois. It is a multinational professional services network consisting of more than 220 offices in 13 countries.

Crowe's proposed lead manager has over 25 years of professional work experience in the public sector.

Crowe has provided financial and compliance audit services to Metro, and performance has been satisfactory.

KPMG LLP

KPMG LLP's (KPMG) U.S. headquarters is located in New York. KPMG operates worldwide, offering audit, tax, and advisory services to both the private and public sectors.

KPMG's proposed lead account partner has more than 20 years of experience in providing consulting services.

KPMG LLP has provided services for Metro, and performance has been satisfactory.

DEOD SUMMARY

STRATEGIC FINANCIAL MANAGEMENT ON-CALL SERVICES
PS132584000 THROUGH PS132584002

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall ten percent (10%) Small Business Enterprise (SBE) goal for this on-call contract. Proposers could meet the overall SBE goal through any combination of SBE and/or DVBE participation. Each prime consultant, KPMG LLP and Crowe LLP, committed to meeting the overall 10% SBE goal.

Proposers were encouraged to form teams that included SBE and/or DVBE firms without specific work schedules or dollar value commitments. In response to a specific Task Order request with a defined scope of work, prime consultants will be required to identify SBE and/or DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall SBE achievement in meeting the commitment will be determined based on cumulative participation of all Task Orders awarded to each prime consultant.

Prime: KPMG LLP (Discipline 1)

Small Business Goal	**10% SBE**	**Small Business Commitment**	**10% OVERALL 7% SBE 3%DVBE**

	SBE/DVBE Subcontractors	**SBE Commitment**	**DVBE Commitment**
1.	Asian Consulting LLC	7%	-
2.	DVBE Technology Group	-	3%
	Total SBE/DVBE Commitment:	**7%**	**3%**

Prime: Crowe LLP (Discipline 3)

Small Business Goal	**10% SBE**	**Small Business Commitment**	**10% OVERALL 7% SBE 3%DVBE**

	SBE/DVBE Subcontractors	**SBE Commitment**	**DVBE Commitment**
1.	Clevor Group	TBD	-
2.	Sperry Capital	TBD	-
3.	TransLink Consulting	TBD	-
4.	Stanfield Systems	-	TBD
5.	Ross Infrastructure	-	TBD
	Total SBE/DVBE Commitment:	**7%**	**3%**

Prime: KPMG LLP (Discipline 4)

Small Business Goal	**10% SBE**	**Small Business Commitment**	**OVERALL 10% SBE**

	SBE/DVBE Subcontractors	**SBE Commitment**
1.	Asian Consulting	10%
	Total SBE Commitment:	**10%**

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

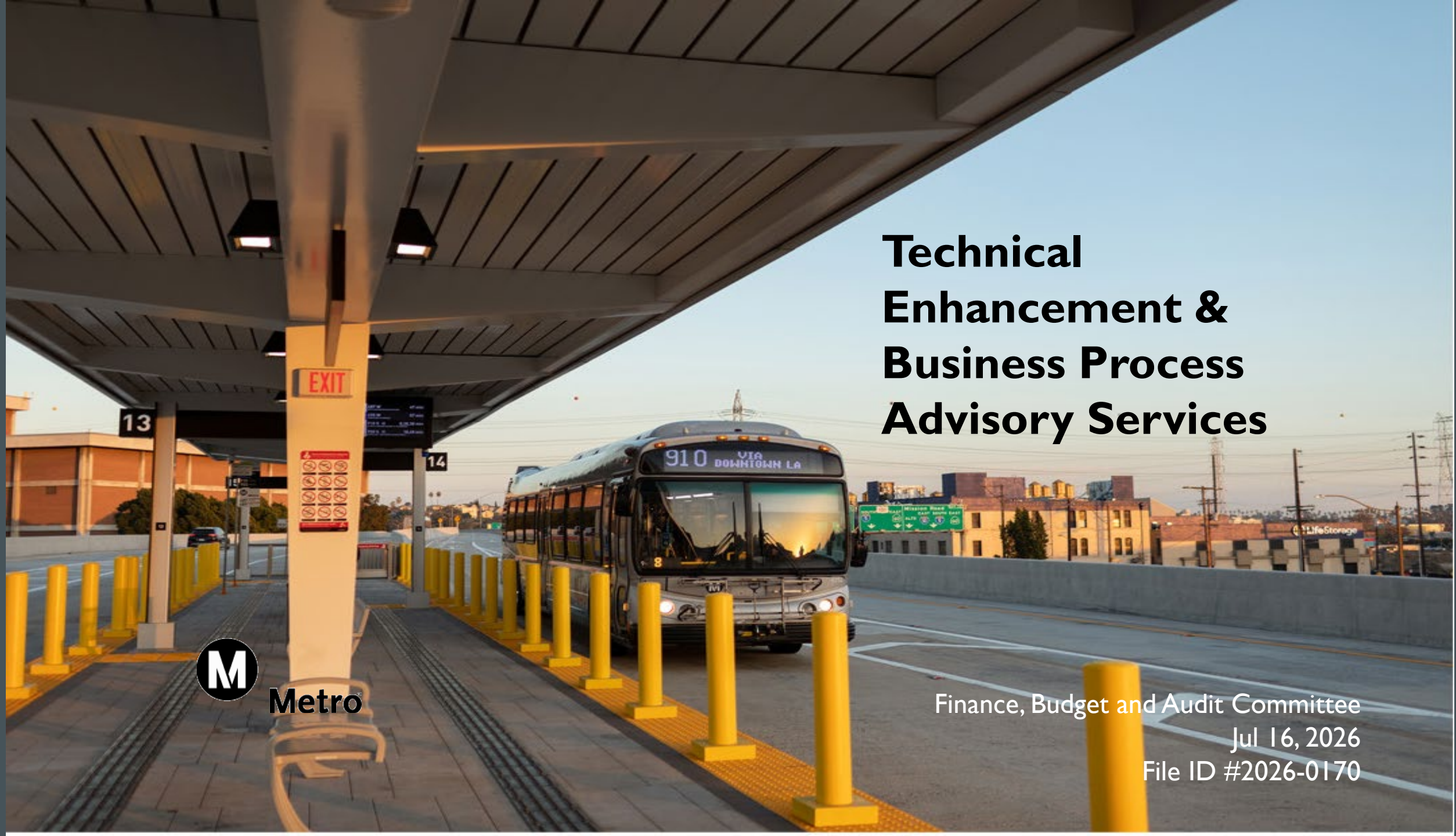
Prevailing wage is not applicable to this contract.

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.



Technical Enhancement & Business Process Advisory Services

Finance, Budget and Audit Committee
Jul 16, 2026
File ID #2026-0170

Recommendation

Authorize the Chief Executive Officer (CEO) to:

A. Award a five-year on-call firm fixed unit rate Contract No. PS132584000 to KPMG LLP to provide custom application development and maintenance in Oracle, Salesforce, and Microsoft SharePoint in the Not To Exceed (NTE) amount of $12,198,522, subject to the resolution of any properly submitted protest(s), if any; and

B. Award a five-year on-call firm fixed unit rate Contract No. PS132584001 to Crowe LLP to provide business improvement process studies related to Metro financial/accounting functions in the NTE amount of $1,562,830, subject to the resolution of any properly submitted protest(s), if any; and

C. Award a five-year on-call firm fixed unit rate Contract No. PS132584002 to KPMG LLP to provide organizational and resource planning and management in the NTE amount of $1,201,825, subject to the resolution of any properly submitted protest(s), if any.

Issue and Discussion

ISSUE

Metro's Strategic Financial Management (SFM) requires access to specialized business processes and technical expertise on an as-needed basis. These services will support Metro's custom financial, budget, and accounting technology applications, business process improvement initiatives, and resource planning and management functions.

DISCUSSION

This On-Call Contract will:

- Enable SFM to respond promptly to time-sensitive policy analysis and procedural implementation demands that arise outside regular budgetary and financial cycles.
- Allow updates and enhancements to custom applications to quickly address business requirements
- Ensure continued financial sustainability while safeguarding internal controls in compliance with multi-governmental funding partners and oversight requirements.

Procurement Evaluation and DEOD Goal

Recommended Vendor:

1) KPMG LLP (Contract No: PS132584000 - Custom Application Development and Maintenance in Oracle, Salesforce, and Microsoft SharePoint)

2) Crowe LLP (Contract No: PS132584001 - Business Improvement Process Studies)

3) KPMG LLP (Contract No: PS132584002 - Organizational and Resource Planning and Management)

Bids/Proposals Received:

- 5 (Custom Application Development and Maintenance in Oracle, Salesforce, and Microsoft SharePoint)
- 4 (Business Improvement Process Studies)
- 3 (Organizational and Resource)

DEOD Goal: 10% Overall; 7% SBE, 3% DVBE

Metro

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

File #: 2026-0245, **File Type:** Budget **Agenda Number:** 30.

FINANCE, BUDGET AND AUDIT COMMITTE
JULY 16, 2026

SUBJECT: ACCESS SERVICES FISCAL YEAR 2027 PROPOSED BUDGET

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING local funding request for Access Services (Access) in an amount not to exceed $240,986,909 for FY27. This amount includes:

1. Local funds for operating and capital expenses in the amount of $238,218,046
2. Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of $2,768,863

B. AMENDING the FY27 Budget by $27,150,139 to fully fund Recommendation A; and

C. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding program.

ISSUE

The total FY27 Americans with Disabilities Act (ADA) paratransit service budget for Los Angeles County is $380,426,951. This includes a not to exceed amount of $377,658,088 in funds for Access to support their operating and capital needs, and $2,768,863 for Metrolink's participation in Access' Free Fare Program.

The FY27 Adopted Budget included a preliminary budget for Access. The final recommended budget for Access requires $240,986,909 in local funding, requiring an additional $27,150,139 in FY27.

BACKGROUND

As the Regional Transportation Planning Authority, Metro provides funding to Access to provide regional ADA paratransit service for Metro and the 45 other public fixed route operators in Los Angeles County. The provision of compliant ADA mandated service is considered a civil right under federal law and must be appropriately funded.

Access' service area spans more than 1,950 square miles of Los Angeles County. Next fiscal year, Access is forecasted to provide more than 4.3 million trips serving approximately 121,000 qualified ADA paratransit riders. Access contracts out its paratransit services to six different regional contractors, each serving a specific area: Eastern, Southern, West Central, Northern, Santa Clarita, and Antelope Valley. Access' contractors use a mixed fleet of wheelchair accessible vehicles and sedans to provide service.

DISCUSSION

Ridership

Access' annual budget is based on a paratransit ridership forecast provided by an independent third-party consulting firm, Hollingsworth Consulting (Hollingsworth). This forecast, along with the paratransit demand analysis, historical data and other variables are used to form the basis for the projected number of annual passengers. The demand analysis projects over 5.3 million total passengers (Access riders, Personal Care Assistants (PCA), and guests), a 7.6% increase over FY26, resulting in over 4.3 million trips for FY27. The FY27 budget funds the projected 4.3 million trips, an 8.9% increase over FY26.

Cost Per Trip

The estimated cost per trip for FY27 is $66.43, a 2.0% increase over FY26 of $65.15. This increase in the cost per trip is largely due to contractual Consumer Price Index (CPI) adjustments embedded in Access' current agreements with their regional contractors, rising insurance costs and cost growth in new operating contracts that will begin in the upcoming fiscal year.

Fares

Access has a two-tiered fare structure in the Los Angeles basin: $2.75 each way for trips up to 19.9 miles and $3.50 for trips of 20 miles or more. In Santa Clarita and Antelope Valley, the fare is $2.00 each way, reflecting the lower base fare of the local fixed-route systems. For FY27, Access projects fare revenues of $12.5 million, a $1.05 million or 9.1% increase over FY26.

Access customers can ride for free on fixed-route services and Metrolink within Los Angeles County through Access' Free Fare program. As part of its proposed strategic plan, Access will continue working with its regional transit partners on strategies to increase fixed-route usage by people with disabilities.

FY27 Budget Amendment

Access' total operating and capital budget is $377.6 million, a 2.6% increase from FY26. See the table in Attachment B.

Operating Costs

Direct Transportation costs cover the delivery of paratransit services in Los Angeles County. This total is $312.6 million, an 11.0% increase over FY26, driven by an 8.9% rise in paratransit trip demand and contractual CPI adjustments for paratransit service contractors. Contracted Support costs of $15.4 million include customer service, eligibility, and appeals contractors, representing a 1.9% decrease from FY26 due to fewer eligibility renewals given the change from a three-year to a five-year eligibility term. Management & Administration costs of $18.9 million include professional services, salaries, and related expenses incurred by Access. A 2.2% increase is projected in FY27 due to rising legal expenses, increased health insurance premiums, contractual CPI adjustments, and staff Cost of Living Adjustments (COLA).

Capital Program - Rolling Stock and Facilities Development & Construction

The FY27 capital program represents a total investment of $30.7 million, structured to maximize the use of available resources. This year's budget follows several years of accelerated procurement that successfully addressed major fleet needs. By strategically leveraging capital carryover funds from FY26, Access is able to fully fund its fleet replacement requirements and facility construction activities.

A total of $15.2 million is dedicated to new rolling stock to replace 105 vehicles, or approximately 14% of the total fleet. This investment builds upon the progress made in FY26, during which Access will have replaced 34% of its fleet. These units have over 250,000 miles in service-well beyond the Federal Transit Administration (FTA) replacement standard of 100,000 miles-making their replacement critical for service reliability and maintenance cost control.

Beyond the fleet, the FY27 capital budget continues to advance Access' Strategic Plan by funding the development of Access-owned operating facilities. Transitioning to Access-owned infrastructure across its six service regions is a key pillar of Access' long-term strategy to enhance long-term fiscal stability and operational effectiveness. See updates details below on the Facilities Development and Construction projects.

Southern Region Facility: As previously reported, Access has acquired a 6.09-acre property in the Southern region to develop a permanent paratransit operations and maintenance facility. This legacy project will support 1.2 million annual trips in the county's largest service area which also includes the highest concentration of Equity Focus Communities (EFCs) and accommodate increased demand for upcoming Special Events. Due to funding constraints, renovations will be completed in three phases. The project is currently out to bid, with a contract award for the first two phases expected in June 2026.

Antelope Valley Region Facility: The National Environmental Policy Act (NEPA) review for the proposed 6.8-acre facility in the City of Lancaster has been completed and the design and engineering plans are now under City review. Access plans to release an Invitation for Bids for construction services within the next few months with the goal of being fully operational by mid-2028. Construction will be funded by a congressional earmark of $3 million along with a recently awarded

$16.6 million Bus and Bus Facilities grant from the Federal Transit Administration.

Reduction in Federal Funding

Through the Southern California Association of Governments (SCAG) new regional Surface Transportation Block Grant (STBG) Program competitive process, Access requested $283.1 million for FY27 and FY28 service operations and capital funding for its Southern Region facility. Metro staff reviewed the application and ranked it as "Highly Recommended" including it in a package of ranked STBG Program projects for Los Angeles County approved by the Board in July 2025. Following the final submission, SCAG awarded Access a base amount of $131.8 million for FY27 and FY28, representing 46% of the requested amount.

Since Access did not receive the requested STBG Program funding, local funds must bridge the gap for both operations and capital programs. For FY27, the required local contribution will increase by 18.6%, rising from $203.2 million in FY26 to $241.0 million in FY27. This substantial growth places significant pressure on local funding sources. To mitigate this impact, Access will continue to pursue alternative revenue streams by seeking out competitive state and federal grants. Access has already demonstrated success in this area, recently securing a $16.6 million Federal Bus and Bus Facilities grant (the largest in its history) to fund the Antelope Valley ADA Paratransit Operations and Maintenance Facility. Access will continue to leverage similar opportunities to mitigate the burden on local resources.

FY27 Carryover Operating

Each year, Metro includes Access in the consolidated audit process to ensure it is effectively managing federal and local funds in compliance with all applicable local state, and federal guidelines. The FY25 audit identified $3,540,014 in unspent or unencumbered funds. Per the FY25 Funding Agreement, Access has the option to either return the funds to Metro or request that they be carried over to a subsequent fiscal year to be applied toward operating expenses. Access has requested the full identified balance from FY25 to be carried over into the FY27 budget.

FY27 Operating Reserve

As discussed above, Access' forecasting firm projects a 7.6% ridership increase in FY27. Metro will hold $10 million in reserve for operating costs and will make it available to Access should FY27 demand meet the ridership projections.

FY26 Performance

As of April 2026, Access has provided over 3.4 million paratransit trips in the current fiscal year (10 months). To ensure optimal and efficient service levels countywide, the following Key Performance Indicators (KPIs) are in place. Access is meeting all of its KPIs in FY26. These are reported monthly, and a year-over-year comparison including data through April 2026 is available in Attachment B.

To ensure high service standards, Access establishes aggressive performance goals for its contractors. Failure to meet certain Key Performance Indicators (KPIs) requires the submission of a

service improvement plan, and contractors may face liquidated damages as outlined in their agreements.

Access Update in FY26:

- Finalizing Access' 5-year Strategic Plan (FY26 - FY30)
- Obtained additional grant funding from the 2026 Bus and Bus Facilities Program for the Antelope Valley ADA Paratransit Operations and Maintenance Facility
- Awarded a new paratransit services contract for Access' West-Central region
- Awarded contract extensions for paratransit services in the Southern and Antelope Valley regions
- Collaborated with Metro on a Special Events transit services agreement for the FIFA World Cup

In FY27, Access plans to:

- Continue collaborating with Metro staff, the Games Mobility Executive Accessibility Committee and LA28 on preparation of the 2028 Olympic and Paralympic games and seeking federal funding for a legacy facility project in the Southern region
- Implement and evaluate an Instacart food delivery program pilot project. Through this pilot program, Access will provide Instacart memberships to interested customers, allowing them to conveniently schedule grocery and essential deliveries, while potentially reducing paratransit trips and regional costs.
- Present results from Access' customer satisfaction survey
- Complete an analysis of Access' electric vehicle pilot project
- Continued development of the Antelope Valley and Southern region paratransit operations and maintenance facilities
- Issue an RFP for paratransit operations and maintenance service for the San Fernando Valley which is Access' Northern region

Metro Oversight Function

Metro fulfills its oversight function for Access to ensure system cost efficiency, accountability, equity, and inclusion in the delivery of ADA paratransit service in Los Angeles County. This includes active participation and representation by Metro on Access' Board of Directors and the Transportation Professionals Advisory Committee. Moreover, Access will remain part of Metro's Consolidated Audit process. Additionally, Access provides semiannual updates on its performance outcomes and service initiatives to the Metro's Finance, Budget & Audit Committee, as requested.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Access' budget for FY27 is included in Cost Center 0443, Project 410011, and Account 54001 in Metro Annual Budget for FY27 as adopted at the May 2026 Board meeting.

Impact on Budget

Access' funding will include $15,964,267 from Measure M 2% funds and $225,022,642 from Proposition C 40% funds, totaling $240,986,909. Board approval of the staff recommendation will increase the local fund amount for Access in FY27 compared to FY26 and amend the FY27 Budget accordingly. This will bridge a federal funding gap to provide mandated ADA paratransit services. Given that the region is fully funding the forecasted ADA paratransit obligation, there will be no budgetary impact on Metro's bus and rail operations.

EQUITY PLATFORM

By federal mandate, Access exclusively serves people with disabilities and seniors to provide regional ADA paratransit service. Access' service region is divided into six regions, and all have similar Key Performance Indicators (KPIs), which are measured and monitored by Access' staff. Access has analyzed its service area map to determine the percentage of riders served in Equity Focus Communities (EFCs). From July 1, 2025, through April 30, 2026, approximately 44% of all trips taken by 58,471 Access riders originated in EFCs.

On a semi-annual basis, Access conducts two virtual countywide community meetings to ensure all customers and stakeholders can receive information and directly communicate with staff about their service experiences. Advance notice of these meetings is provided on Access' website and social media platforms, and flyers are distributed in vehicles. To ensure accessibility for all customers throughout Los Angeles County, closed captioning, language translation services, Braille, and large print materials are available upon request.

Access hosted its latest virtual community meeting on Saturday, February 28, 2026, which saw strong participation with over 90 guests joining via Zoom. Topics covered included the role of Access' Community Advisory Committee and Access' lost and found and package policies. Staff also introduced Access's new Instacart Grocery Delivery Pilot Program. This innovative partnership with Instacart offers riders greater flexibility and potential cost savings by providing grocery delivery as a convenient alternative to paratransit trips. The session concluded with a walk-through of the Access website, including how to make online reservations and use the popular "Where's My Ride?" application. Customers were also provided with one-on-one assistance if they had other questions and concerns. The next community meeting is planned for summer 2026.

Access continues its practice of alternating annually between technology usage and customer satisfaction assessments to better understand rider needs. For this fiscal year, Access will conduct a customer satisfaction survey in both English and Spanish via text and phone. To ensure broad accessibility, a language line service is utilized to provide translations into any requested language. The results of this survey are anticipated to be available in summer 2026.

powered by Legistar™

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through operational activities that will benefit and further encourage transit ridership by providing high quality shared ride services between locations within ¾ of a mile of local bus routes and rail lines. 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

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

Not fully funding Access to provide the mandated ADA paratransit services for FY27 would place Metro and the other 45 Los Angeles County fixed route operators in violation of the ADA, which mandates that fixed route operators provide complementary paratransit service within three-fourths of a mile of local rail and bus lines. Not fully funding ADA service would impact Metro's as well as the region's ability to compete for federal grants and to receive federal funding. If individual transit operators were required to provide these services, the overall cost of the program would increase and the mobility options of people with disabilities throughout Los Angeles County would be significantly limited.

NEXT STEPS

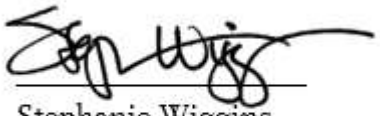
Upon approval, staff will execute an MOU for FY27 to ensure proper disbursement of funds.

ATTACHMENTS

Attachment A - FY27 Access Services ADA Program
Attachment B - Expenses & Key Performance Indicators

Prepared by: Fayma Ishaq, Senior Manager, Budget, 213-922-4925
Giovanna M. Gogreve, Senior Director, Finance, 213-922-2835
Tina Panek, Executive Officer, Finance, 213-922-4530

Reviewed by: Michelle Navarro, Chief Financial Officer (Interim), 213-922-3056



Stephanie Wiggins
Chief Executive Officer

Attachment A

FY27 ACCESS SERVICES ADA PROGRAM

($ in millions)

	EXPENSES		
1	FY27 Access Services Proposed Budget	$	377.6
2	Metrolink Free Fare Program (paid by Metro)		2.8
3	**Total Expenses**	**$**	**380.4**
4			
5	**REVENUES**		
6	**Federal Funds - Operating & Capital**		
7	STBG Program & Section 5317	$	108.9
8	Prior Year Section 5310 - Capital Rolling Stock		4.3
9	**Subtotal Federal Funds**	**$**	**113.1**
10			
11	**Local Funds - Operating & Capital**		
12	**Measure M 2%**		
13	**Subtotal Measure M**	**$**	**16.0**
14			
15	**Proposition C 40%**		
16	Operating[1]	$	193.8
17	Ridership Reserve		10.0
18	Capital Rolling Stock - New[1]		15.2
19	Avalon Facility[1]		3.3
20	Metrolink Free Fare Program (paid by Metro)		2.8
21	**Subtotal Proposition C**	**$**	**225.0**
22			
23	**Total Local Funds**	**$**	**241.0**
24	**Local Carryover and Other Funds**		
25	FY25 Audit Carryover	$	3.5
26	Passenger Fares & Misc. Income		14.8
27	Capital Construction		8.0
28	**Subtotal Local Carryover/Other Funds**	**$**	**26.3**
29			
30	**Total FY27 Local Funds**	**$**	**267.3**
31			
32	**Total Revenues**	**$**	**380.4**

Note: Totals may not add up because of rounding

[1]Operating & Capital - portions of these Proposition C funds may be replaced with federal Surface Transportation Block Grant (STBG) Program or other funds

Attachment B

FY27 Budget Amendment – Expenses

	Access Services Expenses ($ in millions)	FY26 Adopted	FY27 Proposed	$ Change	% Change
1	Direct Transportation	$ 281.6	$ 312.6	$ 31.0	11.0%
2	Contracted Support	15.7	15.4	(0.3)	-1.9%
3	Management/Administration	18.5	18.9	0.4	2.2%
4	**Total Operating Costs**	315.8	346.9	31.1	9.8%
5	Capital Rolling Stock - Prior Year	-	4.2	-	0.0%
6	Capital Rolling Stock - New	37.1	15.2	(21.9)	-59.0%
7	Capital Construction	12.0	8.0	(4.0)	-33.3%
8	Avalon Property	3.2	3.3	0.1	3.1%
9	**Total Capital Program**	52.3	30.7	(21.6)	-41.3%
10	**Total Expenses**	**$ 368.1**	**$ 377.6**	**$ 9.5**	**2.6%**

Note: Totals may not add up because of rounding

FY26 Performance – KPIs

Key Performance Indicators	Standard	FY25	FY26*
On-Time Performance	≥ 91%	**92.8%**	**91.7%**
Excessively Late Trips	≤ 0.10%	**0.02%**	**0.03%**
Excessively Long Trips	≤ 5.0%	**3.2%**	**3.0%****
Missed Trips	≤ 0.75%	**0.29%**	**0.29%**
Denials	0	2	**0**
Access to Work - On-Time Performance	≥ 94%	**96.2%**	**94%**
Average Hold Time (Reservations)	≤ 120	**56**	**54**
Calls On Hold > 5 Min (Reservations)	≤ 5%	**3.0%**	**2.8%**
Calls On Hold > 5 Min (ETA)	≤ 10%	**2.9%**	**3.4%**
Complaints Per 1,000 Trips	≤ 4.0	**1.9**	**1.8**
Preventable Incidents Rate (per 100,000 miles)	≤ 0.25	**0.22**	**0.25**
Preventable Collisions Rate (per 100,000 miles)	≤ 0.85	**0.80**	**0.75**
Mean Miles Between Major Mechanical Failures	≥ 50,000	**50,535**	**74,110**

*Data through April 2026

**Data through March 8, 2026

Access Services Fiscal Year 2027 Proposed Budget

July 2026 | Finance, Budget and Audit Committee

Metro

FY27 Proposed Budget

	Access Services	FY26 Adopted	FY27 Proposed	$ Change	% Change	Notes
	Expenses ($ in millions)					
1	Direct Transportation	$ 281.6	$ 312.6	$ 31.0	11.0%	8.9% increase in forecasted trip demand and contractual CPI adjustments
2	Contracted Support	15.7	15.4	(0.3)	-1.9%	Change in eligibility term (3 years to 5 years)
3	Management/Administration	18.5	18.9	0.4	2.2%	Annual adjustments for CPI, COLA and legal expenses
4	**Total Operating Costs**	315.8	346.9	31.1	9.8%	
5	Capital Rolling Stock - Prior Year	-	4.2	-	0.0%	Carryover for vehicles anticipated to be delivered in FY27
6	Capital Rolling Stock - New	37.1	15.2	(21.9)	-59.0%	Reduction due to accelerated fleet replacement in FY26
7	Capital Construction	12.0	8.0	(4.0)	-33.3%	Reduced expenditure levels due to delay in contract award
8	Avalon Property	3.2	3.3	0.1	3.1%	Southern Region Facility (Avalon Boulevard) Development and Construction
9	**Total Capital Program**	52.3	30.7	(21.6)	-41.3%	
10	**Total Expenses**	**$ 368.1**	**$ 377.6**	**$ 9.5**	**2.6%**	

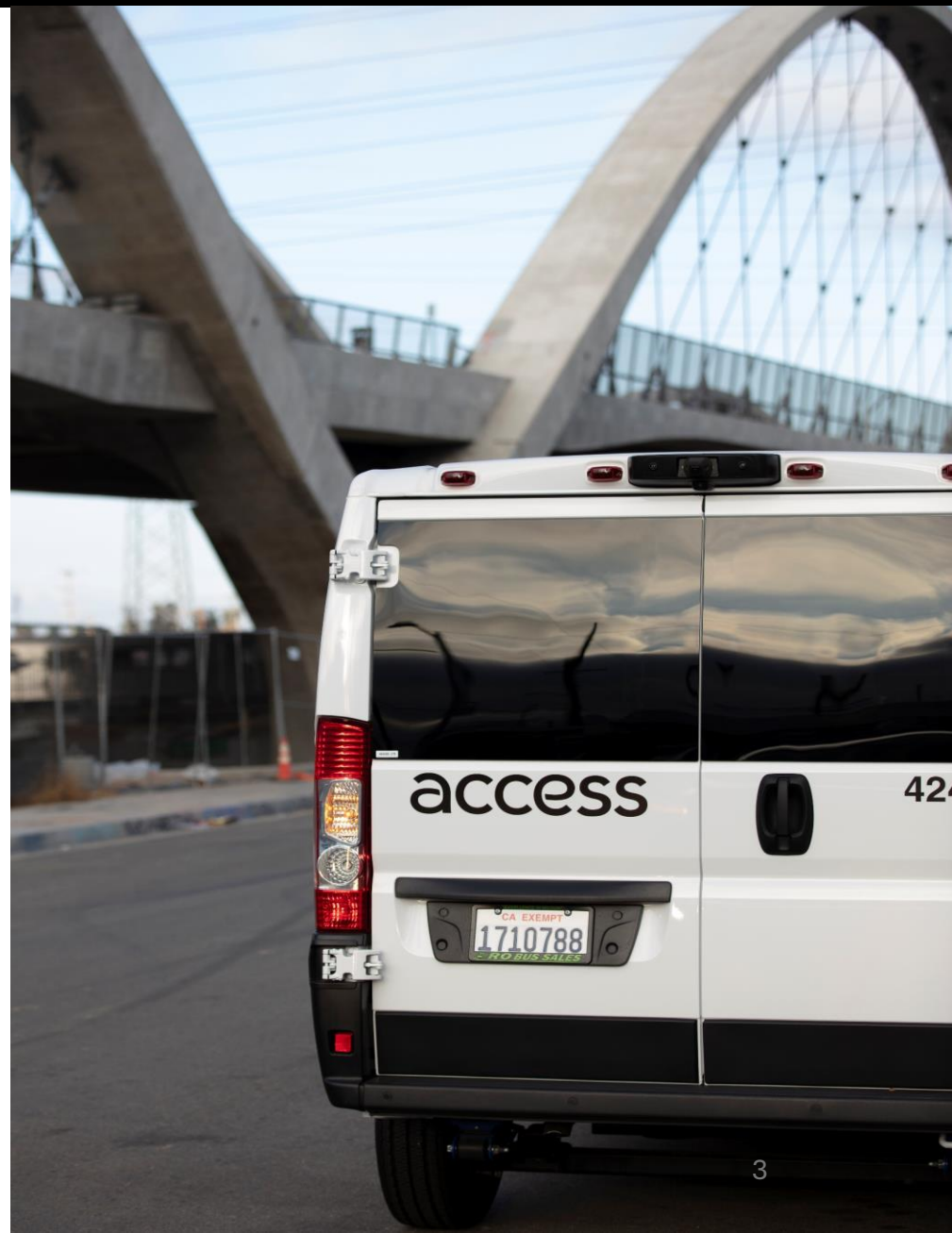
Note: Totals may not add up because of rounding

Proposed Funding

	FY27 ACCESS SERVICES ADA PROGRAM		
	($ in millions)		
	EXPENSES		
1	FY27 Access Services Proposed Budget	$	377.6
2	Metrolink Free Fare Program (paid by Metro)		2.8
3	**Total Expenses**	**$**	**380.4**
4			
5	**REVENUES**		
6	**Federal Funds - Operating & Capital**		
7	STBG Program & Section 5317	$	108.9
8	Prior Year Section 5310 - Capital Rolling Stock		4.3
9	**Subtotal Federal Funds**	**$**	**113.1**
10			
11	**Local Funds - Operating & Capital**		
12	**Measure M 2%**		
13	**Subtotal Measure M**	**$**	**16.0**
14			
15	**Proposition C 40%**		
16	Operating[1]	$	193.8
17	Ridership Reserve		10.0
18	Capital Rolling Stock - New[1]		15.2
19	Avalon Facility[1]		3.3
20	Metrolink Free Fare Program (paid by Metro)		2.8
21	**Subtotal Proposition C**	**$**	**225.0**
22			
23	**Total Local Funds**	**$**	**241.0**
24	**Local Carryover and Other Funds**		
25	FY25 Audit Carryover	$	3.5
26	Passenger Fares & Misc. Income		14.8
27	Capital Construction		8.0
28	**Subtotal Local Carryover/Other Funds**	**$**	**26.3**
29			
30	**Total FY27 Local Funds**	**$**	**267.3**
31			
32	**Total Revenues**	**$**	**380.4**

Note: Totals may not add up because of rounding

[1]Operating & Capital - portions of these Proposition C funds may be replaced with federal Surface Transportation Block Grant (STBG) Program or other funds



Service Performance

Key Performance Indicators	Standard	FY25	FY26*
On-Time Performance	≥ 91%	**92.8%**	**91.7%**
Excessively Late Trips	≤ 0.10%	**0.02%**	**0.03%**
Excessively Long Trips	≤ 5.0%	**3.2%**	**3.0%****
Missed Trips	≤ 0.75%	**0.29%**	**0.29%**
Denials	0	2	**0**
Access to Work - On-Time Performance	≥ 94%	**96.2%**	**94%**
Average Hold Time (Reservations)	≤ 120	**56**	**54**
Calls On Hold > 5 Min (Reservations)	≤ 5%	**3.0%**	**2.8%**
Calls On Hold > 5 Min (ETA)	≤ 10%	**2.9%**	**3.4%**
Complaints Per 1,000 Trips	≤ 4.0	**1.9**	**1.8**
Preventable Incidents Rate (per 100,000 miles)	≤ 0.25	**0.22**	**0.25**
Preventable Collisions Rate (per 100,000 miles)	≤ 0.85	**0.80**	**0.75**
Mean Miles Between Major Mechanical Failures	≥ 50,000	**50,535**	**74,110**

*Data through April 2026

**Data through March 8, 2026

Accomplishment/Initiatives

FY26 Accomplishments

- Finalizing 5-year Strategic Plan (FY26 to FY30)
- Obtained additional funding for operations & maintenance facility
- Awarded new service contract for West-Central region and extended service contract for Southern and Antelope Valley regions
- Collaborated with Metro on a Special Events transit services agreement

FY27 Initiatives

- Continue collaboration with Metro on:
  - Games Mobility Executive Accessibility Committee & LA28 for 2028 Olympic & Paralympic games
  - Seek federal funding for facility legacy project in Southern region
- Implement and evaluate Instacart food delivery program pilot
- Provide results of customer satisfaction survey
- Complete an analysis of electric vehicle pilot project
- Continue development of Antelope Valley & Southern region paratransit facilities
- Issue RFP in San Fernando Valley - Northern region

Recommendation

A. APPROVING local funding request for Access Services (Access) in an amount not to exceed $240,986,909 for FY27. This amount includes:

   1. Local funds for operating and capital expenses in the amount of $238,218,046

   2. Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of $2,768,863

B. AMENDING the FY27 Budget by $27,150,139 to fully fund Recommendation A; and

C. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding program.

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

File #: 2026-0462, **File Type:** Appointment **Agenda Number:** 31.

EXECUTIVE MANAGEMENT COMMITTEE
JULY 16, 2026

SUBJECT: TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the new appointment of the Latin Business Association (LBA) to the Transportation Business Advisory Council (TBAC) membership.

ISSUE

The TBAC was created in 1992 by Assembly Bill 152 and codified into law as Public Utilities Code Section 130051.19(c). The purpose of TBAC is to advise Metro on matters regarding small business enterprises.

Small business organizations interested in TBAC membership must submit applications to the TBAC membership committee. TBAC's membership committee evaluates applications to determine whether the organization's mission aligns with TBAC's purpose. Organizations recommended for TBAC membership are forwarded to Metro's Board of Directors for consideration and appointment.

BACKGROUND

Public Utilities Code section 130051.19(c), states: "The authority shall establish a Transportation Business Advisory Council to advise it on matters regarding the disadvantaged business enterprise program to enable the authority to meet or exceed small business enterprise participation goals. Members of the council shall be selected by the authority and shall include representatives of professional organizations and other groups which advocate on behalf of greater participation of women and minority business enterprises in public contracts. The chairperson of the authority or his or her designee shall meet with the council, and the authority shall provide adequate staff support for the council and shall consider all recommendations made by the council."

The TBAC meets monthly to provide recommendations on strategies, programs, and processes that enhance small business participation in Metro's procurement opportunities. TBAC also has standing committees including Construction, Professional Services, Commodities, Membership, and Legislative, which focus on issues relevant to their respective areas. Metro staff provides administrative support and attends all monthly TBAC general and committee meetings.

powered by Legistar™

Public Utilities Code Section 130051.19(c) provides that “Members of the council shall be selected by the authority…” The term “authority,” although not expressly defined in the statute, has been generally interpreted to mean Metro’s Board of Directors. To comply with Section 130051.19(c), the Metro Board must select or appoint TBAC members.

DISCUSSION

LBA was formed in 1975 by five University of Southern California graduates first named the Latin Men’s Association. In 1998 the LBA transitioned to facilitate small business startups to include all Latino business owners. Today, the LBA has over 4,000 members and continues to grow and improve businesses and strengthen communities. The LBA is committed to the success and support of its members by providing high-quality networking events, innovative programs and services, and resources that enhance business growth for Latino and non-Latino small businesses throughout California.

The LBA submitted a TBAC membership application with the required supporting documentation to TBAC for review and approval in May 2026. Staff confirmed the LBA organization's application satisfied the membership criteria established in Section 3 (Membership Criteria) of the TBAC Bylaws. The TBAC membership criteria in TBAC’s bylaws include the following:

- The organization must have a membership of at least 25 small business owners.
- The organization must advocate for the development and success of small businesses.
- The organization must support TBAC's mission, purpose, and objectives.
- The organization's principal business address must be located within Los Angeles County.
- The organization must submit a complete application with all required supporting documentation listed in the requirements section of the application.

Additionally, the LBA’s written mission and activities demonstrate a strong commitment to supporting the small business community through programs, networking opportunities, and educational events designed to strengthen businesses, increase capacity and promote long-term growth.

TBAC reviewed and approved LBA’s membership application and forwarded it to Metro staff for review and approval per TBAC’s bylaws. In accordance with the defined statute, staff are advancing the LBA organization for consideration to be appointed by Metro’s Board of Directors to the TBAC membership.

If appointed by the Metro Board, LBA will be added to the current TBAC organization membership listed below:

1. American Indian Chamber of Commerce of California
2. Arab American Association of Engineers & Architects: California Chapter
3. Asian American Architects & Engineers Association
4. Black Business Association
5. Filipino American Society of Architects & Engineers

6. Los Angeles Chapter - Elite Service Disabled Veteran Owned Business Network
7. Los Angeles Chapter of National Organization of Minority Architects
8. Los Angeles Chapter of the Disabled Veteran Business Alliance
9. Los Angeles Latino Chamber of Commerce
10. National Association of Minority Contractors
11. National Association of Women Business Owners - Los Angeles
12. Regional Hispanic Chamber of Commerce
13. Society of Hispanic Professional Engineers - Los Angeles Chapter
14. US Veteran Business Alliance (USVBA)
15. Women's Business Enterprise National Council - West
16. Women's Transportation Seminar - Los Angeles Chapter

TBAC recruits member organizations through annual or semi-annual membership drives, supported by Metro staff. The most recent recruitment effort was conducted in conjunction with the Meet the Primes event on March 12, 2026. Over the past 10 years, TBAC has maintained a membership of approximately 15 to 20 organizations, providing broad representation of the small business community, including African American, Asian/Pacific Islander, Arab American, Native American, Hispanic American, women, disabled veteran, and small business organizations. TBAC is responsible for managing its membership and recruiting organizations that align with its mission. Should membership decline or representation gaps be identified, Metro staff may recommend additional organizations for TBAC's consideration.

DETERMINATION OF SAFETY IMPACT

There is no safety impact related to this action.

FINANCIAL IMPACT

There is no financial impact related to this action.

EQUITY PLATFORM

TBAC plays a vital role in connecting Metro with the small business community throughout Los Angeles County. Representing hundreds of small businesses, TBAC supports firms that contribute to local job creation and economic activity, helping to ensure that transportation-related investments continue to circulate within the region. The Council's membership includes businesses that have historically faced barriers to participation in public contracting opportunities, including small, women-owned, and minority-owned firms.

Expanding TBAC membership will strengthen the Council by broadening representation and increasing engagement from historically underrepresented businesses seeking to participate in Metro contracting opportunities. Increased membership will also enhance Metro's ability to support the small business community by expanding outreach, gathering valuable stakeholder feedback, and disseminating information regarding contracting opportunities, policies, and programs to a wider audience. Through continued relationship-building and a deeper understanding of the challenges

facing small businesses, the Diversity and Economic Opportunity Department can further strengthen its support framework. A strong small business presence in Metro contracting contributes to regional economic growth, supports the long-term viability of small businesses, and promotes wealth-building opportunities in historically disadvantaged 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. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it supports small, disadvantaged, minority-owned, and women-owned businesses by providing them with access to contracting opportunities and helping them grow their capacity to participate in Metro's large-scale infrastructure projects and day-to-day operations. In addition, supporting local businesses supports job creation in LA County and may increase the percentage of our workforce that is able to commute using LA Metro's transit system and reduce car dependence for these workers. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports the strategic plan Goal 5.5, "Expanding opportunities for businesses and external organizations to work with Metro" by increasing the number of small businesses engaged.

ALTERNATIVES CONSIDERED

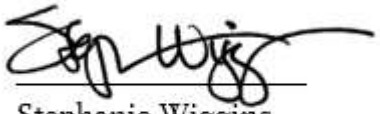
The Board could elect not to approve the appointment of the LBA to TBAC for membership. This would reduce the effectiveness of TBAC as it would increase the challenge of obtaining feedback from LBA's small business membership to form recommendations to Metro on how to better support small businesses seeking contracts with Metro. It would also result in TBAC having a less diverse representation of its TBAC membership.

NEXT STEPS

Upon the approval of this appointment by the Metro Board, the LBA will be added to the TBAC membership.

Prepared by: Keith A. Compton, Director, Diversity Economic Opportunity Department, (213) 922-2406
Tashai R. Smith, Executive Officer, Diversity Economic Opportunity Department, (213) 922-2128
Elke Campbell, Senior Executive Officer, Diversity Economic Opportunity Department, (213) 418-3081

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie Wiggins
Chief Executive Officer

TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT

Executive Management Committee
July 16, 2026

Metro

TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT
Recommendation

- APPROVE the new appointment of the Latin Business Association (LBA) to the Transportation Business Advisory Council (TBAC) membership.

Metro

TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT
Background

- TBAC was established in 1992 by Assembly Bill 152 and codified in California Public Utilities Code §130051.19(c).
- Serves as Metro's advisory body on matters affecting small business participation in Metro contracting opportunities.
- Meets monthly and provides recommendations regarding policies, programs, outreach, and procurement processes that support small businesses.
- Membership consists of organizations representing diverse segments of the small business community, including minority-, women-, disabled veteran-, and other business advocacy organizations.
- Pursuant to Public Utilities Code §130051.19(c), Metro's Board of Directors appoints TBAC members following review and recommendation by the TBAC Membership Committee.

Metro

TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT
Why LBA?

- LBA has supported Latino and small businesses since 1975 and has over 4,000 members.

- LBA satisfies all TBAC membership criteria established in the TBAC Bylaws.

- TBAC reviewed and approved the application before forwarding it to Metro.

Metro

Next Steps

Upon the approval of this appointment by the Metro Board, the Latin Business Association will be added to the Transportation Business Advisory Council membership.

Metro

Board Report

File #: 2026-0482, **File Type:** Contract **Agenda Number:** 32.

EXECUTIVE MANAGEMENT COMMITTEE
JULY 16, 2026

SUBJECT: TALENT DEVELOPMENT BENCH

ACTION: AWARD BENCH CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD seven task order based bench Contracts, Nos. PS133086000 through PS133086006 for talent development services for the agency's workforce for a total Not-To-Exceed (NTE) amount of $3,626,800 for the initial two-year base term, plus $1,902,320 for the first, one-year option, and $1,995,686 for the second, one-year option, for a total NTE cumulative amount of $7,524,806, effective August 10, 2026, subject to the resolution of any properly submitted protest (s):

1. Discipline 1: Soft Skills Training
    1. Conscious Leadership Partners LLC (Contract No. PS133086001)
    2. Insight Strategies Inc. (Contract No. PS133086002)
    3. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)
    4. Redwood Resources (Contract No. PS133086004)

2. Discipline 2: Technical Skills Training
    1. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)
    2. Redwood Resources (Contract No. PS133086004)

3. Discipline 3: Employee and Leadership Development
    1. Conscious Leadership Partners LLC (Contract No. PS133086001)
    2. Insight Strategies Inc. (Contract No. PS133086002)
    3. McKinsey & Company, Inc. Washington D.C. (Contract No. PS133086003)
    4. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)
    5. Redwood Resources (Contract No. PS133086004)

4. Discipline 4: Employee and Executive Coaching
    1. Conscious Leadership Partners LLC (Contract No. PS133086001)
    2. Insight Strategies Inc.(Contract No. PS133086002)
    3. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)

4. Redwood Resources (Contract No. PS133086004)

5. Discipline 5: eLearning Design/Development/Implementation Support
   1. Advanced Problem Solving, LLC (Contract No. PS133086000)
   2. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)
   3. Redwood Resources (Contract No. PS133086004)
   4. The Canton Group, LLC (Contract No. PS133086005)

6. Discipline 6: Project Management Support
   1. Insight Strategies Inc. (Contract No. PS133086002)
   2. The OMNI Group, LLC dba OGx Consulting (Contract No. PS133086006)
   3. Redwood Resources (Contract No. PS133086004)
   4. The Canton Group, LLC (Contract No. PS133086005)

B. EXECUTE Task Orders within the approved NTE value.

ISSUE

Metro seeks to establish a bench of contractors with expertise in delivering effective training programs to foster growth for its 13,000 plus diverse workforce. Specifically, the agency needs to augment its Talent Development programming to continue supporting employee development needs and strategic business goals and values. The Talent Development Bench will provide Metro with access to specialized consulting expertise and scalable resources necessary to deliver high-quality professional development programs across the agency. The contractors will support workforce development initiatives in areas such as leadership development, coaching, career growth, and technical and soft skills training. Utilizing a bench of qualified firms enables Metro to efficiently address evolving workforce needs, expand program capacity, and provide targeted expertise that supplements internal resources

BACKGROUND

The Chief People Office oversees various programs and opportunities for learning and career growth, and monitors employee and departmental needs, and requires a bench of contractors to support these services as the previous contract has expired. With new rail line openings, the implementation of the Department of Public Safety, and operations for mega events, the Talent Development Bench needs to support existing programming and build on training program offerings to achieve Metro's strategic goal for workforce development aimed at making Metro a learning organization that attracts, develops, motivates, and retains a world-class workforce.

DISCUSSION

Operating across three shifts, Metro's 13,000 plus workforce is diverse and includes contract and non-contract personnel from five labor unions, more than 880 job classifications, and over 80 operating divisions, locations, and terminals across Los Angeles County. In addition, employees are at varying stages of their career journeys and skills, including some starting their careers as entry-level trainees, employees in management looking for career growth, and executives who are seeking to create

succession plans.

The Talent Development Bench will augment internal resources and capacity to meet these needs by providing access to consulting firms with a wide range of specialized training and development services to support the agency. The bench will provide expertise and resources to support and enhance employee development opportunities, existing leadership development programs and provide a breadth of training opportunities for Metro employees.

The Talent Development Bench consists of six disciplines of work with consultants who will provide services in one or more of the disciplines through virtual and in-person programming dependent on agency needs:

1. Soft Skills Training including, but not limited to:
    - Communication Skills (Verbal and Written)
    - Collaboration
    - Problem Solving
    - Active Listening
    - Time Management
    - Stress Management
    - Change Management
    - Managing in Virtual Environments
    - Organization
    - Conflict Resolution
    - Customer Service
    - Expectation Setting

2. Technical Skills Training including but not limited to:
    - Written and Verbal English Language Development
    - Microsoft Office Suite and Tools
    - Adobe Suite, Adobe Learning Manager and Captivate
    - Basic Computer Training
    - Interpreting Data
    - Artificial Intelligence/Machine Learning Technologies
    - Project Management
    - SharePoint Web Design

3. Employee and Leadership Development including but not limited to:
    - People & Culture Programs
    - Succession Planning Programs
    - Employee Customer Experience Programs
    - Employee Engagement and Retention Programs
    - Pre-Supervisory Programs
    - First-Time Supervisor Programs
    - Department and Project -Specific Programs (e.g., Team Building, Volunteer

Training, Train-the-Trainer Program, Strategic Planning, Retreats)
- Entry, Mid, and Executive-Level Leadership Programs
- Fellowship and Mentorship Programs

4. Employee and Executive Coaching including but not limited to:
    - Development Coaching
    - Career Growth Coaching
    - Executive Coaching
    - 360 Evaluations

5. eLearning Design/Development/Implementation Support including providing eLearning design/development/implementation services for advancing Metro Online Learning Content that includes, but is not limited to:
    - Initializing, Analyzing, and Planning eLearning needs
    - Designing, Development, and Reviewing eLearning content
    - Implementing of eLearning Content
    - Evaluating effectiveness of training
    - Customizing off-the-rack e-Learning modules for Metro's workforce

6. Administrative and Project Support
    - Measurement and Evaluation Tools (i.e., Interviews, Surveys, Assessments, Focus Groups)
    - Instructional Design
    - Development and implementation of Training and Workforce Programs
    - Facilitation Services
    - Internal Evaluation of Training Programs
    - Internal Professional Development Program Enhancement

DETERMINATION OF SAFETY IMPACT

Approval of the Talent Development Bench will allow Metro to continue developing and investing in its workforce. This action has no direct impact on the safety of employees, Metro customers, and the public at large.

FINANCIAL IMPACT

Partial funding for the Talent Development Bench is included in the FY27 budget under cost center 6220 Talent Development, project 100001, task 01.01, General Overhead. Participating departments will be responsible for funding their respective task orders issued under these contracts.

Impact to Budget
The overhead cost is allocated out to all agency projects. The source of funding will be Federal, State, and local funds, some of which are eligible for Metro Bus and Rail Operations.

The cost center manager and the Chief People Officer, along with participating departments and cabinets, are accountable for budgeting costs for future fiscal years.

EQUITY PLATFORM

When the Talent Development Bench procurement was originally solicited, the Diversity and Economic Opportunity Department established an overall 20% Disadvantaged Business Enterprise (DBE) goal for federally funded task orders, and an overall 17% Small Business Enterprise (SBE) goal and an overall 3% Disabled Veteran Business Enterprise (DVBE) goal for state and locally funded task orders for this bench contract. However, the U.S. Department of Transportation issued an Interim Final Rule , effective October 3, 2025, that made changes to the DBE Program, including suspending the establishment of DBE goals, counting DBE participation, and enforcement. Each recommended bench participant committed to meet or exceed the overall 17% SBE goal and 3% DVBE goal. Although the DBE commitment is not a factor in the staff recommendation, five of the seven recommended bench participants are certified SBEs.

Investing in the development of employees across all departments, job classifications, and represented/non-represented labor groups requires sustained and intentional talent development strategies. Metro remains committed to ensuring that professional development opportunities are accessible, equitable, and aligned with the agency's workforce needs. The continued use of specialized talent development consultants will support in these efforts as well as help Metro strengthen leadership pipelines, enhance employee capabilities, support succession planning efforts, and foster a culture of continuous learning and growth throughout the organization.

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 training, developing and retaining Metro’s human capital which is critical to delivering transit services. By ensuring Metro continues to develop 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 3: Enhance communities and lives through mobility and

access to opportunity. The Talent Development Bench will provide specialized expertise and resources to develop Metro's workforce through leadership development, coaching, career growth, and technical and soft skills training. These efforts will strengthen employee capabilities, expand access to professional growth opportunities, and help build a skilled, engaged, and future-ready workforce that supports Metro's mission of delivering safe, reliable, and equitable transportation services to the communities it serves.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation. An alternative would be to manage the development of Metro's talent entirely in-house, however, this approach is not recommended, as it would limit Metro's ability to provide specialized expertise, scalable resources, and comprehensive development programs needed to support a workforce of Metro's size and complexity. The Talent Development bench supports Metro by supplementing internal resources and leveraging industry best practices to meet evolving workforce needs.

NEXT STEPS

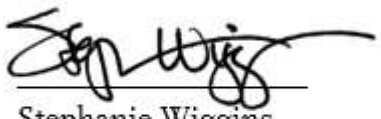
Upon Board approval, staff will execute the Talent Development Bench Contracts Nos. PS133086000 through PS133086006 for talent development services for the agency's workforce effective August 10, 2026.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Ayda Safaei, Deputy Executive Officer, Talent Development, (213) 922-5229
Nancy Saravia, Deputy Executive Officer, Administration (213) 922-1217
Miguel Cabral, Deputy Chief People Officer, (213) 922-4245
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
TALENT DEVELOPMENT BENCH
PS133086000 - PS133086006

1.	**Contract Number**: PS133086000 through PS133086006	
2.	**Recommended Vendors**: Advanced Problem Solving LLC (Discipline 5) Conscious Leadership Partners LLC (Disciplines 1, 3 and 4) Insight Strategies, Inc. (Disciplines 1, 3, 4 and 6) McKinsey & Company, Inc. Washington DC (Discipline 3) Redwood Resources (Disciplines 1, 2, 3, 4, 5 and 6) The Canton Group, LLC (Disciplines 5 and 6) The OMNI Group, LLC dba OGx Consulting (Disciplines 1, 2, 3, 4, 5 and 6)	
3.	**Type of Procurement (check one) :** ☐ **IFB** ☐ **RFIQ** ☒ **RFP** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: October 7, 2025	
	B. Advertised/Publicized: October 7, 2025	
	C. Pre-Proposal Conference: October 14, 2025	
	D. Proposals Due: December 19, 2025	
	E. Pre-Qualification Completed: In Process	
	F. Ethics Declaration Forms submitted to Ethics: December 23, 2025	
	G. Protest Period End Date: July 21, 2026	
5.	**Solicitations Downloaded**: 63	**Proposals Received**: 35
6.	**Contract Administrator**: Britney Shedrick	**Telephone Number**: (213) 418-3313
7.	**Project Manager**: Ayda Safaei	**Telephone Number**: (213) 922-5229

A. Procurement Background

This Board Action is to approve Contract Nos. PS133086000 through PS133086006 for talent development services to deliver effective training programs that enhance skills development (technical and soft), leadership development, coaching, eLearning support, administrative and project management support. Board approval of contract awards is subject to resolution of any properly submitted protest(s), if any.

On October 7, 2025, Request for Proposals (RFP) No. PS133086 was issued as a competitive procurement in accordance with Metro's Acquisition Policy, and the contract type is a firm fixed unit rate. The Diversity & Economic Opportunity Department (DEOD) established an overall 20% Disadvantaged Business Enterprise (DBE) goal, an overall 17% Small Business Enterprise (SBE) goal and an overall 3% Disabled Veteran Business Enterprise (DVBE) goal for this bench contract. However, the U.S. Department of Transportation (USDOT) issued an Interim Final Rule (IFR), effective October 3, 2025, that made changes to the DBE Program, including suspending the establishment of DBE goals, counting DBE participation, and enforcement.

Work under each contract will be authorized through the issuance of separate task orders. Each future task order will contain a specific scope of services and will be issued on a rotational basis.

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

- Amendment No. 1, issued on October 10, 2025, clarified the DBE participation goal set forth in the solicitation is not a factor or requirement for this procurement due to the review of the Interim Final Rule (IFR).
- Amendment No. 2, issued on November 14, 2025, extended the proposal due date from November 18, 2025 to December 2, 2025.
- Amendment No. 3, issued on November 25, 2025, extended the proposal due date from December 2, 2025, to December 9, 2025.
- Amendment No. 4, issued on December 4, 2025, extended the proposal due date from December 9, 2025, to December 19, 2025, and revised Exhibit 3B (Submittal Requirements) to clarify that proposals shall be submitted electronically via email.
- Amendment No. 5, issued on December 16, 2025, amended the LOI-15 (DBE Program), other relevant sections of the RFP document, including the exhibits, to reflect changes to the DBE Program in accordance with the IFR.
- Amendment No. 6, issued on December 17, 2025, showed the changes to the RFP solicitation document and all associated exhibits related to the DBE Program per Amendment No. 5.

A total of 63 downloads of the RFP were included in the planholders' list. A virtual pre-proposal conference was held on October 14, 2025, and was attended by 28 participants representing 10 firms. There were 12 questions received for this RFP and responses were provided prior to the proposal due date.

A total of 35 proposals were received by the proposal due date of December 19, 2025, and are listed below in alphabetical order:

Discipline 1: Soft Skills Training

1. Conscious Leadership Partners LLC
2. Insight Strategies, Inc.
3. Profoundly Pristine
4. Purpose Fulfilled Inc.
5. Redwood Resources
6. RKKPS, Inc.
7. The OMNI Group, LLC dba OGx Consulting

Discipline 2: Technical Skills Training

1. Redwood Resources
2. RKKPS, Inc.
3. The OMNI Group, LLC dba OGx Consulting

Discipline 3: Employee and Leadership Development

1. Conscious Leadership Partners LLC
2. Insight Strategies, Inc.
3. McKinsey & Company, Inc. Washington DC
4. Profoundly Pristine
5. Redwood Resources
6. RKKPS, Inc.
7. The OMNI Group, LLC dba OGx Consulting

Discipline 4: Employee and Executive Coaching

1. Conscious Leadership Partners LLC
2. Insight Strategies, Inc.
3. Profoundly Pristine
4. Purpose Fulfilled Inc.
5. Redwood Resources
6. RKKPS, Inc.
7. The OMNI Group, LLC dba OGx Consulting

Discipline 5: eLearning Design/Development/Implementation Support

1. Advanced Problem Solving LLC
2. Redwood Resources
3. Risk Raters LLC
4. RKKPS, Inc.
5. The Canton Group, LLC
6. The OMNI Group, LLC dba OGx Consulting

Discipline 6: Project Management Support

1. Insight Strategies, Inc.
2. Redwood Resources
3. RKKPS, Inc.
4. The Canton Group, LLC
5. The OMNI Group, LLC dba OGx Consulting

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of Metro staff from Metro's Talent Development Department, Corporate Safety, and Transit Service Delivery was convened and conducted a comprehensive technical evaluation of all proposals received for each of the disciplines.

From January 14, 2026, through April 28, 2026, the PET independently evaluated the proposals based on the following evaluation criteria:

Phase I: Minimum Qualifications Requirements (Pass/Fail): At the time of proposal submittal, Proposers must meet the minimum qualification requirements for each discipline for which a proposal is submitted, as listed below:

- Proposer must have at least 5 years of experience in the discipline(s) that they are proposing.

Risk Raters LLC's proposal for Discipline 5 was deemed non-responsive for failure to demonstrate the required years of experience. Hence, Risk Raters LLC was excluded from further evaluation.

On February 12, 2026, the PET continued to evaluate the remaining 34 proposals based on the following Phase II weighted technical evaluation criteria:

- Prime Contractor/Team's Skill and Experience 25%
- Proposer's Key Personnel and Availability 30%
- Resource Allocation Plan/Approach 25%
- Price 20%

Several factors were considered when developing these weights, giving the greatest importance to the proposer's key personnel and availability.

At the conclusion of the evaluation process, the PET determined the following firms were outside of the competitive range and were excluded from further consideration:

- Profoundly Pristine – Disciplines 1, 3, and 4
- Purpose Fulfilled Inc. – Disciplines 1 and 4
- RKKPS, Inc. – Disciplines 1, 2, 3, 4, 5, and 6

The firms within the competitive range are listed below in alphabetical order by discipline:

Discipline 1 - Soft Skills Training

1. Conscious Leadership Partners LLC
2. Insight Strategies, Inc.
3. Redwood Resources
4. The OMNI Group, LLC dba OGx Consulting

Discipline 2 - Technical Skills Training

1. Redwood Resources
2. The OMNI Group, LLC dba OGx Consulting

Discipline 3 - Employee and Leadership Development

1. Conscious Leadership Partners LLC
2. Insight Strategies, Inc.
3. McKinsey & Company, Inc. Washington DC
4. Redwood Resources
5. The OMNI Group, LLC dba OGx Consulting

Discipline 4 - Employee and Executive Coaching

1. Conscious Leadership Partners LLC
2. Insight Strategies, Inc.
3. Redwood Resources
4. The OMNI Group, LLC dba OGx Consulting

Discipline 5 - eLearning Design/Development/Implementation Support

1. Advanced Problem Solving LLC
2. Redwood Resources
3. The Canton Group, LLC
4. The OMNI Group, LLC dba OGx Consulting

Discipline 6 - Project Management Support

1. Insight Strategies, Inc.
2. Redwood Resources
3. The Canton Group, LLC
4. The OMNI Group, LLC dba OGx Consulting

C. Price Analysis

Each proposer submitted fully burdened firm fixed unit rates for labor classifications necessary to perform services under the talent development bench per discipline. The rates have been determined to be fair and reasonable based on price analysis, technical analysis, and fact-finding.

Work will be assigned through the issuance of separate task orders, containing a specific scope of services, on a rotational basis in accordance with the established rates.

D. Background on Recommended Contractors

Advanced Problem Solving, LLC

Advanced Problem Solving, LLC (APS), established in 2013, is headquartered in Claremont, CA. It is an educational technology and eLearning company specializing in interactive online training portals and customized learning management systems. APS's clients include the Los Angeles Area Regional Training Group, Los Angeles County Emergency Medical Services Agency,

California Debt and Investment Advisory Commission, and Toyota Motor North America.

Conscious Leadership Partners LLC

Conscious Leadership Partners LLC (CLP), established in 2024, is headquartered in Pasadena, CA. It designs and delivers leadership development, soft skills training, and executive coaching programs for public agencies and municipal utility agencies. CLP utilizes standardized methodologies, tools, and quality controls. Public sector clients include the Water Replenishment District, City of Pasadena, Los Angeles Superior Court, City of Burbank, and Port of San Diego.

Insight Strategies, Inc.

Insight Strategies, Inc. (Insight), established in 1994, is headquartered in Los Angeles, CA. It is a management consulting, coaching, and training firm that provides services for organizational alignment, process improvement, and executive development. Transportation agency clients include Anaheim Transportation Network, California Department of Transportation, Long Beach Transit, OCTA, Omnitrans, Riverside Transit Agency, Metro, and SunLine Transit.

Insight has provided training, consulting, and coaching services to Metro and performance has been satisfactory.

McKinsey & Company, Inc. Washington DC

McKinsey & Company, Inc. Washington DC (McKinsey), registered in California since 2010, is headquartered in Washington, DC. It provides management consulting services for various public transit agencies through designing and delivering employee and leadership development programs to address challenges clients face around strong leadership teams and performance improvement in functional topics including digital, agile, sales and operations. Public sector clients include Los Angeles World Airports, Southeastern Pennsylvania Transportation Authority and Georgia State Road and Tollway Authority and Metro.

McKinsey has provided talent development and various management consulting services to Metro and performance has been satisfactory.

Redwood Resources

Redwood Resources, established in 2010, is headquartered in Culver City, CA. It is a full-service professional outreach and marketing consulting firm that provides services to public agencies, construction firms and professional services firms as well as the small business community. Redwood Resources focuses on design, implementation and management of business and community programs. Clients

include NAWBO- California, I Work 4 U, Caterpillar Inc., COLAS USA, and Glumac.

Redwood Resources has provided consulting services to Metro and performance has been satisfactory.

The Canton Group, LLC

The Canton Group, LLC (TCG), established in 1998, is headquartered in Baltimore, MD. It has experience designing and delivering e-learning and workforce training solutions for state and federal agencies, including transportation, education and public health sectors. TCG provides services to talent and training departments to design and deliver blended learning programs. Public sector clients include Los Angeles County, Maryland State Department of Education, Montana Department of Public Health & Human Services, and Etech Global Services.

The OMNI Group, LLC dba OGx Consulting

The OMNI Group, LLC dba OGx Consulting, established in 2008, is headquartered in Centennial, CO. It is a public sector focused management and training firm with experience supporting organizations through workforce development, organizational change, and technology enabled transformation. Public-sector clients include the New Orleans Regional Transit Authority, Regional Transportation District of Denver, the Metropolitan Atlanta Rapid Transit Authority, San Mateo County Transit District, the Washington Metropolitan Area Transit Authority, and Metro.

The OMNI Group, LLC dba OGx Consulting has provided various consulting services to Metro and performance has been satisfactory.

DEOD SUMMARY

TALENT DEVELOPMENT BENCH
PS133086000 - PS133086006

A. Small Business Participation

When this procurement was originally solicited, the Diversity and Economic Opportunity Department (DEOD) established an overall 20% Disadvantaged Business Enterprise (DBE) goal, and an overall 17% Small Business Enterprise (SBE) goal and overall 3% Disabled Veteran Business Enterprise (DVBE) goal for this bench contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR), effective October 3, 2025, that made changes to the DBE Program, including suspending the establishment of DBE goals, counting DBE participation, and enforcement.

The overall 17% SBE and 3% DVBE goal will apply to Task Orders funded with state, local, and/or Measure M funds. Recommended bench participants committed to meet or exceed the overall 17% SBE goal and 3% DVBE goal. Five (5) of the seven (7) recommended bench participants are certified SBEs.

Proposers were encouraged to form teams that included SBE and DVBE firms without specific work schedules or dollar-value commitments. In response to a specific Task Order request with a defined scope of work, bench participants will be required to identify the SBE and DVBE firms proposed for that Task Order, together with the associated dollar-value commitments. Achievement of the overall SBE and DVBE commitments will be evaluated based on the cumulative participation across all non-federally funded Task Orders awarded to each bench participant.

1. Prime: Conscious Leadership Partners (Disciplines 1, 3, and 4)

Small Business Goal	**17% SBE 3% DVBE**	**Small Business Commitment**	**25% SBE 3% DVBE**

	SBE/DVBE Subcontractors	**SBE Commitment**	**DVBE Commitment**
1.	Conscious Leadership Partners (SBE Prime)	25%	-
	Total Commitment	**25%**	**3%**

2. Prime: Insight Strategies, Inc. (Disciplines 1, 3, 4, and 6)

Small Business Goal	17% SBE 3% DVBE	Small Business Commitment	97% SBE 3% DVBE

	SBE/DVBE Subcontractors	SBE Commitment	DVBE Commitment
1.	Insight Strategies, Inc. (SBE Prime)	97%	-
	Total Commitment	**97%**	**3%**

3. Prime: McKinsey & Company, Inc. Washington DC. (Discipline 3)

Small Business Goal	17% SBE 3% DVBE	Small Business Commitment	17% SBE 3% DVBE

	SBE/DVBE Subcontractors	SBE Commitment	DVBE Commitment
1.	Estolano Advisors	17%	-
2.	Patricio Systems		3%
	Total Commitment	**17%**	**3%**

4. Prime: Redwood Resources (Disciplines 1, 2, 3, 4, 5, and 6)

Small Business Goal	17% SBE 3% DVBE	Small Business Commitment	80% SBE 3% DVBE

	SBE/DVBE Subcontractors	SBE Commitment	DVBE Commitment
1.	Redwood Resources(SBE Prime)	80%	-
	Total Commitment	**80%**	**3%**

5. Prime: Advanced Problem Solving (Discipline 5)

Small Business Goal	17% SBE 3% DVBE	Small Business Commitment	97% SBE 3% DVBE

	SBE/DVBE Subcontractors	SBE Commitment	DVBE Commitment
1.	Advanced Problem Solving (SBE Prime)	TBD	-
2.	GNNR, LLC	TBD	TBD
3.	Sessions Catering		TBD
	Total Commitment	**97%**	**3%**

6. Prime: The Canton Group, LLC (Disciplines 5 and 6)

Small Business Goal	**17% SBE 3% DVBE**	**Small Business Commitment**	**17% SBE 3% DVBE**

	SBE/DVBE Subcontractors	SBE Commitment	DVBE Commitment
1.	Code Red Business Solutions	TBD	
2.	Emfor Group		TBD
3.	Sam Scully Indigo Staffing	TBD	TBD
4.	Navigating Preparedness Assoc NPA		TBD
	Total Commitment	**17%**	**3%**

7. Prime: The OMNI Group, LLC dba OGx Consulting (Disciplines 1, 2, 3, 4, 5, & 6)

Small Business Goal	**17% SBE 3% DVBE**	**Small Business Commitment**	**80% SBE 20% DVBE**

	SBE/DVBE Subcontractors	SBE Commitment	DVBE Commitment
1.	The OMNI Group, LLC dba OGx Consulting (SBE Prime)	80%	-
	Total Commitment	**80%**	**3%**

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 (PLA/CCP)

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

E. Manufacturing Careers Policy

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

Talent Development Bench

Executive Management Committee
July 16, 2026

Background

Talent Development (TD) Department Overview & Current Needs

- Oversees various programs and opportunities for learning and career growth, and monitors employee and departmental needs.
- Requires a bench of contractors to support these services as the previous contract has expired.
- Talent Development Bench will support existing programming and build on training program offerings to achieve Metro's strategic goal for workforce development.
- This will ensure that Metro continues to be a learning organization that attracts, develops, motivates, and retains a world-class workforce.

Discussion

Bench Overview & Workforce Needs

- Metro's 13,000+ employees span multiple shifts, multiple labor unions, more than 880 job classifications, and over 80 divisions/facilities across LA County.
- Employees are at varying career stages and skills, from entry-level trainees to managers seeking growth and leaders planning for future workforce needs.
- As Metro's workforce continues to grow, Talent Development requires contractor support to augment internal resources and capacity to provide specialized services across the agency. Contractors may support one or more of six disciplines:

Soft Skills Training

Employee & Leadership Development

eLearning Design, Development & Implementation Support

Technical Skills Training

Employee & Executive Coaching

Administrative & Project Support

Metro | CHIEF PEOPLE OFFICE

Next Steps

- Upon Board approval, staff will execute the Talent Development Bench Contracts Nos. PS133086000 through PS133086006 for talent development services for the agency's workforce effective August 10, 2026.

Metro | CHIEF PEOPLE OFFICE

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

File #: 2026-0457, **File Type:** Resolution **Agenda Number:** 33.

EXECUTIVE MANAGEMENT COMMITTEE
JULY 16, 2026

SUBJECT: COMPLIANCE FOR ELIGIBLE SUBSIDIARY BODIES TO MEET VIA TELECONFERENCE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. ADOPTING, pursuant to Senate Bill 707 (SB 707), the following findings on behalf of eligible subsidiary bodies as defined by SB 707:

(i) The Board of Directors has considered the circumstances of the eligible subsidiary body.
(ii) Teleconference meetings of the eligible subsidiary body would enhance public access to meetings of the eligible subsidiary body, and the public has been made aware of the type of remote participation, including audio-visual or telephonic, that will be made available at a regularly scheduled meeting and has been provided the opportunity to comment at an in-person meeting of the legislative body authorizing the subsidiary body to meet entirely remotely.
(iii) Teleconference meetings of the eligible subsidiary body would promote the attraction, retention, and diversity of eligible subsidiary body members.

B. AUTHORIZING eligible subsidiary bodies to meet via teleconference, by either audio-visual or telephonic means, if they choose, subject to the requirements of SB 707.

ISSUE

SB 707 (Attachment A), signed into law in October 2025, allows eligible subsidiary bodies the ability to participate in a teleconference meeting from a remote location that is not accessible to the public, if certain requirements are met. Under these expanded rules, an eligible subsidiary body may elect to meet remotely using the relaxed teleconferencing standards if the Board adopts required statutory findings and renews such findings every six months. The purpose of this report is to authorize the renewal.

BACKGROUND

SB 707 (Durazo), signed into law on October 3, 2025, modernizes the Ralph M. Brown Act by

extending the relaxed modifications set forth by AB 2449 (Rubio) in September 2022 and updating teleconferencing rules for public meetings. It continues (with some modifications) the relaxed participation framework originally authorized under AB 2449, which expired January 1, 2026. SB 707 extends the relaxed teleconferencing rules under specified circumstances until January 1, 2030.

SB 707 further establishes specific rules to qualify for the relaxed teleconferencing requirements applicable to eligible subsidiary bodies, defined as advisory bodies that serve exclusively in an advisory capacity; are not authorized to take final action on legislation, regulations, contracts, licenses, permits, or any other entitlements, grants, or allocations of funds; and do not have primary subject matter jurisdiction that focuses on elections, budgets, police oversight, among other specified topics under the statute. In addition to "just cause" reasons, these bodies may also conduct meetings via teleconference using relaxed standards if they meet certain requirements, including providing for public participation either by way of (i) a two-way audio visual platform, or (ii) a two-way telephonic service and a live webcasting of the meeting; compliance with specified processes in the event there is telephonic or internet service disruption preventing the body from broadcasting the meeting; agenda posting at a single physical location, and staff presence at that location. Except for "just cause" reasons, before eligible subsidiary bodies may use the relaxed teleconferencing provisions, the Metro Board must adopt statutory findings by majority vote and renew those findings every six months.

The Board first adopted these findings for subsidiary bodies in January 2026 and reaffirmed the findings in February 2026.

DISCUSSION

SB 707 requires the Board to adopt specific findings every six months in order for eligible subsidiary bodies to continue meeting virtually under relaxed teleconferencing standards (outside of the statutorily permitted "just cause" reasons). These advisory bodies play a key role in shaping Metro programs and priorities by elevating lived experience, operational insights, and community feedback from across the region.

Metro's subsidiary bodies include groups focused on accessibility, public safety, community representation, and service planning such as the Public Safety Advisory Committee (PSAC), the Accessibility Advisory Committee, and the Service Councils. Members often volunteer their time, travel from multiple regions of Los Angeles County, and represent communities with varying access, work schedules, health needs, and caregiving responsibilities. Teleconferencing flexibility directly supports participation, quorum reliability, and diverse representation, enabling these bodies to remain active and reflective of the communities they serve.

Since making the findings, South Bay Service Council and PSAC did not elect to allow their members the opportunity to join their meetings virtually under SB 707. While the subsidiary bodies that have elected to utilize the ability to meet virtually, it is mixed among members of each body whether they take advantage of this opportunity or still meet in-person.

Without Board action, eligible subsidiary bodies must revert to traditional Brown Act teleconferencing rules (other than in the event of “just cause” consistent with the statute), which require members participating remotely to publicly disclose and make accessible their teleconference location. These requirements would significantly limit participation and could reduce consistency and retention, impacting Metro’s ability to gather community input and operational feedback through its advisory structure.

Adopting the required findings under SB 707:

- preserves virtual participation options that support member engagement and continuity,
- ensures advisory bodies remain operational and accessible, and
- aligns Metro’s advisory meetings with existing public engagement practices at the Board level.

The findings must be renewed every six months to maintain this flexibility. This action does not change how the Board or its Committees meet; rather, it maintains functional and equitable access for Metro’s subsidiary bodies, consistent with how they have operated in recent years.

DETERMINATION OF SAFETY IMPACT

This action does not have an impact on safety.

FINANCIAL IMPACT

This action does not have a financial impact.

EQUITY PLATFORM

This action supports equitable access to Metro’s advisory body processes by allowing flexible participation options for eligible subsidiary bodies. Teleconference flexibility reduces participation barriers for advisory body members who, travel from different parts of LA County, and may face challenges related to work schedules or other responsibilities. This item supports inclusive participation and ongoing operations of Metro’s advisory process.

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 will allow Metro’s eligible advisory bodies to meet virtually, increasing membership and participation without increasing 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

Recommendation supports strategic plan goal #5 to provide responsive, accountable, and trustworthy governance within the Metro organization by allowing Metro's eligible subsidiary bodies to meet virtually.

ALTERNATIVES CONSIDERED

The Board can consider not allowing eligible subsidiary bodies the opportunities to continuing meeting virtually outside of "just cause" reasons but membership has expressed concerns with meeting quorum due to the need for virtual attendance options. This option is not recommended.

NEXT STEPS

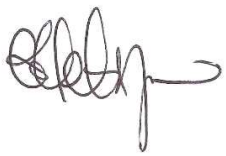
Upon approval, staff will notify the eligible subsidiary bodies of their continued ability to utilize the teleconferencing framework.

ATTACHMENT

Attachment A - SB 707 (Durazo)

Prepared by: Collette Langston, Board Clerk, (213) 922-2837

Reviewed by: Collette Langston, Board Clerk, (213) 922-2837



_____
Collette Langston, Board Clerk

Attachment A

Senate Bill No. 707

CHAPTER 327

An act to amend Sections 54952.7, 54953, 54953.5, 54953.7, 54954.2, 54954.3, 54956, 54956.5, 54957.6, 54957.9, and 54957.95 of, to amend and repeal Section 54952.2 of, to add Sections 54953.8, 54953.8.1, 54953.8.2, and 54957.96 to, and to add and repeal Sections 54953.4, 54953.8.3, 54953.8.4, 54953.8.5, 54953.8.6, and 54953.8.7 of, the Government Code, relating to local government.

[Approved by Governor October 03, 2025. Filed with Secretary of State October 03, 2025.]

LEGISLATIVE COUNSEL'S DIGEST

SB 707, Durazo. Open meetings: meeting and teleconference requirements.

(1) Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate.

This bill would, beginning July 1, 2026, and until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified. The bill would require an eligible legislative body, on or before July 1, 2026, to approve at a noticed public meeting in open session a policy regarding disruption of telephonic or internet services occurring during meetings subject to these provisions, as specified, and would require the eligible legislative body to comply with certain requirements relating to disruption, including for certain disruptions, recessing the open session for at least one hour and making a good faith attempt to restore the service, as specified.

(2) Existing law prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. Existing law defines “meetings” for these purposes to mean any congregation of a majority of the members of a legislative body at the same time and location, as specified, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body. Until January 1, 2026, existing law excepts from the prohibition a member engaging in separate conversations or communications outside of a meeting with any other person using an internet-based social media platform for specified purposes, provided, among other things, that a majority of the members do not use the internet-based social media platform to discuss among themselves business of a specific nature that is within the subject matter jurisdiction of the legislative body.

This bill would make the above-described exception related to communications on an internet-based social media platform applicable indefinitely.

(3) Existing law requires a legislative body, prior to taking final action, to orally report a summary of a recommendation for a final action on specified forms of compensation for a local agency executive, as defined, during the open meeting in which the final action is to be taken.

This bill would also require the legislative body to make that oral report, as provided above, prior to taking final action on those specified forms of compensation for a department head or other similar administrative officer of

the local agency.

(4) Existing law requires a legislative body of a local agency or its designee, at least 72 hours before a regular meeting, to post an agenda that meets specified requirements, including that the agenda contain a brief general description of each item of business to be transacted or discussed at the meeting, as specified.

This bill would, beginning July 1, 2026, and until July 1, 2030, require the agenda for each meeting of an eligible legislative body, as defined, to be translated into all applicable languages. The bill would define "applicable languages" to mean languages, according to data from the most recent American Community Survey, spoken jointly by 20% or more of the applicable population, as specified, provided that 20% or more of the population that speaks that language that in that city or county speaks English less than "very well," as specified, and except as provided.

Existing law requires every agenda for regular meetings to provide an opportunity for members of the public to directly address the legislative body on any item of interest of the public, as specified. Existing law specifies that the agenda is not required to provide an opportunity for members of the public to address the legislative body on any item that has already been considered by a committee, as specified, except if the item has been substantially changed since the committee heard the item, as determined by the legislative body.

This bill would add certain exceptions to the provision related to an item that has already been considered by a committee, including excepting committees whose primary subject matter jurisdiction focuses on elections, budgets, police oversight, privacy, removing from, or restricting access to, materials available in public libraries, or taxes or related spending proposals, except as specified.

(5) Existing law authorizes a legislative body of a local agency to require a copy of the act to be given to each member of the legislative body and specified persons elected to serve as a member of the legislative body, and authorizes an elected legislative body member to require a copy to be given to each member of each legislative body all or a majority of whose members are appointed by or under the authority of the elected legislative body.

This bill would instead require a local agency to provide a copy of the act to any person elected or appointed to serve as a member of a legislative body of the local agency.

Existing law authorizes legislative bodies of local agencies to impose requirements upon themselves which allow greater access to their meetings than prescribed by the minimal standards set forth in the act, and authorizes an elected legislative body of a local agency to also impose those requirements on those appointed legislative bodies of the local agency of which all or a majority of the members are appointed by or under the authority of the elected legislative body.

This bill would remove the above-described requirement that members of an appointed legislative body of a local agency must be appointed by or under the authority of the elected legislative body of a local agency in order for the elected legislative body to impose the above-described requirements on the appointed legislative body.

(6) Existing law provides any person attending an open and public meeting of a legislative body of a local agency with the right to record the proceedings with an audio or visual recorder or a still or motion picture camera, as specified.

This bill would remove the reference to an audio or visual recorder or a still or motion picture camera for purposes of recording the proceedings, as described above.

(7) Existing law authorizes a legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified general requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum

of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified.

Existing law authorizes members who are outside the jurisdiction of a health authority, as defined, that conducts a teleconferencing meeting to, notwithstanding the above-described general teleconference provisions, count towards the establishment of a quorum when participating in the teleconference if, among other things, at least 50% of the number of members that would establish a quorum are present within the boundaries of the territory over which the authority exercises jurisdiction.

Existing law authorizes, in certain circumstances, the legislative body of a local agency to use specified alternative teleconferencing which include provisions related to, among others, notice of the means by which members of the public may access the meeting and offer public comment and identifying and including an opportunity for all persons to attend via a call-in option or an internet-based service option. Those circumstances in which the legislative body of a local agency is authorized to use the alternative teleconferencing provisions include specified circumstances relating to a state of emergency, as defined, and, until January 1, 2026, subject to specified limitations, a member's need to participate remotely due to just cause, defined to include, among other things, a need related to a physical or mental disability, or emergency circumstances, as defined, if certain quorum and disclosure requirements are met.

Existing law also authorizes certain eligible legislative bodies, including neighborhood councils and student body associations and student-run community college organizations to, until January 1, 2026, use alternate teleconferencing if, among other requirements, the city council or board of trustees, as applicable, has adopted an authorizing resolution and $^{2}/_{3}$ of the neighborhood city council or specified student organization, as applicable, votes to use alternate teleconference provisions, as specified.

This bill would revise and recast the above-specified teleconferencing and alternative teleconferencing provisions to uniformly apply certain noticing, disclosure, accessibility, and public commenting provisions. The bill would require a legislative body of a local agency that elects to use teleconferencing pursuant to these alternative teleconferencing provisions to comply with, in addition to any other applicable requirements under the act, specified requirements, including that the legislative body provides at least either 2-way audiovisual platform or 2-way telephonic service and a live webcasting of the meeting as a means by which the public may, among other things, remotely hear and visually observe the meeting, and that a member of the legislative body who participates in a teleconference meeting from a remote location pursuant to these alternative teleconferencing provisions and the specific provision of law that the member relied upon to permit their participation by teleconferencing are listed in the minutes of the meeting. The bill would require a local agency to identify and make available to legislative bodies a list of one or more meeting locations that may be available for use by the legislative bodies to conduct their meetings.

The bill would specify that nothing in the bill's provisions is to be construed to prohibit a member of a legislative body with a disability, as defined, from participating in any meeting of the legislative body by remote participation as a reasonable accommodation pursuant to any applicable law. The bill would apply certain provisions relative to, among other things, quorum establishment to that circumstance.

The bill would instead authorize a health authority, as defined, to conduct a teleconference meeting pursuant to the above-described alternative teleconferencing provisions.

The bill would revise and recast the alternative teleconferencing provisions applicable in a state of emergency, as defined. The bill would also include a local emergency, as defined, as a circumstance in which a legislative body of a local agency is authorized to use the alternative teleconferencing provisions.

The bill would revise and recast the alternative teleconferencing provisions applicable in cases of a member's need to participate remotely due to just cause or emergency circumstances, as defined, to remove the provision applicable to emergency circumstances, to revise related definitions, including broadening the definition of just cause to include, among other things, a physical or family medical emergency that prevents a member from attending in person, and to require the minutes for a meeting to identify the specific provision of law that each

member relied upon to participate remotely, as specified. The bill would extend the authorization to use the alternative teleconferencing provision until January 1, 2030.

The bill would revise and recast the alternative teleconferencing provisions applicable to neighborhood councils and student body associations and student-run community college organizations. In regards to the alternative teleconferencing provisions applicable to student body associations and student-run community college organizations, the bill would exempt the California Online Community College from specified requirements for an in-person quorum, a physical location for public participation, and certain accommodations under the authorization, and remove the ability for a person with a disability that requires certain accommodations to count towards the in-person quorum requirement. The bill would specify that the student body associations and student-run community college organizations described above are those in any community college recognized within the California Community Colleges system, and would extend the authorization to the Student Senate for California Community Colleges. The bill would extend the authorization to use the alternative teleconferencing provisions applicable to neighborhood councils and student body associations and student-run community college organizations until January 1, 2030.

The bill would, until January 1, 2030, also authorize a specified subsidiary body of local agencies to conduct a teleconference meeting pursuant to the above-described alternative teleconferencing provisions, provided that it complies with the requirements for alternative teleconferencing described above and additional requirements, including that the subsidiary body designates one physical meeting location within the boundaries of the legislative body that created the subsidiary body where members of the subsidiary body who are not participating remotely shall be present and members of the public may physically attend, observe, hear, and participate in the meeting, as specified.

The bill would, until January 1, 2030, also authorize specified multijurisdictional bodies of local agencies to conduct a teleconference meeting pursuant to the above-described alternative teleconferencing provisions, provided that it complies with the requirements for alternative teleconferencing described above and additional requirements, including that the eligible multijurisdictional body has adopted a resolution that authorizes the multijurisdictional body to use teleconferencing at a regular meeting in open session.

The bill would specify that these teleconferencing provisions are cumulative, and would authorize a legislative body to elect to use any teleconferencing provisions that are applicable to a meeting, regardless of whether any other teleconferencing provisions would also be applicable to that meeting.

Existing law defines “teleconference” for purposes of the authorization for a legislative body of a local agency to use teleconferencing to mean a meeting of a legislative body, the members of which are in different locations, connected by electronic means, through either audio or video, or both.

This bill would specify that “teleconference” does not include the attendance of one or more members of a legislative body in a meeting of the body solely by watching or listening via webcasting or any other similar electronic medium that does not permit members to interactively speak, discuss, or deliberate on matters.

(8) Existing law authorizes a special meeting to be called any time by, among other persons, the presiding officer of the legislative body of a local agency, by delivering specified written notices and posting a notice on the local agency’s internet website, if the local agency has one. Existing law requires specified legislative bodies to comply with the internet website posting requirement.

The bill would remove the requirement that only specified legislative bodies comply with the internet website posting requirement, thereby imposing that requirement on all legislative bodies.

(9) Existing law authorizes a legislative body of a local agency to hold an emergency meeting without complying with specified notice and posting requirements in the case of emergency circumstances, as specified, and imposes various requirements under these provisions applicable to either legislative bodies generally or legislative bodies which are a school board.

This bill would remove the school board distinction from the above-described provisions, thereby imposing the same requirements to hold an emergency meeting on all legislative bodies of local agencies.

By imposing additional duties on legislative bodies of local agencies, the bill would impose a state-mandated local program.

(10) Existing law authorizes, in addition to other related specified authorizations, the presiding member of the legislative body conducting a meeting or their designee to remove, or cause the removal of, an individual for disrupting the meeting. Existing law defines “disrupting” for these purposes to mean engaging in behavior during a meeting of a legislative body that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting, as specified.

This bill would specify that a meeting for purposes of that provision includes any teleconferenced meeting. The bill would specify that the existing authority of a legislative body or its presiding officer to remove or limit participation by persons who engage in behavior that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting, as specified, applies to members of the public participating in a meeting via a 2-way telephonic service or a 2-way audiovisual platform, as those terms are defined.

(11) The bill would make other updates to references in the act.

(12) Existing constitutional provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest.

This bill would make legislative findings to that effect.

(13) The California Constitution requires local agencies, for the purpose of ensuring public access to the meetings of public bodies and the writings of public officials and agencies, to comply with a statutory enactment that amends or enacts laws relating to public records or open meetings and contains findings demonstrating that the enactment furthers the constitutional requirements relating to this purpose.

This bill would make legislative findings to that effect.

(14) The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

(15) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Digest Key

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

---

Bill Text

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 54952.2 of the Government Code, as amended by Section 1 of Chapter 89 of the Statutes of 2020, is amended to read:

54952.2. (a) As used in this chapter, "meeting" means any congregation of a majority of the members of a legislative body at the same time and location, including teleconference location as permitted by Section 54953, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body.

(b) (1) A majority of the members of a legislative body shall not, outside a meeting authorized by this chapter, use a series of communications of any kind, directly or through intermediaries, to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body.

(2) Paragraph (1) shall not be construed as preventing an employee or official of a local agency, from engaging in separate conversations or communications outside of a meeting authorized by this chapter with members of a legislative body in order to answer questions or provide information regarding a matter that is within the subject matter jurisdiction of the local agency, if that person does not communicate to members of the legislative body the comments or position of any other member or members of the legislative body.

(3) (A) Paragraph (1) shall not be construed as preventing a member of the legislative body from engaging in separate conversations or communications on an internet-based social media platform to answer questions, provide information to the public, or to solicit information from the public regarding a matter that is within the subject matter jurisdiction of the legislative body provided that a majority of the members of the legislative body do not use the internet-based social media platform to discuss among themselves business of a specific nature that is within the subject matter jurisdiction of the legislative body. A member of the legislative body shall not respond directly to any communication on an internet-based social media platform regarding a matter that is within the subject matter jurisdiction of the legislative body that is made, posted, or shared by any other member of the legislative body.

(B) For purposes of this paragraph, all of the following definitions shall apply:

(i) "Discuss among themselves" means communications made, posted, or shared on an internet-based social media platform between members of a legislative body, including comments or use of digital icons that express reactions to communications made by other members of the legislative body.

(ii) "Internet-based social media platform" means an online service that is open and accessible to the public.

(iii) "Open and accessible to the public" means that members of the general public have the ability to access and participate, free of charge, in the social media platform without the approval by the social media platform or a person or entity other than the social media platform, including any forum and chatroom, and cannot be blocked from doing so, except when the internet-based social media platform determines that an individual violated its protocols or rules.

(c) Nothing in this section shall impose the requirements of this chapter upon any of the following:

(1) Individual contacts or conversations between a member of a legislative body and any other person that do not violate subdivision (b).

(2) The attendance of a majority of the members of a legislative body at a conference or similar gathering open to the public that involves a discussion of issues of general interest to the public or to public agencies of the type represented by the legislative body, provided that a majority of the members do not discuss among themselves, other than as part of the scheduled program, business of a specified nature that is within the subject matter jurisdiction of the local agency. Nothing in this paragraph is intended to allow members of the public free admission to a conference or similar gathering at which the organizers have required other participants or registrants to pay fees or charges as a condition of attendance.

(3) The attendance of a majority of the members of a legislative body at an open and publicized meeting organized to address a topic of local community concern by a person or organization other than the local agency, provided that a majority of the members do not discuss among themselves, other than as part of the scheduled program, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.

(4) The attendance of a majority of the members of a legislative body at an open and noticed meeting of another body of the local agency, or at an open and noticed meeting of a legislative body of another local agency, provided that a majority of the members do not discuss among themselves, other than as part of the scheduled meeting, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.

(5) The attendance of a majority of the members of a legislative body at a purely social or ceremonial occasion, provided that a majority of the members do not discuss among themselves business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.

(6) The attendance of a majority of the members of a legislative body at an open and noticed meeting of a standing committee of that body, provided that the members of the legislative body who are not members of the standing committee attend only as observers.

SEC. 2. Section 54952.2 of the Government Code, as added by Section 2 of Chapter 89 of the Statutes of 2020, is repealed.

SEC. 3. Section 54952.7 of the Government Code is amended to read:

54952.7. A local agency shall provide a copy of this chapter to any person elected or appointed to serve as a member of a legislative body of the local agency.

SEC. 4. Section 54953 of the Government Code, as amended by Section 2 of Chapter 534 of the Statutes of 2023, is amended to read:

54953. (a) All meetings of the legislative body of a local agency shall be open and public, and all persons shall be permitted to attend any meeting of the legislative body of a local agency, except as otherwise provided in this chapter.

(b) (1) Notwithstanding any other provision of law, the legislative body of a local agency may use teleconferencing for the benefit of the public and the legislative body of a local agency in connection with any meeting or proceeding authorized by law. The teleconferenced meeting or proceeding shall comply with all otherwise applicable requirements of this chapter and all otherwise applicable provisions of law relating to a specific type of meeting or proceeding.

(2) Teleconferencing, as authorized by this section, may be used for all purposes in connection with any meeting within the subject matter jurisdiction of the legislative body. If the legislative body of a local agency elects to use teleconferencing, the legislative body of a local agency shall comply with all of the following:

(A) All votes taken during a teleconferenced meeting shall be by rollcall.

(B) The teleconferenced meetings shall be conducted in a manner that protects the statutory and constitutional rights of the parties or the public appearing before the legislative body of a local agency.

(C) The legislative body shall give notice of the meeting and post agendas as otherwise required by this chapter.

(D) The legislative body shall allow members of the public to access the meeting and the agenda shall provide an opportunity for members of the public to address the legislative body directly pursuant to Section 54954.3.

(3) If the legislative body of a local agency elects to use teleconferencing, it shall post agendas at all teleconference locations. Each teleconference location shall be identified in the notice and agenda of the meeting or proceeding, and each teleconference location shall be accessible to the public. During the teleconference, at least a quorum of the members of the legislative body shall participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as expressly provided in this chapter.

(4) The teleconferencing requirements of this subdivision shall not apply to remote participation described in subdivision (c).

(c) (1) Nothing in this chapter shall be construed to prohibit a member of a legislative body with a disability from participating in any meeting of the legislative body by remote participation as a reasonable accommodation pursuant to any applicable law.

(2) A member of a legislative body participating in a meeting by remote participation pursuant to this subdivision shall do both of the following:

(A) The member shall participate through both audio and visual technology, except that any member with a disability, as defined in Section 12102 of Title 42 of the United States Code, may participate only through audio technology if a physical condition related to their disability results in a need to participate off camera.

(B) The member shall disclose at the meeting before any action is taken, whether any other individuals 18 years of age or older are present in the room at the remote location with the member, and the general nature of the member's relationship with any of those individuals.

(3) Remote participation under this subdivision shall be treated as in-person attendance at the physical meeting location for all purposes, including any requirement that a quorum of the legislative body participate from any particular location. The provisions of subdivision (b) and Sections 54953.8 to 54953.8.7, inclusive, shall not apply to remote participation under this subdivision.

(d) (1) No legislative body shall take action by secret ballot, whether preliminary or final.

(2) The legislative body of a local agency shall publicly report any action taken and the vote or abstention on that action of each member present for the action.

(3) (A) Prior to taking final action, the legislative body shall orally report a summary of a recommendation for a final action on the salaries, salary schedules, or compensation paid in the form of fringe benefits of either of the following during the open meeting in which the final action is to be taken:

(i) A local agency executive, as defined in subdivision (d) of Section 3511.1.

(ii) A department head or other similar administrative officer of the local agency.

(B) This paragraph shall not affect the public's right under the California Public Records Act (Division 10 (commencing with Section 7920.000) of Title 1) to inspect or copy records created or received in the process of developing the recommendation.

(e) For purposes of this section, both of the following definitions apply:

(1) "Disability" means a physical disability or a mental disability as those terms are defined in Section 12926 and used in Section 12926.1, or a disability as defined in Section 12102 of Title 42 of the United States Code.

(2) (A) "Teleconference" means a meeting of a legislative body, the members of which are in different locations, connected by electronic means, through either audio or video, or both.

(B) Notwithstanding subparagraph (A), "teleconference" does not include one or more members watching or listening to a meeting via webcasting or any other similar electronic medium that does not permit members to interactively speak, discuss, or deliberate on matters.

(3) "Remote participation" means participation in a meeting by teleconference at a location other than any physical meeting location designated in the notice of the meeting.

SEC. 5. Section 54953.4 is added to the Government Code, to read:

54953.4. (a) The Legislature finds and declares that public access, including through translation of agendas as required by this section, is necessary for an informed populace. The Legislature encourages local agencies to adopt public access requirements that exceed the requirements of this chapter by translating additional languages, employing human translators, and conducting additional outreach.

(b) (1) In addition to any other applicable requirements of this chapter, a meeting held by a eligible legislative body pursuant to this chapter shall comply with both of the following requirements:

(A) (i) (I) (ia) All open and public meetings shall include an opportunity for members of the public to attend via a two-way telephonic service or a two-way audiovisual platform, except if adequate telephonic or internet service is not operational at the meeting location. If adequate telephonic or internet service is operational at the meeting location during only a portion of the meeting, the legislative body shall include an opportunity for members of the public to attend via a two-way telephonic service or a two-way audiovisual platform during that portion of the meeting.

(ib) (Ia) On or before July 1, 2026, an eligible legislative body shall approve at a noticed public meeting in open session, not on the consent calendar, a policy regarding disruption of telephonic or internet service occurring during meetings subject to this sub-subclause. The policy shall address the procedures for recessing and reconvening a meeting in the event of disruption and the efforts that the eligible legislative body shall make to attempt to restore the service.

(Ib) If a disruption of telephonic or internet service that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audiovisual platform occurs during the meeting, the eligible legislative body shall recess the open session of the meeting for at least one hour and make a good faith attempt to restore the service. The eligible legislative body may meet in closed session during this period. The eligible legislative body shall not reconvene the open session of the meeting until at least one hour following the disruption, or until telephonic or internet service is restored, whichever is earlier.

(Ic) Upon reconvening the open session, if telephonic or internet service has not been restored, the eligible legislative body shall adopt a finding by rollcall vote that good faith efforts to restore the telephonic or internet service have been made in accordance with the policy adopted pursuant to sub-sub-subclause (Ia) and that the public interest in continuing the meeting outweighs the public interest in remote public access.

(II) Subclause (I) does not apply to a meeting that is held to do any of the following:

(ia) Attend a judicial or administrative proceeding to which the local agency is a party.

(ib) Inspect real or personal property provided that the topic of the meeting is limited to items directly related to the real or personal property.

(ic) Meet with elected or appointed officials of the United States or the State of California, solely to discuss a legislative or regulatory issue affecting the local agency and over which the federal or state officials have jurisdiction.

(id) Meet in or nearby a facility owned by the agency, provided that the topic of the meeting is limited to items directly related to the facility.

(ie) Meet in an emergency situation pursuant to Section 54956.5.

(ii) If an eligible legislative body elects to provide a two-way audiovisual platform, the eligible legislative body shall publicly post and provide a call-in option, and activate any automatic captioning function during the meeting if an automatic captioning function is included with the two-way audiovisual platform. If an eligible legislative body does not elect to provide a two-way audiovisual platform, the eligible legislative body shall provide a two-way telephonic service for the public to participate in the meeting, pursuant to subclause (I).

(B) (i) All open and public meetings for which attendance via a two-way telephonic service or a two-way audiovisual platform is provided in accordance with paragraph (1) shall provide the public with an opportunity to provide public comment in accordance with Section 54954.3 via the two-way telephonic or two-way audiovisual platform, and ensure the opportunity for the members of the public participating via a two-way telephonic or two-way audiovisual platform to provide public comment with the same time allotment as a person attending a meeting in person.

(2) (A) An eligible legislative body shall reasonably assist members of the public who wish to translate a public meeting into any language or wish to receive interpretation provided by another member of the public, so long as the interpretation is not disrupting to the meeting, as defined in Section 54957.95. The eligible legislative body shall publicize instructions on how to request assistance under this subdivision. Assistance may include any of the following, as determined by the eligible legislative body:

(i) Arranging space for one or more interpreters at the meeting location.

(ii) Allowing extra time during the meeting for interpretation to occur.

(iii) Ensuring participants may utilize their personal equipment or reasonably access facilities for participants to access commercially available interpretation services.

(B) This section does not require an eligible legislative body to provide interpretation of any public meeting, however, an eligible legislative body may elect to provide interpretation of any public meeting.

(C) The eligible legislative body is not responsible for the content or accuracy of any interpretation facilitated, assisted with, or provided under this subdivision. An action shall not be commenced or maintained against the eligible legislative body arising from the content or accuracy of any interpretation facilitated, assisted with, or provided under this subdivision.

(3) An eligible legislative body shall take the following actions to encourage residents, including those in underrepresented communities and non-English-speaking communities, to participate in public meetings:

(A) Have in place a system for electronically accepting and fulfilling requests for meeting agendas and documents pursuant to Section 54954.1 through email or through an integrated agenda management platform. Information about how to make a request using this system shall be accessible through a prominent direct link posted on the primary internet website home page of the eligible legislative body.

(B) (i) Create and maintain an accessible internet webpage dedicated to public meetings that includes, or provides a link to, all of the following information:

(I) A general explanation of the public meeting process for the eligible legislative body.

(II) An explanation of the procedures for a member of the public to provide in-person or remote oral public comment during a public meeting or to submit written public comment.

(III) A calendar of all public meeting dates with calendar listings that include the date, time, and location of each public meeting.

(IV) The agenda posted online pursuant to paragraph (2) of subdivision (a) of Section 54954.2.

(ii) The eligible legislative body shall include a link to the webpage required by subparagraph (A) on the home page of the eligible legislative body's internet website.

(C) (i) Make reasonable efforts, as determined by the legislative body, to invite groups that do not traditionally participate in public meetings to attend those meetings, which may include, but are not limited to, all the following:

(I) Media organizations that provide news coverage in the jurisdiction of the eligible legislative body, including media organizations that serve non-English-speaking communities.

(II) Good government, civil rights, civic engagement, neighborhood, and community group organizations, or similar organizations that are active in the jurisdiction of the eligible legislative body, including organizations active in non-English-speaking communities.

(ii) Legislative bodies shall have broad discretion in the choice of reasonable efforts they make under this subparagraph. No action shall be commenced or maintained against an eligible legislative body arising from failing to provide public meeting information to any specific group pursuant to this subparagraph.

(c) (1) (A) The agenda for each meeting of an eligible legislative body shall be translated into all applicable languages, and each translation shall be posted in accordance with Section 54954.2. Each translation shall include instructions in the applicable language describing how to join the meeting by the telephonic or internet-based service option, including any requirements for registration for public comment.

(B) The accessible internet webpage provided under subparagraph (B) of paragraph (3) of subdivision (b) shall be translated into all applicable languages, and each translation shall be accessible through a prominent direct link posted on the primary internet website home page of the eligible legislative body.

(2) A translation made using a digital translation service shall satisfy the requirements of paragraph (1).

(3) The eligible legislative body shall make available a physical location that is freely accessible to the public in reasonable proximity to the physical location in which the agenda and translations are posted as described in paragraph (1), and shall allow members of the public to post additional translations of the agenda in that location.

(4) The eligible legislative body is not responsible for the content or accuracy of any translation provided pursuant to this subdivision. No action shall be commenced or maintained against an eligible legislative body arising from the content, accuracy, posting, or removal of any translation provided by the eligible legislative body or posted by any person pursuant to this subdivision.

(5) For the purposes of this section, the agenda does not include the entire agenda packet.

(d) This section shall not be construed to affect or supersede any other applicable civil rights, nondiscrimination, or public access laws.

(e) For purposes of this section, all of the following definitions apply:

(1) (A) "Applicable languages" means languages, according to data from the most recent American Community Survey, spoken jointly by 20 percent or more of the applicable population, provided that 20 percent or more of the population that speaks that language in that city or county speaks English less than "very well."

(B) For the purposes of subparagraph (A), the applicable population shall be determined as follows:

(i) For an eligible legislative body that is a city council or county board of supervisors, the applicable population shall be the population of the city or county.

(ii) For an eligible legislative body of a special district, the applicable population shall be either of the following, at the discretion of the board of directors of the special district:

(I) The population of the county with the greatest population within the boundaries of the special district.

(II) The population of the service area of the special district, if the special district has the data to determine what languages spoken by the population within its service area meet the requirements of paragraph (A).

(C) If more than three languages meet the criteria set forth in subparagraph (A), "applicable languages" shall mean the three languages described in subparagraph (A) that are spoken by the largest percentage of the population.

(D) An eligible legislative body may elect to determine the applicable languages based upon a source other than the most recent American Community Survey if it makes a finding, based upon substantial evidence, that the other source provides equally or more reliable data for the territory over which the eligible legislative body exercises jurisdiction.

(2) "Eligible legislative body" means any of the following:

(A) A city council of a city with a population of 30,000 or more.

(B) A county board of supervisors of a county, or city and county, with a population of 30,000 or more.

(C) A city council of a city located in a county with a population of 600,000 or more.

(D) The board of directors of a special district that has an internet website and meets any of the following conditions:

(i) The boundaries of the special district include the entirety of a county with a population of 600,000 or more, and the special district has over 200 full-time equivalent employees.

(ii) The special district has over 1,000 full-time equivalent employees.

(iii) The special district has annual revenues, based on the most recent Financial Transaction Report data published by the California State Controller, that exceed four hundred million dollars ($400,000,000), adjusted annually for inflation commencing January 1, 2027, as measured by the percentage change in the California Consumer Price Index from January 1 of the prior year to January 1 of the current year, and the special district employs over 200 full-time equivalent employees.

(3) "Two-way audiovisual platform" means an online platform that provides participants with the ability to participate in a meeting via both an interactive video conference and a two-way telephonic service.

(4) "Two-way telephonic service" means a telephone service that does not require internet access and allows participants to dial a telephone number to listen and verbally participate.

(f) This section shall become operative on July 1, 2026.

(g) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 6. Section 54953.5 of the Government Code is amended to read:

54953.5. (a) Any person attending an open and public meeting of a legislative body of a local agency shall have the right to record the proceedings in the absence of a reasonable finding by the legislative body of the local agency that the recording cannot continue without noise, illumination, or obstruction of view that constitutes, or would constitute, a persistent disruption of the proceedings.

(b) Any recording of an open and public meeting made for whatever purpose by or at the direction of the local agency shall be subject to inspection pursuant to the California Public Records Act (Division 10 (commencing with Section 7920.000) of Title 1), but, notwithstanding Section 34090, may be erased or destroyed 30 days after the recording. Any inspection of an audio or video recording shall be provided without charge on equipment made available by the local agency.

SEC. 7. Section 54953.7 of the Government Code is amended to read:

54953.7. Notwithstanding any other provision of law, legislative bodies of local agencies may impose requirements upon themselves which allow greater access to their meetings than prescribed by the minimal standards set forth in this chapter. In addition thereto, an elected legislative body of a local agency may impose those requirements on appointed legislative bodies of the local agency.

SEC. 8. Section 54953.8 is added to the Government Code, to read:

54953.8. (a) The legislative body of a local agency may use teleconferencing as authorized by subdivision (b) of Section 54953 without complying with the requirements of paragraph (3) of subdivision (b) of Section 54953 in any of the circumstances described in Sections 54953.8.1 to 54953.8.7, inclusive.

(b) A legislative body that holds a teleconference meeting pursuant to this section shall, in addition to any other applicable requirements of this chapter, comply with all of the following:

(1) The legislative body shall provide at least one of the following as a means by which the public may remotely hear and visually observe the meeting, and remotely address the legislative body:

(A) A two-way audiovisual platform.

(B) A two-way telephonic service and a live webcasting of the meeting.

(2) In each instance in which notice of the time of the teleconference meeting held pursuant to this section is otherwise given or the agenda for the meeting is otherwise posted, the legislative body shall also give notice of the means by which members of the public may access the meeting and offer public comment. The agenda shall identify and include an opportunity for all persons to attend via a call-in option or an internet-based service option.

(3) In the event of a disruption that prevents the legislative body from broadcasting the meeting to members of the public using the call-in option or internet-based service option, or in the event of a disruption within the local agency's control that prevents members of the public from offering public comments using the call-in option or internet-based service option, the legislative body shall take no further action on items appearing on the meeting agenda until public access to the meeting via the call-in option or internet-based service option is restored. Actions taken on agenda items during a disruption that prevents the legislative body from broadcasting the meeting may be challenged pursuant to Section 54960.1.

(4) The legislative body shall not require public comments to be submitted in advance of the meeting and must provide an opportunity for the public to address the legislative body and offer comment in real time.

(5) Notwithstanding Section 54953.3, an individual desiring to provide public comment through the use of an internet website, or other online platform, not under the control of the local legislative body, that requires registration to log in to a teleconference may be required to register as required by the third-party internet website or online platform to participate.

(6) (A) A legislative body that provides a timed public comment period for each agenda item shall not close the public comment period for the agenda item, or the opportunity to register, pursuant to paragraph (5), to provide public comment until that timed public comment period has elapsed.

(B) A legislative body that does not provide a timed public comment period, but takes public comment separately on each agenda item, shall allow a reasonable amount of time per agenda item to allow public members the opportunity to provide public comment, including time for members of the public to register pursuant to paragraph (5), or otherwise be recognized for the purpose of providing public comment.

(C) A legislative body that provides a timed general public comment period that does not correspond to a specific agenda item shall not close the public comment period or the opportunity to register, pursuant to paragraph (5), until the timed general public comment period has elapsed.

(7) Any member of the legislative body who participates in a teleconference meeting from a remote location pursuant to this section and the specific provision of law that the member relied upon to permit their participation by teleconferencing shall be listed in the minutes of the meeting.

(8) The legislative body shall have and implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and resolving any doubt in favor of accessibility. In each instance in which notice of the time of the meeting is otherwise given or the agenda for the meeting is otherwise posted, the legislative body shall also give notice of the procedure for receiving and resolving requests for accommodation.

(9) The legislative body shall conduct meetings subject to this chapter consistent with applicable civil rights and nondiscrimination laws.

(c) A local agency shall identify and make available to legislative bodies a list of one or more meeting locations that may be available for use by the legislative bodies to conduct their meetings.

(d) (1) Nothing in this section shall prohibit a legislative body from providing the public with additional teleconference locations.

(2) Nothing in this section shall prohibit a legislative body from providing the public with additional physical locations in which the public may observe and address the legislative body by electronic means.

(e) A member of a legislative body who participates in a teleconference meeting from a remote location pursuant to this section shall publicly disclose at the meeting before any action is taken whether any other individuals 18 years of age or older are present in the room at the remote location with the member, and the general nature of the member’s relationship with those individuals.

(f) The teleconferencing provisions described in Section 54953 and Sections 54953.8.1 to 54953.8.7, inclusive, are cumulative. A legislative body may elect to use any teleconferencing provisions that are applicable to a meeting, regardless of whether any other teleconferencing provisions would also be applicable to that meeting.

(g) For purposes of this section, the following definitions apply:

(1) “Remote location” means a location from which a member of a legislative body participates in a meeting pursuant to paragraph (7) of subdivision (b), other than any physical meeting location designated in the notice of the meeting. Remote locations need not be accessible to the public.

(2) “Teleconference” means a meeting of a legislative body, the members of which are in different locations, connected by electronic means, through either audio or video, or both.

(3) “Two-way audiovisual platform” means an online platform that provides participants with the ability to participate in a meeting via both an interactive video conference and a two-way telephonic service. A two-way

audiovisual platform may be structured to disable the use of video for the public participants.

(4) "Two-way telephonic service" means a telephone service that does not require internet access and allows participants to dial a telephone number to listen and verbally participate.

(5) "Webcasting" means a streaming video broadcast online or on television, using streaming media technology to distribute a single content source to many simultaneous listeners and viewers.

SEC. 9. Section 54953.8.1 is added to the Government Code, to read:

54953.8.1. (a) A health authority may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section.

(b) Nothing in this section or Section 54953.8 shall be construed as discouraging health authority members from regularly meeting at a common physical site within the jurisdiction of the authority or from using teleconference locations within or near the jurisdiction of the authority.

(c) For purposes of this section, a health authority means any entity created pursuant to Sections 14018.7, 14087.31, 14087.35, 14087.36, 14087.38, and 14087.9605 of the Welfare and Institutions Code, any joint powers authority created pursuant to Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 for the purpose of contracting pursuant to Section 14087.3 of the Welfare and Institutions Code, and any advisory committee to a county-sponsored health plan licensed pursuant to Chapter 2.2 (commencing with Section 1340) of Division 2 of the Health and Safety Code if the advisory committee has 12 or more members.

SEC. 10. Section 54953.8.2 is added to the Government Code, to read:

54953.8.2. (a) A legislative body of a local agency may conduct a teleconference meeting pursuant to Section 54953.8 during a proclaimed state of emergency or local emergency, provided that it complies with the requirements of that section and the teleconferencing is used in either of the following circumstances:

(1) For the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

(2) After a determination described in paragraph (1) is made that, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

(b) If the state of emergency or local emergency remains active, in order to continue to teleconference pursuant to this section, the legislative body shall, no later than 45 days after teleconferencing for the first time pursuant to this section, and every 45 days thereafter, make the following findings by majority vote:

(1) The legislative body has reconsidered the circumstances of the state of emergency or local emergency.

(2) The state of emergency or local emergency continues to directly impact the ability of the members to meet safely in person.

(c) This section shall not be construed to require the legislative body to provide a physical location from which the public may attend or comment.

(d) Notwithstanding paragraph (1) of subdivision (b) of Section 54953.8, a legislative body conducting a teleconference meeting pursuant to this section may elect to use a two-way telephonic service without a live webcasting of the meeting.

(e) For purposes of this section, the following definitions apply:

(1) "Local emergency" means a condition of extreme peril to persons or property proclaimed by the governing body of the local agency affected, in accordance with Section 8630 of the California Emergency Services Act

(Chapter 7 (commencing with Section 8550) of Division 1 of Title 2), as defined in Section 8680.9, or a local health emergency declared pursuant to Section 101080 of the Health and Safety Code. Local emergency, as used in this section, refers only to local emergencies in the boundaries of the territory over which the local agency exercises jurisdiction.

(2) "State of emergency" means state of emergency proclaimed pursuant to Section 8625 of the California Emergency Services Act (Chapter 7 (commencing with Section 8550) of Division 1 of Title 2).

SEC. 11. Section 54953.8.3 is added to the Government Code, to read:

54953.8.3. (a) A legislative body of a local agency may conduct a teleconference meeting pursuant to Section 54953.8 if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda, which location shall be open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, provided that the legislative body complies with the requirements of Section 54953.8 and all of the following additional requirements:

(1) A member of the legislative body notifies the legislative body at the earliest opportunity possible, including at the start of a regular meeting, of their need to participate remotely for just cause, including a general description of the circumstances relating to their need to appear remotely at the given meeting.

(2) The member shall participate through both audio and visual technology.

(3) (A) The provisions of this subdivision shall not serve as a means for any member of a legislative body to participate in meetings of the legislative body solely by teleconference from a remote location for just cause for more than the following number of meetings, as applicable:

(i) Two meetings per year, if the legislative body regularly meets once per month or less.

(ii) Five meetings per year, if the legislative body regularly meets twice per month.

(iii) Seven meetings per year, if the legislative body regularly meets three or more times per month.

(B) For the purpose of counting meetings attended by teleconference under this paragraph, a "meeting" shall be defined as any number of meetings of the legislative body of a local agency that begin on the same calendar day.

(b) The minutes for the meeting shall identify the specific provision in subdivision (c) that each member relied upon to participate remotely. This subdivision shall not be construed to require the member to disclose any medical diagnosis or disability, or any personal medical information that is otherwise exempt under existing law, including, but not limited to, the Confidentiality of Medical Information Act (Chapter 1 (commencing with Section 56) of Part 2.6 of Division 1 of the Civil Code).

(c) For purposes of this section, "just cause" means any of the following:

(1) Childcare or caregiving need of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires them to participate remotely. "Child," "parent," "grandparent," "grandchild," and "sibling" have the same meaning as those terms do in Section 12945.2.

(2) A contagious illness that prevents a member from attending in person.

(3) A need related to a physical or mental condition that is not subject to subdivision (c) of Section 54953.

(4) Travel while on official business of the legislative body or another state or local agency.

(5) An immunocompromised child, parent, grandparent, grandchild, sibling, spouse, or domestic partner of the member that requires the member to participate remotely.

(6) A physical or family medical emergency that prevents a member from attending in person.

(7) Military service obligations that result in a member being unable to attend in person because they are serving under official written orders for active duty, drill, annual training, or any other duty required as a member of the California National Guard or a United States Military Reserve organization that requires the member to be at least 50 miles outside the boundaries of the local agency.

(d) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 12. Section 54953.8.4 is added to the Government Code, to read:

54953.8.4. (a) An eligible neighborhood council may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section and all of the following have occurred:

(1) (A) The city council for a city described in paragraph (2) of subdivision (b) considers whether to adopt a resolution to authorize eligible neighborhood councils to use teleconferencing as described in this section at an open and regular meeting.

(B) If the city council adopts a resolution described in subparagraph (A), an eligible neighborhood council may elect to use teleconferencing pursuant to this section if a majority of the eligible neighborhood council votes to do so. The eligible neighborhood council shall notify the city council if it elects to use teleconferencing pursuant to this section and its justification for doing so.

(C) Upon receiving notification from an eligible neighborhood council described in subparagraph (B), the city council may adopt a resolution to prohibit the eligible neighborhood council from using teleconferencing pursuant to this section.

(2) After completing the requirements of subparagraph (A) of paragraph (1), an eligible neighborhood council that holds a meeting pursuant to this subdivision shall do all of the following:

(A) At least a quorum of the members of the eligible neighborhood council shall participate from locations within the boundaries of the city in which the eligible neighborhood council is established.

(B) At least once per year, at least a quorum of the members of the eligible neighborhood council shall participate in person from a singular physical location that is open to the public and within the boundaries of the eligible neighborhood council.

(3) If the meeting is during regular business hours of the offices of the city council member that represents the area that includes the eligible neighborhood council, the eligible neighborhood council shall provide a publicly accessible physical location from which the public may attend or comment, which shall be the offices of the city council member who represents the area where the eligible neighborhood council is located, unless the eligible neighborhood council identifies an alternative location.

(4) If the meeting is outside regular business hours, the eligible neighborhood council shall make reasonable efforts to accommodate any member of the public that requests an accommodation to participate in the meeting.

(b) For purposes of this section, the following definitions apply:

(1) “Accommodation” means providing a publicly accessible physical location for the member of the public to participate from, providing access to technology necessary to participate in the meeting, or identifying locations or resources available that could provide the member of the public with an opportunity to participate in the meeting.

(2) “Eligible neighborhood council” means a neighborhood council that is an advisory body with the purpose to promote more citizen participation in government and make government more responsive to local needs

that is established pursuant to the charter of a city with a population of more than 3,000,000 people that is subject to this chapter.

(c) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 13. Section 54953.8.5 is added to the Government Code, to read:

54953.8.5. (a) An eligible community college student organization may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section and all of the following additional requirements:

(1) An eligible community college student organization may only use teleconferencing as described in Section 54953.8 after all the following have occurred:

(A) The board of trustees for a community college district considers whether to adopt a resolution to authorize eligible community college student organizations to use teleconferencing as described in this section at an open and regular meeting.

(B) If the board of trustees for a community college district adopts a resolution described in subparagraph (A), an eligible community college student organization may elect to use teleconferencing pursuant to this section if a majority of the eligible community college student organization votes to do so. The eligible community college student organization shall notify the board of trustees if it elects to use teleconferencing pursuant to this section and its justification for doing so.

(C) Upon receiving notification from an eligible community college student organization as described in subparagraph (B), the board of trustees may adopt a resolution to prohibit the eligible community college student organization from using teleconferencing pursuant to this section.

(D) (i) Except as specified in clause (ii), at least a quorum of the members of the eligible community college student organization shall participate from a singular physical location that is accessible to the public and is within the community college district in which the eligible community college student organization is established.

(ii) The requirements described in clause (i) shall not apply to the California Online Community College.

(iii) Notwithstanding the requirements of clause (i), a person may count toward the establishment of a quorum pursuant to clause (i) regardless of whether the person is participating at the in-person location of the meeting or remotely if the person meets any of the following criteria:

(I) The person is under 18 years of age.

(II) The person is incarcerated.

(III) The person is unable to disclose the location that they are participating from because of either of the following circumstances:

(ia) The person has been issued a protective court order, including, but not limited to, a domestic violence restraining order.

(ib) The person is participating in a program that has to remain confidential, including, but not limited to, an independent living program.

(IV) The person provides childcare or caregiving to a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires them to participate remotely. For purposes of this

subclause, “child,” “parent,” “grandparent,” “grandchild,” and “sibling” have the same meaning as those terms are defined in Section 12945.2.

(2) An eligible community college student organization that holds a meeting by teleconference as described in Section 54953.8 shall do the following, as applicable:

(A) (i) Except as specified in subparagraph (B), if the meeting is during regular business hours of the offices of the board of trustees of the community college district, the eligible community college student organization shall provide a publicly accessible physical location from which the public may attend or comment, which shall be the offices of the board of trustees of the community college district, unless the eligible community college student organization identifies an alternative location.

(ii) Except as specified in subparagraph (B), if the meeting is outside regular business hours, the eligible community college student organization shall make reasonable efforts to accommodate any member of the public that requests an accommodation to participate in the meeting. For the purposes of this subparagraph, “accommodation” means providing a publicly accessible physical location for the member of the public to participate from, providing access to technology necessary to participate in the meeting, or identifying locations or resources available that could provide the member of the public with an opportunity to participate in the meeting.

(B) The requirements described in subparagraph (A) shall not apply to the California Online Community College.

(b) For purposes of this section, “eligible community college student organization” means a student body association organized pursuant to Section 76060 of the Education Code, or any other student-run community college organization that is required to comply with the meeting requirements of this chapter, that is in any community college recognized within the California Community Colleges system and includes the Student Senate for California Community Colleges.

(c) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 14. Section 54953.8.6 is added to the Government Code, to read:

54953.8.6. (a) An eligible subsidiary body may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section and all of the following additional requirements:

(1) The eligible subsidiary body shall designate one physical meeting location within the boundaries of the legislative body that created the eligible subsidiary body where members of the subsidiary body who are not participating remotely shall be present and members of the public may physically attend, observe, hear, and participate in the meeting. At least one staff member of the eligible subsidiary body or the legislative body that created the eligible subsidiary body shall be present at the physical meeting location during the meeting. The eligible subsidiary body shall post the agenda at the physical meeting location, but need not post the agenda at a remote location.

(2) (A) A member of the eligible subsidiary body shall visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, except if the member has a physical or mental condition not subject to subdivision (c) of Section 54953 that results in a need to participate off camera.

(B) The visual appearance of a member of the eligible subsidiary body on camera may cease only when the appearance would be technologically infeasible, including, but not limited to, when the member experiences a lack of reliable broadband or internet connectivity that would be remedied by joining without video.

(C) If a member of the eligible subsidiary body does not appear on camera due to challenges with internet connectivity, the member shall announce the reason for their nonappearance prior to turning off their

camera.

(3) An elected official serving as a member of an eligible subsidiary body in their official capacity shall not participate in a meeting of the eligible subsidiary body by teleconferencing pursuant to this section unless the use of teleconferencing complies with the requirements of paragraph (3) of subdivision (b) of Section 54953.

(4) (A) In order to use teleconferencing pursuant to this section, the legislative body that established the eligible subsidiary body by charter, ordinance, resolution, or other formal action shall make the following findings by majority vote before the eligible subsidiary body uses teleconferencing pursuant to this section for the first time, and every six months thereafter:

(i) The legislative body has considered the circumstances of the eligible subsidiary body.

(ii) Teleconference meetings of the eligible subsidiary body would enhance public access to meetings of the eligible subsidiary body, and the public has been made aware of the type of remote participation, including audio-visual or telephonic, that will be made available at a regularly scheduled meeting and has been provided the opportunity to comment at an in-person meeting of the legislative body authorizing the subsidiary body to meet entirely remotely.

(iii) Teleconference meetings of the eligible subsidiary body would promote the attraction, retention, and diversity of eligible subsidiary body members.

(B) (i) An eligible subsidiary body authorized to use teleconferencing pursuant to this section may request to present any recommendations it develops to the legislative body that created it.

(ii) Upon receiving a request described in clause (i), the legislative body that created the subsidiary body shall hold a discussion at a regular meeting held within 60 days after the legislative body receives the request, or if the legislative body does not have another regular meeting scheduled within 60 days after the legislative body receives the request, at the next regular meeting after the request is received.

(iii) The discussion required by clause (ii) shall not be placed on a consent calendar, but may be combined with the legislative body’s subsequent consideration of the findings described in subparagraph (A) for the following 12 months.

(iv) The legislative body shall not take any action on any recommendations included in the report of a subsidiary body until the next regular meeting of the legislative body following the discussion described in clause (ii).

(C) After the legislative body makes the findings described in subparagraph (A), the eligible subsidiary body shall approve the use of teleconferencing by majority vote before using teleconference pursuant to this section.

(D) The legislative body that created the eligible subsidiary body may elect to prohibit the eligible subsidiary body from using teleconferencing pursuant to this section at any time.

(b) (1) For purposes of this section, “eligible subsidiary body” means a legislative body that meets all of the following:

(A) Is described in subdivision (b) of Section 54952.

(B) Serves exclusively in an advisory capacity.

(C) Is not authorized to take final action on legislation, regulations, contracts, licenses, permits, or any other entitlements, grants, or allocations of funds.

(D) Does not have primary subject matter jurisdiction, as defined by the charter, an ordinance, a resolution, or any formal action of the legislative body that created the subsidiary body, that focuses on elections, budgets, police oversight, privacy, removing from, or restricting access to, materials available in public libraries, or taxes or related spending proposals.

(2) An eligible subsidiary body may include members who are elected officials, members who are not elected officials, or any combination thereof.

(c) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 15. Section 54953.8.7 is added to the Government Code, to read:

54953.8.7. (a) An eligible multijurisdictional body may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section and all of the following additional requirements:

(1) The eligible multijurisdictional body has adopted a resolution that authorizes the eligible multijurisdictional body to use teleconferencing pursuant to this section at a regular meeting in open session.

(2) At least a quorum of the members of the eligible multijurisdictional body shall participate from one or more physical locations that are open to the public and within the boundaries of the territory over which the local agency exercises jurisdiction.

(3) A member of the eligible multijurisdictional body who receives compensation for their service on the eligible multijurisdictional body shall participate from a physical location that is open to the public. For purposes of this paragraph, “compensation” does not include reimbursement for actual and necessary expenses.

(4) A member of the eligible multijurisdictional body may participate from a remote location provided that:

(A) The eligible multijurisdictional body identifies each member of the eligible multijurisdictional body who plans to participate remotely in the agenda.

(B) The member shall participate through both audio and visual technology.

(5) A member of the eligible multijurisdictional body shall not participate in a meeting remotely pursuant to this section, unless the location from which the member participates is more than 20 miles each way from any physical location of the meeting described in paragraph (2).

(6) The provisions of this section shall not serve as a means for any member of a legislative body to participate in meetings of the legislative body solely by teleconference from a remote location for more than the following number of meetings, as applicable:

(A) Two meetings per year, if the legislative body regularly meets once per month or less.

(B) Five meetings per year, if the legislative body regularly meets twice per month.

(C) Seven meetings per year, if the legislative body regularly meets three or more times per month.

(D) For the purpose of counting meetings attended by teleconference under this paragraph, a “meeting” shall be defined as any number of meetings of the legislative body of a local agency that begin on the same calendar day.

(b) For the purposes of this section, both of the following definitions apply:

(1) “Eligible multijurisdictional body” means a multijurisdictional board, commission, or advisory body of a multijurisdictional, cross-county agency, the membership of which board, commission, or advisory body is

appointed, and the board, commission, or advisory body is otherwise subject to this chapter.

(2) "Multijurisdictional" means either of the following:

(A) A legislative body that includes representatives from more than one county, city, city and county, or special district.

(B) A legislative body of a joint powers entity formed pursuant to an agreement entered into in accordance with Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 of Title 1.

(c) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 16. Section 54954.2 of the Government Code, as amended by Section 92 of Chapter 131 of the Statutes of 2023, is amended to read:

54954.2. (a) (1) At least 72 hours before a regular meeting, the legislative body of the local agency, or its designee, shall post an agenda that meets all of the following requirements:

(A) The agenda shall contain a brief general description of each item of business to be transacted or discussed at the meeting, including items to be discussed in closed session. A brief general description of an item generally need not exceed 20 words.

(B) The agenda shall specify the time and location of the regular meeting and shall be posted in a location that is freely accessible to members of the public and on the local agency's internet website, if the local agency has one.

(C) (i) If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof.

(ii) The agenda shall include information regarding how, to whom, and when a request for disability-related modification or accommodation, including auxiliary aids or services, may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting.

(2) For a meeting occurring on and after January 1, 2019, of a legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state that has an internet website, the following provisions shall apply:

(A) An online posting of an agenda shall be posted on the primary internet website home page of a city, county, city and county, special district, school district, or political subdivision established by the state that is accessible through a prominent, direct link to the current agenda. The direct link to the agenda shall not be in a contextual menu; however, a link in addition to the direct link to the agenda may be accessible through a contextual menu.

(B) An online posting of an agenda, including, but not limited to, an agenda posted in an integrated agenda management platform, shall be posted in an open format that meets all of the following requirements:

(i) Retrievable, downloadable, indexable, and electronically searchable by commonly used internet search applications.

(ii) Platform independent and machine readable.

(iii) Available to the public free of charge and without any restriction that would impede the reuse or redistribution of the agenda.

(C) A legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state that has an internet website and an integrated agenda management platform shall not be required to comply with subparagraph (A) if all of the following are met:

(i) A direct link to the integrated agenda management platform shall be posted on the primary internet website home page of a city, county, city and county, special district, school district, or political subdivision established by the state. The direct link to the integrated agenda management platform shall not be in a contextual menu. When a person clicks on the direct link to the integrated agenda management platform, the direct link shall take the person directly to an internet website with the agendas of the legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state.

(ii) The integrated agenda management platform may contain the prior agendas of a legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state for all meetings occurring on or after January 1, 2019.

(iii) The current agenda of the legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state shall be the first agenda available at the top of the integrated agenda management platform.

(iv) All agendas posted in the integrated agenda management platform shall comply with the requirements in clauses (i), (ii), and (iii) of subparagraph (B).

(D) The provisions of this paragraph shall not apply to a political subdivision of a local agency that was established by the legislative body of the city, county, city and county, special district, school district, or political subdivision established by the state.

(E) For purposes of this paragraph, both of the following definitions apply:

(1) “Integrated agenda management platform” means an internet website of a city, county, city and county, special district, school district, or political subdivision established by the state dedicated to providing the entirety of the agenda information for the legislative body of the city, county, city and county, special district, school district, or political subdivision established by the state to the public.

(2) “Legislative body” means a legislative body that meets the definition of subdivision (a) of Section 54952.

(3) No action or discussion shall be undertaken on any item not appearing on the posted agenda, except that members of a legislative body or its staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights under Section 54954.3. In addition, on their own initiative or in response to questions posed by the public, a member of a legislative body or its staff may ask a question for clarification, make a brief announcement, or make a brief report on their own activities. Furthermore, a member of a legislative body, or the body itself, subject to rules or procedures of the legislative body, may provide a reference to staff or other resources for factual information, request staff to report back to the body at a subsequent meeting concerning any matter, or take action to direct staff to place a matter of business on a future agenda.

(b) Notwithstanding subdivision (a), the legislative body may take action on items of business not appearing on the posted agenda under any of the conditions stated below. Prior to discussing any item pursuant to this subdivision, the legislative body shall publicly identify the item.

(1) Upon a determination by a majority vote of the legislative body that an emergency situation exists, as defined in Section 54956.5.

(2) Upon a determination by a two-thirds vote of the members of the legislative body present at the meeting, or, if less than two-thirds of the members are present, a unanimous vote of those members present, that there is

a need to take immediate action and that the need for action came to the attention of the local agency subsequent to the agenda being posted as specified in subdivision (a).

(3) The item was posted pursuant to subdivision (a) for a prior meeting of the legislative body occurring not more than five calendar days prior to the date action is taken on the item, and at the prior meeting the item was continued to the meeting at which action is being taken.

(c) This section is necessary to implement and reasonably within the scope of paragraph (1) of subdivision (b) of Section 3 of Article I of the California Constitution.

(d) For purposes of subdivision (a), the requirement that the agenda be posted on the local agency's internet website, if the local agency has one, shall only apply to a legislative body that meets either of the following standards:

(1) A legislative body as that term is defined by subdivision (a) of Section 54952.

(2) A legislative body as that term is defined by subdivision (b) of Section 54952, if the members of the legislative body are compensated for their appearance, and if one or more of the members of the legislative body are also members of a legislative body as that term is defined by subdivision (a) of Section 54952.

SEC. 17. Section 54954.3 of the Government Code is amended to read:

54954.3. (a) (1) Every agenda for regular meetings shall provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body, provided that no action shall be taken on any item not appearing on the agenda unless the action is otherwise authorized by subdivision (b) of Section 54954.2.

(2) (A) Notwithstanding paragraph (1), the agenda need not provide an opportunity for members of the public to address the legislative body on any item that has already been considered by a committee, composed exclusively of members of the legislative body, 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.

(B) Subparagraph (A) shall not apply if any of the following conditions are met:

(i) The item has been substantially changed since the committee heard the item, as determined by the legislative body.

(ii) When considering the item, a quorum of the committee members did not participate from a singular physical location, that was clearly identified on the agenda, open to the public, and situated within the boundaries of the territory over which the local agency exercises jurisdiction.

(iii) The committee has primary subject matter jurisdiction, as defined by the charter, an ordinance, a resolution, or any formal action of the legislative body that created the subsidiary body, that focuses on elections, budgets, police oversight, privacy, removing from, or restricting access to, materials available in public libraries, or taxes or related spending proposals. This clause shall not apply to an item if the local agency has adopted a law applicable to the meeting of the committee at which the item that was considered prohibits the committee from placing a limit on the total amount of time for public comment on the item.

(3) Every notice for a special meeting shall provide an opportunity for members of the public to directly address the legislative body concerning any item that has been described in the notice for the meeting before or during consideration of that item.

(b) (1) The legislative body of a local agency may adopt reasonable regulations to ensure that the intent of subdivision (a) is carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker.

(2) Notwithstanding paragraph (1), when the legislative body of a local agency limits time for public comment, the legislative body of a local agency shall provide at least twice the allotted time to a member of the public who utilizes a translator to ensure that non-English speakers receive the same opportunity to directly address the legislative body of a local agency.

(3) Paragraph (2) shall not apply if the legislative body of a local agency utilizes simultaneous translation equipment in a manner that allows the legislative body of a local agency to hear the translated public testimony simultaneously.

(c) The legislative body of a local agency shall not prohibit public criticism of the policies, procedures, programs, or services of the agency, or of the acts or omissions of the legislative body. Nothing in this subdivision shall confer any privilege or protection for expression beyond that otherwise provided by law.

SEC. 18. Section 54956 of the Government Code is amended to read:

54956. (a) (1) A special meeting may be called at any time by the presiding officer of the legislative body of a local agency, or by a majority of the members of the legislative body, by delivering written notice to each member of the legislative body and to each local newspaper of general circulation and radio or television station requesting notice in writing and posting a notice on the local agency's internet website, if the local agency has one. The notice shall be delivered personally or by any other means and shall be received at least 24 hours before the time of the meeting as specified in the notice. The call and notice shall specify the time and place of the special meeting and the business to be transacted or discussed. No other business shall be considered at these meetings by the legislative body. The written notice may be dispensed with as to any member who at or prior to the time the meeting convenes files with the clerk or secretary of the legislative body a written waiver of notice. The waiver may be given by telephone or electronic mail. The written notice may also be dispensed with as to any member who is actually present at the meeting at the time it convenes.

(2) The call and notice shall be posted at least 24 hours prior to the special meeting in a location that is freely accessible to members of the public.

(b) Notwithstanding any other law, a legislative body shall not call a special meeting regarding the salaries, salary schedules, or compensation paid in the form of fringe benefits, of the legislative body or of a local agency executive, as defined in subdivision (d) of Section 3511.1. However, this subdivision does not apply to a local agency calling a special meeting to discuss the local agency's budget.

SEC. 19. Section 54956.5 of the Government Code is amended to read:

54956.5. (a) For purposes of this section, "emergency situation" means both of the following:

(1) An emergency, which shall be defined as a work stoppage, crippling activity, or other activity that severely impairs public health, safety, or both, as determined by a majority of the members of the legislative body.

(2) A dire emergency, which shall be defined as a crippling disaster, mass destruction, terrorist act, or threatened terrorist activity that poses peril so immediate and significant that requiring a legislative body to provide one-hour notice before holding an emergency meeting under this section may endanger the public health, safety, or both, as determined by a majority of the members of the legislative body.

(b) (1) Subject to paragraph (2), in the case of an emergency situation involving matters upon which prompt action is necessary due to the disruption or threatened disruption of public facilities, a legislative body may hold an emergency meeting without complying with either the 24-hour notice requirement or the 24-hour posting requirement of Section 54956 or both of the notice and posting requirements.

(2) Each local newspaper of general circulation and radio or television station that has requested notice of special meetings pursuant to Section 54956 shall be notified by the presiding officer of the legislative body, or designee thereof, one hour prior to the emergency meeting, or, in the case of a dire emergency, at or near the time that the presiding officer or designee notifies the members of the legislative body of the emergency meeting.

(A) Except as provided in subparagraph (B), the notice required by this paragraph shall be given by telephone and all telephone numbers provided in the most recent request of a newspaper or station for notification of special meetings shall be exhausted. In the event that telephone services are not functioning, the notice requirements of this paragraph shall be deemed waived, and the legislative body, or designee of the legislative body, shall notify those newspapers, radio stations, or television stations of the fact of the holding of the emergency meeting, the purpose of the meeting, and any action taken at the meeting as soon after the meeting as possible.

(B) For an emergency meeting held pursuant to this section, the presiding officer of the legislative body, or designee thereof, may send the notifications required by this paragraph by email instead of by telephone, as provided in subparagraph (A), to all local newspapers of general circulation, and radio or television stations, that have requested those notifications by email, and all email addresses provided by representatives of those newspapers or stations shall be exhausted. In the event that internet services and telephone services are not functioning, the notice requirements of this paragraph shall be deemed waived, and the legislative body, or designee of the legislative body, shall notify those newspapers, radio stations, or television stations of the fact of the holding of the emergency meeting, the purpose of the meeting, and any action taken at the meeting as soon after the meeting as possible.

(c) During a meeting held pursuant to this section, the legislative body may meet in closed session pursuant to Section 54957 if agreed to by a two-thirds vote of the members of the legislative body present, or, if less than two-thirds of the members are present, by a unanimous vote of the members present.

(d) All special meeting requirements, as prescribed in Section 54956 shall be applicable to a meeting called pursuant to this section, with the exception of the 24-hour notice requirement.

(e) The minutes of a meeting called pursuant to this section, a list of persons who the presiding officer of the legislative body, or designee of the legislative body, notified or attempted to notify, a copy of the rollcall vote, and any actions taken at the meeting shall be posted for a minimum of 10 days in a public place as soon after the meeting as possible.

SEC. 20. Section 54957.6 of the Government Code is amended to read:

54957.6. (a) Notwithstanding any other provision of law, a legislative body of a local agency may hold closed sessions with the local agency's designated representatives regarding the salaries, salary schedules, or compensation paid in the form of fringe benefits of its represented and unrepresented employees, and, for represented employees, any other matter within the statutorily provided scope of representation, subject to all of the following conditions:

(1) Prior to the closed session, the legislative body of the local agency shall hold an open and public session in which it identifies its designated representatives.

(2) The closed session shall be for the purpose of reviewing its position and instructing the local agency's designated representatives.

(3) The closed session may take place prior to and during consultations and discussions with representatives of employee organizations and unrepresented employees.

(4) Any closed session with the local agency's designated representative regarding the salaries, salary schedules, or compensation paid in the form of fringe benefits may include discussion of an agency's available

funds and funding priorities, but only insofar as these discussions relate to providing instructions to the local agency's designated representative.

(5) The closed session shall not include final action on the proposed compensation of one or more unrepresented employees.

(6) For the purposes enumerated in this section, a legislative body of a local agency may also meet with a state conciliator who has intervened in the proceedings.

(b) For the purposes of this section, the term "employee" shall include an officer or an independent contractor who functions as an officer or an employee, but shall not include any elected official, member of a legislative body, or other independent contractors.

SEC. 21. Section 54957.9 of the Government Code is amended to read:

54957.9. In the event that any meeting is willfully interrupted by a group or groups of persons so as to render the orderly conduct of the meeting unfeasible and order cannot be restored by the removal of individuals who are willfully interrupting the meeting, the members of the legislative body conducting the meeting may order the meeting room cleared and continue in session. Only matters appearing on the agenda may be considered in such a session. Representatives of the press or other news media, except those participating in the disturbance, shall be allowed to attend any session held pursuant to this section. Nothing in this section shall prohibit the legislative body from establishing a procedure for readmitting an individual or individuals not responsible for willfully disturbing the orderly conduct of the meeting.

SEC. 22. Section 54957.95 of the Government Code is amended to read:

54957.95. (a) (1) In addition to authority exercised pursuant to Sections 54954.3 and 54957.9, the presiding member of the legislative body conducting a meeting or their designee may remove, or cause the removal of, an individual for disrupting the meeting, including any teleconferenced meeting.

(2) Prior to removing an individual, the presiding member or their designee shall warn the individual that their behavior is disrupting the meeting and that their failure to cease their behavior may result in their removal. The presiding member or their designee may then remove the individual if they do not promptly cease their disruptive behavior. This paragraph does not apply to any behavior described in subparagraph (B) of paragraph (1) of subdivision (b).

(b) As used in this section:

(1) "Disrupting" means engaging in behavior during a meeting of a legislative body that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting and includes, but is not limited to, one of the following:

(A) A failure to comply with reasonable and lawful regulations adopted by a legislative body pursuant to Section 54954.3 or any other law.

(B) Engaging in behavior that constitutes use of force or a true threat of force.

(2) "True threat of force" means a threat that has sufficient indicia of intent and seriousness, that a reasonable observer would perceive it to be an actual threat to use force by the person making the threat.

SEC. 23. Section 54957.96 is added to the Government Code, to read:

54957.96. (a) The existing authority of a legislative body or its presiding officer to remove or limit participation by persons who engage in behavior that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting, including existing limitations upon that authority, shall apply to members of the public participating in a meeting via a two-way telephonic service or a two-way audiovisual platform.

(b) For purposes of this section, the following definitions apply:

(1) “Two-way audiovisual platform” means an online platform that provides participants with the ability to participate in a meeting via both an interactive video conference and a two-way telephonic service. A two-way audiovisual platform may be structured to disable the use of video for the public participants.

(2) “Two-way telephonic service” means a telephone service that does not require internet access and allows participants to dial a telephone number to listen and verbally participate.

SEC. 24. The Legislature finds and declares that Section 4 of this act, which amends Section 54953 of, Section 5 of this act, which adds Section 54953.4 to, Sections 8 to 15, inclusive, of this act, which add Sections 54953.8 to 54953.8.7, respectively, to, Section 19 of this act, which amends Section 54956.5 of, Section 22 of this act, which amends Section 54957.95 of, and Section 23 of this act, which adds Section 54957.96 to, the Government Code, impose a limitation on the public’s right of access to the meetings of public bodies or the writings of public officials and agencies within the meaning of Section 3 of Article I of the California Constitution. Pursuant to that constitutional provision, the Legislature makes the following findings to demonstrate the interest protected by this limitation and the need for protecting that interest:

(a) This act is necessary to provide opportunities for public participation in meetings of specified public agencies and to promote the recruitment and retention of members of those agencies.

(b) This act is necessary to ensure minimum standards for public participation and notice requirements allowing for greater public participation in meetings.

(c) This act is necessary to modernize the Ralph M. Brown Act to reflect recent technological changes that can promote greater public access to local officials.

(d) The exclusively virtual nature of the California Online Community College presents unique barriers to the requirements for an in-person quorum, a physical location for public participation, and certain accommodations. Participating students of the online community college come from all across the state and necessitating travel for these requirements would pose a significant and exclusionary barrier.

SEC. 25. The Legislature finds and declares that Sections 1 and 2 of this act, which amend and repeal Section 54952.2, respectively, of, Section 3 of this act, which amends Section 54952.7 of, Section 4 of this act, which amends Section 54953 of, Section 5 of this act, which adds Section 54953.4 to, Section 6 of this act, which amends Section 54953.5 of, Section 7 of this act, which amends Section 54953.7 of, Sections 8 to 15, inclusive, of this act, which add Sections 54953.8 to 54953.8.7, respectively, to, Section 16 of this act, which amends Section 54954.2 of, Section 17 of this act, which amends Section 54954.3 of, Section 18 of this act, which amends Section 54956 of, Section 19 of this act, which amends Section 54956.5 of, Section 20 of this act, which amends Section 54957.6 of, Section 21 of this act, which amends Section 54957.9 of, Section 22 of this act, which amends Section 54957.95 of, and Section 23 of this act, which adds Section 54957.96 to, the Government Code, further, within the meaning of paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution, the purposes of that constitutional section as it relates to the right of public access to the meetings of local public bodies or the writings of local public officials and local agencies. Pursuant to paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution, the Legislature makes the following findings:

(a) This act is necessary to provide opportunities for public participation in meetings of specified public agencies and to promote the recruitment and retention of members of those agencies.

(b) This act is necessary to ensure minimum standards for public participation and notice requirements allowing for greater public participation in meetings.

(c) This act is necessary to modernize the Ralph M. Brown Act to reflect recent technological changes that can promote greater public access to local officials.

Attachment A

(d) The exclusively virtual nature of the California Online Community College presents unique barriers to the requirements for an in-person quorum, a physical location for public participation, and certain accommodations. Participating students of the online community college come from all across the state and necessitating travel for these requirements would pose a significant and exclusionary barrier.

SEC. 26. The Legislature finds and declares that adequate public access to meetings is a matter of statewide concern and is not a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, this bill would apply to all cities, including charter cities.

SEC. 27. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district under this act would result from a legislative mandate that is within the scope of paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution.

Senate Bill 707 (Durazo)

Executive Management Committee
July 16, 2026

Metro

RECOMMENDATION

CONSIDER:

A. ADOPTING, pursuant to Senate Bill 707 (SB 707), the following findings on behalf of eligible subsidiary bodies as defined by SB 707:

(i) The Board of Directors has considered the circumstances of the eligible subsidiary body.

(ii) Teleconference meetings of the eligible subsidiary body would enhance public access to meetings of the eligible subsidiary body, and the public has been made aware of the type of remote participation, including audio-visual or telephonic, that will be made available at a regularly scheduled meeting and has been provided the opportunity to comment at an in-person meeting of the legislative body authorizing the subsidiary body to meet entirely remotely.

(iii) Teleconference meetings of the eligible subsidiary body would promote the attraction, retention, and diversity of eligible subsidiary body members.

RECOMMENDATION, continued

B. AUTHORIZING eligible subsidiary bodies to meet via teleconference, by either audio-visual or telephonic means, if they choose, subject to the requirements of SB 707.

Metro

NOTABLE DETAILS

- Public must have access via either two-way audio-visual platform (like Teams/Zoom) or two-way telephonic PLUS live webcasting
    - both when using relaxed teleconferencing, under “just cause” or proclaimed state of emergency
- Any members who are teleconferencing (under relaxed teleconferencing rules, just cause, or as a reasonable accommodation):
    - must use both audio and video, or audio if a physical condition related to their disability results in a need to participate off camera
    - must announce whether anyone 18 or older in the room with them
    - must announce the reason prior to turning off their camera due to challenges with internet connectivity

Metro

NOTABLE DETAILS – Elected Officials

Elected officials serving as a member of an eligible subsidiary body in their official capacity shall not participate in meetings of the body by teleconferencing unless the use of teleconferencing complies with the requirements of the traditional teleconferencing rules ***(even if the body votes to adopt the relaxed teleconferencing rules).***

The official would need to participate pursuant to the traditional rules which require:

- Each teleconference location must be identified in the notice and agenda, and accessible to the public
- Posting the agenda at the teleconference locations and make it available to the public
- At least a quorum of that body must participate in locations within LA County

Metro

Questions?

Metro

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

File #: 2026-0470, **File Type:** Agreement **Agenda Number:** 36.

EXECUTIVE MANAGEMENT COMMITTEE
JULY 16, 2026

SUBJECT: METRO WORKFORCE HOUSING

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer (CEO), or designee, to negotiate and enter into a loan agreement and other related documents ("Loan Documents") with Treehouse Leimert or affiliated entity, a joint venture between Leimert PropCo LLC (Treehouse) and The Apex Collaborative LLC (collectively, "Developer"), to provide up to $25,000,000 in development financing in support of the construction of The Nathaniel, a 97-unit workforce housing development located at 4421-4437 Crenshaw Boulevard, Los Angeles, CA 90043 (the "Project");

B. AUTHORIZING the CEO, or designee, to negotiate and execute a recorded regulatory agreement establishing a Metro employee housing preference for 100% of the Project units, to be acknowledged by the senior lender; and

C. FIND that the Project is categorically exempt from CEQA pursuant to State CEQA Guidelines Section 15332 (Class 32 - Infill Development) pursuant to the findings in Attachment A.

ISSUE

In May 2025, Metro received an unsolicited proposal from Treehouse to provide a construction loan in support of The Nathaniel, a 97-unit workforce housing development located 500 feet (a 3-4-minute walk) from Metro's Leimert Park K Line Station. Treehouse proposed that in exchange for Metro's investment, 100% of the units at the Project would be subject to a recorded Metro employee housing preference, the first such preference secured by Metro at any housing development. At its January 2026 meeting, the Board approved an Exclusive Negotiation Agreement (ENA) with Treehouse. To advance the Project, staff recommends that the Board authorize the CEO to execute a loan agreement and related documents consistent with the negotiated terms described in this report and authorize a recorded regulatory agreement to secure the employee housing preference.

BACKGROUND

The high cost of housing across Los Angeles County has made it increasingly difficult for Metro's own workforce to live near the system they operate, maintain, and build. As of April 2026, the median home price in Los Angeles County stood at $845,410 (California Association of Realtors, April 2026). Rental costs have followed a similar trajectory: median gross rent in Los Angeles County reached $2,058 in 2024, and Los Angeles County has the highest rate of rent cost burden in the Southern California region (U.S. Census Bureau, American Community Survey 2024 1-Year Estimates, as reported by the Southern California Association of Governments (SCAG), October 2025). Regionwide, 45.8% of Los Angeles County households were cost-burdened in 2024 - spending 30% or more of household income on housing - a rate exceeding both the statewide (39.1%) and national (32.0%) averages (SCAG, 2025).

Many of Metro's frontline employees, like much of the region's essential workforce, fall within the income bands that make finding affordable housing difficult across Los Angeles, and would qualify for income-restricted units. The 2026 LAHD 80% AMI ("lower income") threshold for the City of Los Angeles is approximately $93,280 for a one-person household, $106,640 for a two-person household, and $119,920 for a three-person household. Based solely on individual Metro salary data, approximately 2,000 of Metro's frontline workforce would likely fall within these income bands.

Given Metro's role as one of the region's largest employers and its unique position as a landholder through the joint development program, the Board has identified workforce housing as a strategic tool to address this affordability gap directly for Metro's own employees, ensuring that the people who keep the transit system running are not priced out of the communities they serve. The ability to access workforce housing could also serve as a recruitment tool to attract future employees. Specifically, employer-provided housing is increasingly recognized as a powerful, strategic benefit for attracting and retaining talent, especially in competitive labor markets and high-cost areas.

Why Housing Matters

- **Attracts top talent**: In industries facing labor shortages (e.g., construction, energy, healthcare), offering housing can be a decisive factor. Surveys show that **33% of employees would prioritize housing support over a pay raise**, and **25% would consider switching jobs for better housing** (Source: livinsoft.com <https://www.bing.com/ck/a?!&&p=
);
- **Builds loyalty and retention**: Stable, employer-provided housing signals investment in employees' well-being, fostering long-term commitment. Companies report **lower turnover rates** when housing is offered, as workers feel valued and secure;
- **Improves productivity**: Reducing commute stress, housing search burdens, and relocation hassles allows employees to focus on their work; and
- **Enhances work-life balance**: Proximity to the workplace, affordable rent, and quality amenities help employees manage time and finances more effectively.

Prior Board Actions

At its April 2023 meeting, the Board approved an amendment by Director Solis to Item 8, the board action that adopted strategies to accelerate progress toward Metro's previously established 10,000-unit housing goal, of which at least 5,000 will be income-restricted. The amendment directed staff to

report back on opportunities to designate new housing units for Metro workforce housing through the Metro joint development program or other appropriate mechanisms.

As staff advance Metro's transit-oriented communities' goals, including the target of developing 10,000 housing units, projects developed on Metro property are generally structured with a mix of subsidies, including grants from local and state governments and tax credits, to ensure units are reserved for low- and very-low-income households. Because of this deal structure, Metro is not able to reserve units for its own workforce: tax credit and other forms of commonly-used public financing requirements prohibit employer-restricted occupancy (with limited exceptions, i.e. for public school teachers).
As a result, despite ongoing interest in advancing this policy objective, Metro has to date been unable to incorporate workforce housing units into any of its joint development projects. The Project is therefore proposed as an opportunity to test the concept and evaluate the benefits of a workforce housing preference: if this approach proves successful and generates strong interest from Metro employees, staff could pursue similar workforce housing preferences at future developments.

The Nathaniel Metro Workforce Housing Project
Treehouse was founded by Prophet Walker, who has developed or managed the construction of more than 800 housing units and over $350 million in multifamily, retail, industrial, and mixed-use assets. The Apex Collaborative is led by Tyler Monroe and Brian D'Andrea, who collectively have over four decades of experience developing over 5,500 housing units.

In May 2025, Treehouse submitted an unsolicited proposal to Metro under the agency's Unsolicited Proposals Policy, proposing a 100-unit development at 4427 Crenshaw Boulevard, near the Leimert Park K Line Station, with 80 units proposed to be restricted to households earning 30-80% of AMI and reserved primarily for Metro employees in exchange for $25 million of loan financing. Through subsequent negotiations between Metro and the Developer, the unit count was refined to 97 units dedicated for Metro employees, as reflected throughout this report.

The Joint Development Unsolicited Proposals focus solely on projects on Metro-owned property. Because the Project is not on Metro property, it is proceeding through the Unsolicited Proposals process in the Office of Strategic Innovation, and because the request is in excess of $10 million, it qualifies as a "landmark" proposal requiring Board
Consultation at key milestones post Phase One.

As a result, at its July 2025 meeting, the Board received and filed the Landmark Unsolicited Proposal submitted by Treehouse for the Project and authorized the CEO to proceed with a Phase Two evaluation of the Landmark Unsolicited Proposal to develop Metro Workforce Housing adjacent to the Leimert Park K Line Station.
In January 2026, following completion of the Phase Two evaluation, the Board authorized the CEO to enter into an ENA with Treehouse. The Phase Two evaluation identified five key issues for negotiation - developer fees, treatment of sunk costs, Metro's preferred financing structure, the form of Metro's investment, and proposed unit rents relative to market as issues to resolve during the ENA period.

The Proposed Project

In 2021, the Developer filed an entitlement application with the City of Los Angeles for a mixed-use project at 4421-4437 S. Crenshaw Blvd. As originally proposed, the Project, with density bonus, was a 93-foot-tall mixed-use building with 89,694 square-feet of Floor Area, including 100 dwelling units, 1 accessory dwelling unit, and 10,439 square feet of commercial space at the ground floor and roof level. In June 3, 2022, the City determined that the developer's then-proposed development qualified for a Class 32 CEQA exemption and approved the Project, including the density bonus (Case Nos. DIR-2021-7732-TOC-DRB-SPPHCA / ENV-2021-7733-CE).

Since the City's determination, the proposed development has changed in the following ways: the number of residential units has been reduced from 100 to 97, the number of studio units has been reduced, the number of 1- and 2-bedroom units has been increased, there are no longer any 3- or 4-bedroom units, the commercial space and the vehicle parking have been eliminated, and the building height and number of stories have both been reduced. Developer intends to re-entitle the Project with the City to reflect these changes.

Leimert Park Location

The Project presents an advantageous location for the proposed workforce housing pilot due to its proximity to the Leimert Park Station, and its position within Metro's rail network. The proposed development is located near three rail divisions and one bus division: Division 16 (K Line), Divisions 14 and 21 (E Line), and Bus Division 5. A total of approximately 1,143 Metro employees are assigned to or support these divisions, including bus drivers, other frontline staff, and custodial, facilities maintenance, and mechanical/way maintenance personnel.

Beyond this concentration of frontline staff, the station's position in the rail network also provides broader connectivity benefits. The K Line's northern terminus at Expo/Crenshaw Station provides an existing transfer to the E Line and, by extension, one-transfer access to Downtown Los Angeles and the broader east-west rail corridor. Proximity to the station would also give resident employees a realistic option to live car-free, and the resulting transportation cost savings would further contribute to household financial stability.

Because the loan for the Project is structured as a long-term agreement, the long-term evolution of Metro's rail network is directly relevant to the value of this location for resident employees. This locational benefit would increase when the K Line Northern Extension ("KNE") advances in the future. KNE is currently in the environmental review phase and, when approved and funded, would extend the K Line underground from Expo/Crenshaw to the D Line at Wilshire Boulevard and the B Line at Hollywood/Highland Station. Should KNE be completed as proposed, residents of a workforce housing development at Leimert Park Station would gain efficient access to three of Metro's six rail lines, a level of system connectivity not currently available at most other Metro station sites.

The neighborhood surrounding Leimert Park has undergone significant demographic change over the past two decades. Rent burden, defined by the U.S. Department of Housing and Urban Development as spending more than 30% of household income on rent and utilities, has been a persistent and worsening condition in the neighborhoods surrounding the Project site. 64% of residents in Leimert Park, View Park-Windsor Hills, Baldwin Hills/Crenshaw, and West Adams neighborhoods are considered rent burdened by this measure. With over 90% of occupied housing in the immediate

area renter-occupied, most residents are directly exposed to this cost pressure.

A workforce housing development anchored by an income-restricted, employee-preference structure would provide a countervailing source of housing stability for Metro employees in an area at the center of the Metro system that is experiencing significant cost escalation

DISCUSSION

Over the past six months, Metro has vetted and further negotiated the proposed deal terms, which are described further below.

Proposed Terms

The total development cost for the Project is currently estimated at approximately $55.8 million. Metro's contribution would represent approximately 45% of total development cost. Metro's construction financing would be disbursed over a 3 year period. Metro would receive priority repayment of its loan principal and accrued interest at a disposition event, ahead of Treehouse's return of capital. Key proposed terms include:

- **Loan amount**: up to $25,000,000, subordinate to senior construction and permanent financing.
- **Interest Rate**: 3% simple interest, accruing during construction
- **Term**: 55 years from issuance of the certificate of occupancy, matched to the term of the regulatory agreement. Outstanding balance and accrued interest due and payable at maturity.
- **Revenue Sharing:** Split of residual receipts, refinancing proceeds, and disposition proceeds: 60% to Metro / 40% to Treehouse.
- **Developer Fee:** $2,500,000 (approximately 4.6% of total development cost, aligned with industry practice)
- **Sunk Costs:** Approximately $12,049,000 in predevelopment and land-carry costs incurred to date, the Developer has agreed that costs not reimbursable from Project financing sources will be covered by Sponsor capital or other non-Metro sources, rather than from Metro's loan proceeds.
- **Units:** 97 units, comprised of 9 studios, 65 one-bedroom units and 23 two-bedroom units.
- **Affordability Restrictions:** 100% of units restricted at 80% AMI. Underwriting reflects rents at the lesser of the 80% AMI rent or a minimum 10% discount to market as established by market study (current average discounts: ~10.6% for 1BR units and ~10.1% for 2BR units). The regulatory agreement will include a "hold harmless" mechanism to preserve debt-sizing assumptions in the event future AMI adjustments or market shifts would otherwise reduce rents below underwritten levels. Up to 20% of units may be made available to households at up to 120% AMI (moderate income) if additional philanthropic capital can be raised to offset the impact of the forfeiture of the welfare property-tax exemption on the senior loan.
- **Employee Eligibility:** Actual eligibility for the Project's units would depend on household size and total household income, including any income earned by other adult household members, and would be determined during the formal application process.
- **Administration of Metro Employee Lease-Up Preference:** Waitlist maintained by the property manager at the property level, with Metro access and regular reporting. Metro shall confirm employment status/eligibility; the property manager handles income qualification and

background screening. When a unit becomes available, Metro would have a defined identification window (up to 30 days) to refer income-qualified employees before the unit may be offered to the general public, consistent with the recorded regulatory agreement, which would be acknowledged by the senior lender.

- **Monitoring and Audits:** Metro would establish an ongoing monitoring program for the Project, including annual documentation and periodic audit of compliance with the employee housing preference and affordability restrictions.
- **General Plan/Zoning Consistency**: The project, as re-entitled, must be consistent with the City's existing applicable general plan designation, general plan policies, zoning designation and zoning regulations.
- **Regulatory Compliance Measures**: The project, as re-entitled, must comply with all applicable City of Los Angeles Regulatory Compliance Measures, including without limitation RC-AQ-1 (Demolition, Grading and Construction Activities), RC-GEO-1 (Seismic); and RC-N0-1 (Demolition, Grading, and Construction Activities).

Considerations

Staff identified the following considerations during negotiation of the proposed terms:

- **Subordination risk.** Consistent with traditional real estate finance structures, the Project's institutional senior lender will likely require that Metro's loan, and the recorded employee housing preference restricting a portion of units to Metro's workforce, be subordinated to the senior lien. This is standard practice for a construction/permanent loan stack and reflects the senior lender's priority claim on the property in exchange for the Project's debt financing.

  To mitigate the risk this subordination poses to Metro's programmatic interest, staff will condition Metro's loan on the senior lender's written acknowledgment of Metro's workforce housing preference, ensuring the preference program is recognized as an operating requirement of the Project throughout the life of the loan. As a result, the risk of impairment to Metro's preference program would only materialize in the event of a default or foreclosure by the Developer - an outcome in which the senior lender could, in enforcing its rights, extinguish subordinate interests, including Metro's loan and the recorded preference.

  To protect Metro's interest in this scenario, staff will seek to include, as part of the final loan agreement, a right for Metro to step into the property management role in the event of default or foreclosure. This would allow Metro to assume operational control of the Project, including preservation of the workforce housing preference, rather than relying solely on the senior lender to maintain that programming after taking possession. In addition to the step-in right, staff will explore negotiating a right of first refusal or right of first offer in favor of Metro, allowing Metro the opportunity to acquire the Project, or the senior lender's interest in the Project, in the event of a proposed sale, a Developer default, or foreclosure. Unlike the step-in right, which would allow Metro to assume operational control while preserving its workforce housing preference, a purchase right would provide Metro a path to permanent ownership of the asset, offering a stronger long-term safeguard for the Project's affordability and workforce housing programming.

- **Financial Subsidy.** Many of the affordable housing developments Metro pursues through its Joint Development program require significant subsidy from both Metro, commonly in the form of discounted or donated ground lease value, and other public funding sources, including state housing programs and federal low-income housing tax credit equity, in order to achieve financial feasibility. Metro has helped offset this gap by discounting the value of the land contributed to each Joint Development project. These projects typically do not generate a return for Metro until they are refinanced or sold. On a per-unit basis, this Project development proposes a higher than average per-unit financial contribution from Metro in comparison to traditional Joint Development projects. Based on an underwriting analysis prepared by Keyser Marston Associates, the Project's $28.0 million total public subsidy contribution (a $25,000,000 Metro loan and an approximately $3,000,000 state appropriation) equates to approximately $288,660 per unit subsidy ($257,731 of Metro per-unit contribution), compared to standard tax -credit financed affordable housing projects, which frequently require significantly more public subsidy per unit. While Metro's average per-unit financial contribution of approximately $50,744 per unit (primarily in the form of discounted ground rent) for general affordable housing projects is less than the proposed contribution to this Project, due to their tax-credit financing structure, those projects are unable to facilitate dedicated workforce housing for Metro employees. In addition, based on the Project's pro-forma and negotiated partnership structure, 55 years into the project, Metro's earnings would have a net present value of $7.2M.

DETERMINATION OF SAFETY IMPACT

Approval of this item would have a positive impact on the safety of Metro's workforce. By providing housing options within walking distance of the workplace, the Project would reduce employees' reliance on vehicle commutes, thereby potentially mitigating their exposure to traffic-related accidents and other commute-related safety risks.

FINANCIAL IMPACT

Adoption of the recommended actions would commit up to $25,000,000 in Metro funds toward the Project. No funds would be expended during the current fiscal year; disbursements would begin in FY2028 (starting July 2027), and the initial payment will be included in next year's proposed budget. Because this is a multi-year funding commitment, the Chief People Officer will budget over the remaining term. Future payments will be funded through the respective departmental cost centers based on anticipated services, and Cost Center Managers will be responsible for budgeting funds in future fiscal years.

Impact to Budget
The source of funds for this action will be the General Fund, likely joint development lease and advertising revenues. These fund sources are eligible to fund bus and rail operations.

EQUITY PLATFORM

The Project advances Metro's Equity Platform by potentially delivering income-restricted workforce

housing in a high need, transit-rich area to support economic stability for lower-income Metro employees earning not more than 80% of AMI.
The project also aligns with Metro's place-based equity approach by directing investment into a community with documented environmental and health vulnerabilities, including an average CalEnviroScreen score of 76 and widespread designation as disadvantaged under state and regional indices. Consistent with Metro's Equity Platform principles of meaningful outcomes and community benefit, the proposed workforce housing model seeks to reduce displacement risk, shorten commutes for qualified lower wage workers, and reinforce the long-term benefits of transit investment for historically marginalized communities. Key areas for consideration during the next phase include developing a process necessary to ensure equitable access to workforce housing for eligible employees, ensuring alignment with Metro's commitments to racial equity, accessibility, and inclusive economic opportunity.

VEHICLE MILES TRAVELED OUTCOME

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

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 by supporting a housing development in a high need, transit-rich area near the Leimert Park K Line Station encouraging 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 proposal addresses numerous Vision 2028 goals, including:

- Goal 3.2 (Transit Oriented Communities): The Project will enable Metro to "implement effective solutions" to address "quality of life issues, such as equity, economic opportunity, gentrification, displacement, affordable housing."
- Goal 3.3 (Genuine Engagement): The Proposer has indicated that there has been robust community engagement in the advancement of the Project, which has built upon numerous other outreach efforts in the surrounding community.
- Goal 4.1 (Community Development): The Project will enable Metro to "implement effective solutions" to address "quality of life issues, such as equity, economic opportunity, gentrification, displacement, affordable housing" to support the goals of the Vision 2028 Plan.
- Goal 5.2 (Good Public Policy and Fiscal Stewardship): The Project carefully leverages Metro funding to provide an essential benefit to Metro employees.

- Goal 5.5 (External Partnerships): The project expands Metro's capacity to work with 'nontraditional business partners' to develop a new workforce housing product.
- Goal 5.7 (Workforce/Affordable Housing): The project will create income-restricted homes with a preference for Metro employees to "build and nurture a diverse, inspired, and high performing workforce".

ALTERNATIVES CONSIDERED

The Board could choose not to approve moving forward with this workforce housing development and instead direct staff to decline to advance the Landmark Unsolicited Proposal to implementation. Staff do not recommend this alternative, as it would forgo a unique workforce housing opportunity aligned with Metro's workforce housing goals at a scale and location that aligns with Metro's needs.

The Board could alternatively direct staff to pursue one or more Request For Information (RFI)-identified projects in lieu of the Project. In parallel to the ENA negotiations, Metro issued a RFI in December 2025 to the broader housing development community to gauge interest in alternative approaches to an employee housing set-aside program. Metro received 11 responses identifying 19 discrete projects, collectively containing approximately 2,438 units, of which approximately 1,785 units could potentially be made available to income-qualifying Metro employees. Of these, only nine projects match the Project's scale (more than 95 units), and only six are located adjacent to a Metro rail station rather than a bus-only site. Only two projects meet both thresholds: a 295-unit project at 2300 S. Hill Street adjacent to the Grand/LATTC Station (A Line), and a 271-unit project at 225 S. Grand Avenue adjacent to the Grand Ave Arts/Bunker Hill Station (A Line), both proposed for acquisition by the Housing Authority of the City of Los Angeles. Neither offers the same level of connectivity to Metro's operations and maintenance facilities as the Project. In addition, other responses proposed a master lease structure rather than fee ownership or a long-term ground lease with equity participation. Under a master lease, Metro would secure unit set-asides for employees but would hold no ownership interest in the property and would have no ability to recoup or share in any appreciation of its investment over time. This structure does not align with Metro's objective of building potential long-term equity through its workforce housing investments. Staff do not recommend pursuing an RFI-identified project as a substitute at this time, as none combines the Project's specific transit connectivity profile and ownership structure with its scale. Should this opportunity prove successful, staff notes that pursuing RFI-identified projects and other options remain available to Metro as a complementary, non-exclusive path to expand workforce housing beyond this Project.

NEXT STEPS

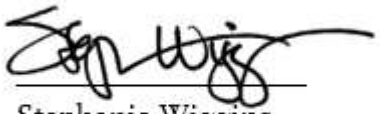
The Project has cleared CEQA review via categorical exemption. Should the Loan Agreement be authorized, staff will finalize and execute the loan documents and the recorded regulatory agreement establishing the Metro employee housing preference. The Developer will not require any additional source of public subsidy and will proceed to secure a construction loan from a conventional lender. The Developer anticipates completing any remaining ministerial reviews and finalizing design within 12 months of Metro's approval, with a groundbreaking targeted for Summer/Fall 2027 and construction expected to take approximately two to two-and-half years.

ATTACHMENTS

Attachment A - CEQA Findings
Attachment B - Frequently Asked Questions

Prepared by: Marcel Porras, Deputy Chief Innovation Officer, Deputy Chief Innovation Officer, (213) 922-4605

Reviewed by: Seleta Reynolds, Chief Innovation Officer (213) 418-3034
Dawn Jackson-Perkins, Chief People Officer (213) 418-3166
Nicole Englund, Chief of Staff (213) 922-7950



Stephanie Wiggins
Chief Executive Officer

Attachment A

CEQA FINDINGS FOR CATEGORICAL EXEMPTION

In approving Developer's application for entitlements for the Project, the City determined that the Project as originally proposed qualified for a categorical exemption under CEQA Guidelines Section 15332 (Class 32 - Infill Development). The recent changes to the Project have either had no impact on or lessened the intensity of use of the Project. We have reviewed the information and reports previously provided to the City to evaluate the suitability of a Class 32 Exemption for the proposed action and conclude that the exemption applies.

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:

a. The Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.

The subject site is located within the West Adams - Baldwin Hills - Leimert Community Planning Area and is designated for Community Commercial, with corresponding zones of CR, C1 .5, C2, C4, R3, R4, RAS3, and RAS4 zones. The site is zoned C2-2D-SP and located in the Subarea E of the Crenshaw Corridor Specific Plan.

The City found that the Project as originally proposed (a nine-story, 93-foot-tall mixed-use building with 89,694 square-feet of Floor Area, including 100 dwelling units, 1 accessory dwelling unit and 10,439 square feet of commercial space at the ground floor and roof level on an approximately 20,639 square foot lot, and with 15 automobile spaces on-site and one hundred and fifty-eight (158) bicycle parking spaces) was consistent with the applicable West Adams - Baldwin Hills - Leimert Community Planning Area designation and policies and all applicable zoning designations and regulations.

Developer intends to seek modifications to the entitlements previously received from the City that would conform to the current proposal, which would reduce the number of units, eliminate the commercial component, eliminate vehicle parking, and reduce the height of the Project. However, the proposed deal terms include a requirement that the Project as re-entitled be consistent with the City's existing applicable general plan designation, general plan policies, zoning designation and zoning regulations. Accordingly, this criterion is met.

b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The subject site consists of a level, rectangular site measuring 1.105 acres and is

wholly within the City of Los Angeles. The property adjacent to the north is zoned C2-2D-SP and is developed with a single-story, commercial building. Properties to the east across Crenshaw Boulevard are zoned C2-1-SP and are developed with single-story commercial buildings. The property adjacent to the south is zoned C2-2D-SP and is paved with a commercial parking lot. Properties to the west across the alley include a parking lot serving nearby commercial uses and a multi-family residential building.

c. The Project site has no value as habitat for endangered, rare or threatened species.

The subject site is currently developed with a commercial structure proposed to be demolished. Further, the subject site is surrounded by existing commercial and residential properties, and there are no existing trees on the subject site. Therefore, the subject site is not, and has no value as a habitat for endangered, rare, or threatened species.

d. Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

As originally approved by the City, the Project was subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. More specifically, RCMs include, without limitation:

- Regulatory Compliance Measure RC-AQ-1 (Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:

    - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
    - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
    - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
    - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
    - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
    - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

- Trucks having no current hauling activity shall not idle but be turned off.

- Regulatory Compliance Measure RC-GEO-1 (Seismic): The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

- Regulatory Compliance Measure RC-N0-1 (Demolition, Grading, and Construction Activities): The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Compliance with these RCMs will reduce any potential impacts to less than significant and will ensure the Project will not have significant impacts on noise and water. The proposed deal terms require that the Project, as re-entitled, must comply with these RCMs.

As noted in the Los Angeles Department of Transportation (LADOT) Assessment form dated December 14, 2021, the Project as originally proposed would not exceed the threshold criteria established by the LADOT for preparing a traffic study, and thus would not have any significant impacts to traffic. As revised, the Project would have fewer units than originally proposed, eliminate the commercial component, and eliminate vehicle parking, all of which would reduce vehicle trip generators and thus further reduce the Project's vehicle miles traveled and impacts to traffic.

The City also found that the originally proposed project would not have significant impacts on air quality based on interim thresholds were developed by the Los Angeles Department of City Planning staff based on California Emissions Estimator Model (CalEEMod) runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. The revised Project's reduction of vehicle trip generators would further reduce operational air quality impacts.

Accordingly, the proposed action would not result in any significant effects relating to traffic, noise, air quality, or water quality

e. The site can be adequately served by all required utilities and public services.

The Project site is currently developed. The City previously found that the Project would be adequately served by all public utilities and services given that the Project is in a highly urbanized area with existing utilities and public services and is on a parcel zoned for the proposed use and density. The revised Project reduces the number of units and eliminates the commercial component, further reducing demand for utilities and public services. Accordingly, this criterion is met.

For all of the above reasons, the proposed action would meet the requirements of the Class 32 Exemption.

Exceptions Narrative for Class 32 Categorical Exemption

There are five (5) Exceptions which must be considered in order to find a project exempt under Class 32:

a. Cumulative Impacts. *All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

Staff has identified two projects of the same type within a 500-foot radius of the Project site:

- Crenshaw Lofts: Recent construction of a residential building including 195 rental units and 110 parking spaces within seven-story building. Construction fully complete.

- 4345-4357 S. Crenshaw Affordable Housing: Proposed project includes a five-story mixed-use development containing 56 multi-family residential dwelling units situated above 1,961 square-feet of ground floor restaurant and a 11-stall automobile parking facility.

Construction of the Crenshaw Lofts project is already complete. The proposed 4345-4347 S. Crenshaw project is smaller than the proposed Treehouse Project. The development schedule of that project, if it were to be approved, is unknown, though there is a potential that the construction schedules of the two projects could overlap. However, there is no evidence that the impacts of constructing the two projects concurrently would be cumulatively significant. There is also no evidence that these three residential buildings, located in a highly urbanized area, would have any operational impacts that would be cumulatively significant

b. Significant Effect Due to Unusual Circumstances. *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The proposed project is for the construction of a residential building with 97 dwelling units. All surrounding properties are developed with commercial and residential buildings. There are no known unusual circumstances which may lead to a significant effect on the environment.

c. Scenic Highways. *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon

State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The portion of State Route 27 which travels through the Los Angeles city limits is approximately 22 miles from the subject site. Therefore the subject site will not create any impacts within a highway designated as a state scenic highway.

d. Hazardous Waste Sites. *A categorical exemption shall not be used for a project located on a site which is included on any list complied pursuant to Section 65962.5 of the Government Code*

According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site within a 1,000-foot radius of the subject site, is identified as a hazardous waste site.

e. Historical Resources. *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource*

The project site is developed with a commercial property and has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. Further, the project site was not found to be a potential historic resource based on the City's Historic Places LA website or Survey LA, the citywide survey of Los Angeles. Neither the State nor the City have chosen to treat the site as a historic resource, therefore, the proposed project cannot cause a substantial adverse change in the significance of a historical resource and this exception does not apply.

FREQUENTLY ASKED QUESTIONS

Workforce Housing Development

Project	97-unit workforce housing development
Location	4421–4437 Crenshaw Boulevard, Los Angeles, CA 90043
Transit access	500 feet / 3–4 minute walk to Leimert Park K Line Station
Metro's action	$25,000,000 construction loan
Employee benefit	100% of units carry a recorded Metro employee housing preference
Affordability	All units restricted at 80% AMI
Unit mix	9 studios · 65 one-bedrooms · 23 two-bedrooms
Loan terms	55 years; Metro receives 60% of residual receipts, refinancing, and disposition proceeds
Groundbreaking	Targeted Summer / Fall 2027
Developer	Treehouse + The Apex Collaborative

WHY THIS LOCATION

Why Leimert Park Station specifically?

Proximity to Metro operations facilities. The Project presents an advantageous location for the proposed workforce housing pilot due to its proximity to the Leimert Park Station, and its position within Metro's rail network. The proposed development is located near three rail divisions and one bus division: Division 16 (K Line), Divisions 14 and 21 (E Line), and Bus Division 5. A total of approximately 1,143 Metro employees are assigned to or support these divisions, including bus drivers, other frontline staff, and custodial, facilities maintenance, and mechanical/way maintenance personnel.

Existing system connectivity. The station is near the K Line's northern terminus at Expo/Crenshaw, which provides an existing transfer to the E Line and one-transfer access to Downtown Los Angeles and the broader east-west corridor.

Future connectivity via the K Line Northern Extension. Given the 55-year term of this agreement, future system expansion is a relevant consideration in evaluating long-term value. The KNE is currently in environmental review, and when completed, would extend the K Line underground from Expo/Crenshaw to direct transfers with the D Line at Wilshire Boulevard and the B Line at Hollywood/Highland. When the KNE moves forward, Metro employee residents would gain access to three of Metro's six rail lines, a level of connectivity not currently available at most other Metro station sites.

THE EMPLOYEE BENEFIT

Who is eligible to live at The Nathaniel?

Any active Metro employee whose household income is at or below 80% of Area Median Income (AMI) for Los Angeles County would be income-eligible. Staff estimates that approximately 2,000 Metro frontline employees would likely qualify.

How does the employee housing preference work in practice?

The employee preference will be secured through a recorded regulatory agreement that runs with the land. The mechanism works as follows:

- Upon completion of the agreement, Metro will open an interest list for employees.
- Pre-leasing and promotion to active Metro employees begins six months before project completion.
- When a unit becomes available (at initial lease-up or upon vacancy), Metro has a defined identification window (up to 30 days) to refer an income-qualified employee to the unit.
- If no eligible employee is referred within that window, the unit may be offered to the general income-qualifying public.
- Metro maintains access to the waitlist and receives regular reporting from the property manager to track employee occupancy and upcoming vacancies.

Income qualification and background screening will be handled by the property manager. Metro's role is to confirm employment status and refer eligible employees from its maintained waitlist.

What is the financial benefit to Metro employees who live there?

Rents at The Nathaniel would be set at the lesser of the 80% AMI rent or a minimum 10% discount to comparable market-rate rents in the immediate area. Beyond the rent savings, the project's location gives employees a realistic path to living car-free, further contributing to household financial stability.

METRO'S INVESTMENT

Does Metro get repaid?

Metro's loan is structured as a residual receipts loan, meaning annual distributions to Metro come from cash flow remaining after operating expenses and senior debt service are paid. Annual distributions are expected to be modest during the stabilized operating period.

Metro's strongest path to full repayment of its principal and accrued interest, along with its 60% share of any appreciation in the property's value, is at a refinancing or disposition event. Over 55 years, Metro's projected distributions have a net present value of $7.2 million.

RISK MANAGEMENT

What happens to Metro's preference if the Developer defaults or the property is foreclosed?

The senior lender will hold first lien position on the property, consistent with standard real estate finance practice. Metro's loan and the recorded employee housing preference will be subordinate to the senior lender's claim. In the event of a developer default followed by foreclosure, the senior lender could, in enforcing its rights, extinguish subordinate interests. Staff will seek two specific protections in the final loan agreement to address this risk:

- **Step-in right.** Metro will seek a right to assume the property management role in the event of default or foreclosure, allowing Metro to maintain operational control and preserve the workforce housing preference even if the senior lender takes possession.

- **Right of first refusal / first offer.** Metro will seek a purchase right allowing it to acquire the project, or the senior lender's interest in the project, in the event of a proposed sale, a developer default, or foreclosure.

Why is Metro acting as the first investor, before a senior lender is committed?

Board authorization of the loan agreement is the necessary first step that enables the developer to approach conventional lenders with a committed capital stack.

The developer does not anticipate requiring any additional source of public subsidy beyond Metro's loan and the state appropriation already identified.

How is Metro's loan protected during construction?

Metro's loan documents will include standard construction-period protections, including milestone-based disbursement conditions, rights to inspect the project and review draw requests, and cure rights in the event of a developer default.

How do we know that the senior lender will honor Metro’s housing preference?

Staff will condition Metro's loan on the senior lender's written acknowledgment of Metro's workforce housing preference, ensuring the preference is recognized as a continuing operating requirement of the project throughout the life of the loan.

POLICY & PROCUREMENT

Why can't Metro just include workforce housing units in its existing Joint Development projects?

Metro's existing Joint Development projects are financed using federal low-income housing tax credits (LIHTC) and other public subsidy tools, which prohibit employer-restricted occupancy. A developer cannot legally require that LIHTC-financed units be reserved for employees of a specific employer, with very limited exceptions that do not apply to transit agencies.

As a result, despite the Board's 2023 direction to pursue workforce housing options through the Joint Development program, Metro has been unable to incorporate an employee preference into any of its existing joint development projects. The Nathaniel is located on private land, does not use federal tax credits, and is therefore not subject to those restrictions.

The Nathaniel

Workforce Housing Loan Agreement

WHAT IS THE NATHANIEL?

A proposed 97-unit, 100% income-restricted apartment community — and Metro's first workforce housing development.

Location: 4421–4437 Crenshaw Boulevard — 500 feet from Metro's Leimert Park K Line Station.

Developer:
Treehouse + The Apex Collaborative

Entitlement:
Entitled; CEQA categorical exemption (Class 32 Infill)

Employee preference:
100% of units reserved for Metro employees first — recorded for 55 years.

Affordability:
All 97 units restricted at 80% AMI.

Timeline:
Groundbreaking Summer/Fall 2027 · 2-2.5 years of construction.

9	Studios
65	One-Bedrooms
23	Two-Bedrooms

WHY WORKFORCE HOUSING MATTERS

Employer-provided housing is an increasingly powerful, strategic benefit for attracting and retaining talent.

Attracts Top Talent

In labor markets facing shortages, offering housing can be a decisive factor in recruiting frontline workers.

33% of employees would prioritize housing support over a pay raise; 25% would switch jobs for better housing.

Builds Loyalty & Retention

Stable, employer-provided housing signals investment in employees' well-being and fosters long-term commitment.

Companies offering employer housing report lower turnover, as workers feel valued and secure.

Improves Productivity

Reducing commute stress, housing search burdens, and relocation hassles allows employees to focus on their work.

Rail proximity gives resident employees a realistic car-free commute to Metro's operations divisions.

Enhances Work-Life Balance

Proximity to the workplace, affordable rent, and quality amenities help employees manage time and finances.

Car-free commute savings further contribute to resident employees' household financial stability.

Source: livinsoft.com; The Nathaniel Board Report, July 2026.

BENEFITS OF PILOT WORKFORCE PROJECT NEAR LEIMERT PARK STATION

Three factors unique to this location justify it as the site for Metro's first workforce housing pilot.

Proximity to Metro Operations

The site sits near three rail divisions and one bus division — Division 16 (K Line), Divisions 14 & 21 (E Line), and Bus Division 5 — home to ~1,143 Metro employees.

Existing System Connectivity

The station's proximity to the K/E Line transfer at Expo/Crenshaw gives residents one-transfer access to Downtown LA and the broader east-west corridor today.

K Line Northern Extension

When complete, KNE adds underground transfers to the D Line (Wilshire Blvd) and B Line (Hollywood/Highland) — three rail lines, no above-ground transfers. Unique in Metro's JD pipeline.

POLICY & PROCUREMENT

Why Can't Metro Use JD Projects?

LIHTC regulations prohibit employer-restricted occupancy in tax-credit-financed housing. This prevents Metro from reserving Joint Development units for its own employees — with very limited exceptions that do not apply to transit agencies.

The Nathaniel is on private land and uses no LIHTC financing, making it the first legal pathway to an agency-wide employee preference.

How Was This Project Vetted?

May 2025	Unsolicited proposal received from Treehouse
Jul 2025	Board authorizes Phase 2 supplementary review
Dec 2025	RFI issued — 11 responses, 19 projects, ~2,438 units
Jan 2026	Board authorizes Exclusive Negotiation Agreement
Jan–Jun 2026	Continued vetting and negotiations
Jul 2026	Board authorization requested

RFI RESPONSE SUMMARY

19	9	6	2	0
Total projects identified	Meet 95+ unit scale threshold	Adjacent to a Metro rail station	Meet BOTH thresholds (HACLA)	Match Leimert Park ops connectivity

THE EMPLOYEE BENEFIT

~2,000

Metro frontline employees, **bus operators, rail operators, mechanics, maintenance staff** estimated to be income-eligible

80% AMI threshold:

~$93,300 1-person household

~$106,600 2-person household

~$119,950 3-person household

Rents:
80% AMI rents for Los Angeles County as defined by HUD or 10% discount to market

HOW THE PREFERENCE WORKS

1. **Interest list opens**

   Upon agreement execution, Metro opens an employee interest list.

2. **Pre-leasing**

   Six months before completion, Metro promotes to eligible employees.

3. **30-day window**

   When a unit opens, Metro has 30 days to refer an income-qualified employee.

4. **Public fallback**

   If no employee is referred within 30 days, unit opens to general public at ≤80% AMI.

5. **Permanent covenant**

   The preference is recorded, runs with the land, and is binding for all 55 years.

METRO'S LOAN

PROJECT CAPITAL STACK

Total Development Cost: ~$55.8M

Senior Construction Loan 49% · ~$27.3M

Metro Subordinate Loan 45% · $25.0M

State Appropriation 6% · ~$3.5M

LOAN TERMS

Loan amount	$25,000,000
Interest rate	3% simple, accruing during construction
Term	55 years from certificate of occupancy
Lien position	Subordinate to senior construction & perm loan
Revenue share	60% Metro / 40% Developer (residual receipts, refi proceeds, disposition proceeds)
Developer fee	$2.5M (~4.6% of TDC)
Metro's NPV	$7.2M (projected 55-yr distributions)

RISK MANAGEMENT

Subordination

Risk: Senior lender holds first lien — Metro's loan and preference are subordinate.

Mitigation: Senior lender must acknowledge Metro's workforce preference in writing as a continuing operating requirement.

Developer Default

Risk: In foreclosure, senior lender could extinguish subordinate interests.

Mitigation: Step-in right: Metro may assume property management role to preserve the program if senior lender takes possession.

Long-Term Ownership

Risk: Future sale could remove Metro's ability to enforce the preference.

Mitigation: Right of first refusal / first offer: Metro can acquire the project at any proposed sale, default, or foreclosure.

Construction Period

Risk: Metro is the first committed funder; senior lender not yet selected.

Mitigation: Milestone-based disbursements, draw inspection rights, and cure rights protect Metro's capital during construction.

Staff Recommends the Board Authorize:

1. AUTHORIZING the Chief Executive Officer (CEO), or designee, to execute and enter into a loan agreement and other related documents ("Loan Documents") with Treehouse Leimert or affiliated entity, a joint venture between Leimert PropCo LLC (Treehouse) and The Apex Collaborative LLC (collectively, "Developer"), to provide up to $25,000,000 in development financing in support of the construction of The Nathaniel, a 97-unit workforce housing development located at 4421–4437 Crenshaw Boulevard, Los Angeles, CA 90043 (the "Project");

2. AUTHORIZING the CEO, or designee, to negotiate and execute a recorded regulatory agreement establishing a Metro employee housing preference for 100% of the Project units, to be acknowledged by the senior lender; and

3. FIND that the Project is categorically exempt from CEQA pursuant to State CEQA Guidelines Section 15332 (Class 32 – Infill Development), as previously determined by the City of Los Angeles under Case No. DIR-2021-7732-TOC-DRB-SPP-HCA;

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

File #: 2025-0986, **File Type:** Contract **Agenda Number:** 37.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 16, 2026

SUBJECT: METRO STRUCTURES AND FACILITIES INSPECTIONS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. AE138681000 to Atlas Technical Consultants, Inc. for the inspection of Metro structures and facilities in the amount of $13,293,420 for the four-year base term, $6,549,640 for the first two-year option, and $7,120,053 for the second two-year option, for a total amount of $26,963,113, effective August 5, 2026, subject to the resolution of any properly submitted protest(s).

ISSUE

Metro requires architectural and engineering services to conduct inspections of structures and facilities to maintain a State of Good Repair (SGR). These services are necessary to comply with oversight from the Federal Transit Administration (FTA), the California Public Utilities Commission (CPUC), as well as adhere to American Public Transportation Association (APTA) standards. Specifically, Metro must provide documented evidence of structural integrity for all guideways, elevated viaducts, bridges, and tunnels to satisfy state safety mandates, while also providing precise condition data for the National Transit Database (NTD) to remain compliant with FTA Transit Asset Management (TAM) rules. The contractor will provide accurate and actionable data to inform long-range capital planning and annual budgeting decisions.

BACKGROUND

Metro's Enterprise Transit Asset Management (ETAM) Department was formally established in 2015 within the Risk, Corporate Safety, and Asset Management Cabinet to develop and administer a Metro -wide integrated asset management program. The FTA's Final TAM Rulemaking: 49 CFR Parts 625 and 630 Final Rule, requires transit agencies to conduct inspections of locations, facilities, and other assets. Additionally, both the CPUC and APTA require comprehensive inspections for transit structures.

This contract will provide Metro with improved capabilities to maintain a SGR and deliver the data to fully comply with these regulations. This includes information required to report to the NTD annually on facility asset inventories, conditions, and performance, as well as data to help prioritize SGR

projects for renewing existing assets. Since 2017, ETAM has issued separate contracts for structures and facilities inspections to comply with all regulatory requirements. This recommendation combines the previous contracts into one more efficient package.

DISCUSSION

To ensure that the assets required for safe operation of the rail and bus system are kept in good repair, it is necessary to provide periodic inspections of each structural and facility asset. To fulfill this commitment while advancing the strategic goal to provide responsive, accountable, and trustworthy governance within the Metro organization, this contract consolidates previously separate structural and facility inspection agreements into a comprehensive contract. .

By streamlining internal operations, this unified approach eliminates an approximate 10% overlap in redundant inspections and reduces parallel administrative burdens, such as labor compliance and safety planning thereby maximizing the utility of public funds. The duration of this contract provides for all required inspections to be fully executed during the base contract. Furthermore, this consolidated strategy facilitates strict compliance with the TAM Rulemaking and A-15 Facilities condition reporting. Maintaining alignment with these federal mandates secures Metro's ongoing eligibility for Federal Grant funding, demonstrating accountable governance by constraining long-term expenses while protecting critical agency resources.

Findings

Professional engineers are required to perform structural evaluations, identify defects, recommend mitigation strategies for any identified flaws, and provide condition assessments for Metro's TAM program.

Considerations

All inspections must comply with requirements from the CPUC, Federal Highway Administration , and National Bridge Inspection Standards , among others.

Key components of the scope include:

- Physical Inspections: Mandatory physical inspection of locations identified in the contract, including rail stations and maintenance yards.
- Condition Ratings: Assigning ratings using the Transit Economic Requirements Model (TERM 1.0 - 5.0) scale.
- Technology Integration: Utilizing specialized tools and ensuring all data is compatible with Metro's platforms and structural defect tracking database.
- Personnel Requirements: The team must be led by a professional Structural Engineer registered in California with at least ten years of experience which is consistent with industry best practices.

DETERMINATION OF SAFETY IMPACT

In order to comply with Federal regulations, Metro must evaluate the condition of locations that have a potential safety impact. The structures, facilities, and assets in this statement of work will be inspected, assessed, and given a condition rating consistent with the FTA TERM rating scale. The ratings and identified defects will be utilized to determine the need for targeted repairs to support safety and continuing SGR. Further, regular, rigorous inspections of bridges, tunnels, and stations identify potential structural deficiencies before they become hazardous to patrons.

FINANCIAL IMPACT

Funding of $2,953,914 for this action is included in the FY27 Adopted Budget, in cost center 6821, Asset Management (AM), under project 405605 - Cust. Facility State of Good Repair.

Since this is a multi-year contract, the cost center manager and the Chief Risk, Corporate Safety, and Asset Management Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The source of funding for this action is PA, PC, TDA Administration that is not eligible for bus and rail operating and capital expenses.

EQUITY PLATFORM

Regular inspections specifically target the condition of facility components and accessible features (such as elevator hoist ways, ramps, wayfinding assets, and signage) to remain in strict compliance with Title 49 of the Code of Federal Regulations requirements. This enables members of the public, particularly those with disabilities or mobility challenges, to have reliable and dignified access to the transit system. By utilizing objective condition data, Metro can direct critical repairs and rehabilitation projects to facilities across Metro's service area, including in Equity Focus Communities (EFCs) where transit dependency is highest. This strategy works to mitigate the risk of deferred maintenance for public infrastructure in these areas, providing a consistent quality of service regardless of geographic or socioeconomic factors.

The Diversity and Economic Opportunity Department did not establish Disadvantaged Business Enterprise (DBE) participation goal for this procurement. The U.S. Department of Transportation has issued an Interim Final Rule that makes changes to the DBE Program, including suspension of goals, counting of DBE participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there are five certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

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

VMT has already been analyzed for this item through an evaluation of the program's role in maintaining the State of Good Repair (SGR) for the regional transit network. The result of this analysis was that there was no impact on VMT, as the item did not exceed any thresholds for inducing new vehicle travel. This impact conclusion is based on the fact that this is a maintenance and inspection contract designed to ensure the continued reliability and safety of existing transit infrastructure. By preventing service disruptions and maintaining a safe environment for commuters, the project supports the retention and growth of transit ridership, which is consistent with Metro's goal of reducing overall 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 Metro Structures and Facilities Inspections project is fundamental to supporting Goal 1): "Provide high-quality mobility options that enable people to spend less time traveling." By performing regular, rigorous inspections of structures, facilities, and trackable assets, Metro can identify and mitigate potential deficiencies before they escalate and impact revenue service. This proactive inspection strategy supports the reduction of unplanned service disruptions, so that Metro's transit network remains an efficient and reliable alternative to private vehicle travel.

This project also directly aligns with Goal 2): "Deliver outstanding trip experiences for all users of the transportation system by focusing on the condition and performance of the assets passengers interact with daily." The scope involves assigning Transit Economic Requirements Model (TERM) ratings to facilities, which documents that stations, lighting, and environmental systems are maintained at high industry standards. By verifying through expert review that these systems are functional, safe, and reliable, Metro provides a more comfortable and predictable environment, directly improving the overall quality of every passenger's journey.

Finally, the project also plays a critical role in Goal 3): "Enhance communities and lives through mobility and access to opportunity by ensuring that infrastructure improvements are distributed equitably across the region." Regular inspections provide the objective data needed to prioritize renewal projects in communities that are most dependent on public transit. Furthermore, by specifically auditing accessible features like elevator hoist ways, and ramps for federal compliance, the project guarantees that all community members, particularly those with mobility challenges, and those residing in EFC's, have consistent and reliable access to essential services and economic opportunities.

ALTERNATIVES CONSIDERED

Two alternatives were considered:

1. The Board may approve separate parallel contracts for facilities and structures. This alternative is not recommended due to the 10% redundancy in site inspections and duplicative administrative requirements, which could add undue costs over this eight-year contract. This model requires redundant efforts for labor compliance, certified payroll, and an overlap of inspections and project management plans. Operationally, it would create difficulties for Metro Operations by requiring duplicative track allocation requests and redundant requests for support at locations recently visited by another contractor.

2. Hire approximately seven additional FTEs and specialized certifications that the project team currently does not have. This alternative is not recommended because a critical drawback to this approach would be the inability to leverage external expertise. Relying solely on internal staff would eliminate access to third-party experts and independent contracted structural engineers who provide an essential objective review of inspection reports. Furthermore, internalizing the work would remove the specialized insights of industry professionals who focus on niche areas. Finally, relevant qualified candidates would be required, and these positions would be designated as “hard to fill.” Candidates with the necessary experience, expertise, and certifications equivalent to those proposed by the contractor are not readily available, therefore this staffing issue would potentially delay commencement of inspections, and Metro could not guarantee the ability to successfully complete all inspections as required.

NEXT STEPS

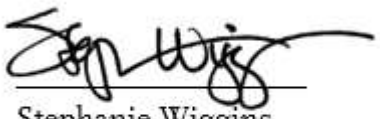
Upon Board approval, staff will execute Contract No. AE138681000 with Atlas Technical Consultants, Inc. to provide inspection services for Metro’s structures, facilities, and related assets.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Denise Longley, Executive Officer, Administration, (213) 922-7294
Stephen Toms, Director, Enterprise Transit Asset Management, (213) 922-5548
Vicente Pena, Project Manager, Transit Asset Management, (213) 922-5542
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Kenneth Hernandez, Chief Risk, Corporate Safety, and Asset Management Officer, (213) 922-2990



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

METRO STRUCTURES AND FACILITIES INSPECTIONS/AE138681000

1.	**Contract Number**: AE138681000	
2.	**Recommended Vendor**: Atlas Technical Consultants (CA), Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: December 30, 2025	
	B. Advertised/Publicized: December 30, 2025	
	C. Pre-Proposal Conference: January 7, 2026	
	D. Proposals Due: February 19, 2026	
	E. Pre-Qualification Completed: March 30, 2026	
	F. Ethics Declaration Forms submitted to Ethics: February 19, 2026	
	G. Protest Period End Date: July 21, 2026	
5.	**Solicitations Downloaded**: 109	**Bids/Proposals Received**: 2
6.	**Contract Administrator**: Greg Baker	**Telephone Number**: (213) 922-7577
7.	**Project Manager**: Vicente Pena	**Telephone Number**: (213) 922-5542

A. Procurement Background

This Board action is to approve Contract No. AE138681000 to provide comprehensive, detailed inspections of Metro's vital structural infrastructure, facilities and assets. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On December 30, 2025, Request for Proposals (RFP) No. AE138681 was issued as a competitive procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) participation goal for this procurement.

One (1) amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on January 14, 2026, extended the due date for questions and proposal submission; provided clarification regarding the submittal requirements and updated Appendix D (Base Contract Locations, Facilities & Assets) of Exhibit A - Scope of Services.

A total of 109 downloads of the RFP were included in the planholders' list. A virtual pre-proposal conference was held on January 7, 2026, and was attended by 32 participants representing 19 firms. There were 29 questions received, and responses were issued prior to the proposal due date.

A total of two proposals were received by the proposal due date of February 19, 2026, and are listed below in alphabetical order:

1. Atlas Technical Consultants (CA), Inc.
2. Morgner Construction Management

Staff conducted a market survey of the planholders to determine why no other proposals were received. Responses from firms included:

- The firm does not have a full-time engineer that can be dedicated to Metro's project. They considered subcontracting opportunities, but were unable to find a firm to team up with.
- Metro's project is too big for the firm to prime since they are a small business with 20 employees. Additionally, the firm is based in Fresno and have not been too involved with projects in LA; but they will be actively seeking subcontracting opportunities on future Metro projects.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Transit Asset Management, Planning, Construction Management, and Project Management was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria:

Phase I: Minimum Qualifications Requirements: Proposers must meet the following minimum qualifications requirements at the time of proposal submittal:

1. Proposer must be registered with the California Department of Industrial Relations (DIR) and demonstrate compliance with Prevailing Wage requirements.
2. Proposer and/or each member of the Proposer's team must have a minimum of five years of experience conducting similar/comparable projects as described in the Scope of Services (SOS).
3. Proposer and/or the Proposer's team must have a structural engineer registered in California with ten years of civil structural design and inspection experience.

The PET deemed that both proposals met the Phase I Minimum Qualifications Requirements and continued with the Phase II Weighted Evaluation based on the following criteria:

- Work Plan and Approach 45%
- Qualifications and Availability of Proposed Staff 24%
- Quality of Safety Approach 10%

- Proposer's Inspection Experience 12%
- Software and Technology 9%

Several factors were considered when developing these weights, giving the greatest importance to the work plan and approach.

This is an Architectural and Engineering (A&E), qualifications-based procurement; therefore, price cannot and was not used as an evaluation factor pursuant to state and federal law.

From February 25, 2026, through March 9, 2026, the PET independently evaluated and scored the technical proposals. Both firms were invited to a virtual interview on March 9, 2026 and had an opportunity to present their team's qualifications, discuss their technical approach, and respond to the PET's questions.

At the conclusion of the evaluation process, the PET determined Atlas to be the highest ranked firm.

Qualifications Summary of Firms within the Competitive Range:

Atlas Technical Consultants (CA), Inc.

Atlas Technical Consultants (CA), Inc. (Atlas) has been in business for over 15 years and provides professional testing, inspection, engineering, environmental and consulting services for California-based public works, environmental, and engineering projects. Atlas demonstrated a high level of competence and experience in the technical requirements of the scope of services. Atlas has assembled a specialized team of experts and partnered with subcontractors who demonstrate understanding of governing industry standards, including National Bridge Inspection Standards (NBIS), APTA, and FTA Transit Asset Management mandates. This regulatory expertise allows Atlas and its team to translate field observations into actionable rehabilitation and maintenance recommendations that will directly support Metro's state of good repair.

The Atlas team has supported infrastructure inspections and site assessments for transportation agencies and cities such as Caltrans, Brightline West High-Speed Rail, City of Portland, King County Metro, Seattle City Light Department, City of Tacoma, and Metro.

Morgner Construction Management

Morgner Construction Management, based in Los Angeles, CA, has been in business for over 15 years with expertise in structural inspections and facilities condition assessments. Public sector clients include Orange County Transportation Authority (OCTA), Los Angeles World Airports (LAWA), Caltrans, and Metro.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Atlas Technical Consultants (CA), Inc.**				
3	Work Plan and Approach	85.51	45.00%	38.48	
4	Qualifications and Availability of Proposed Staff	83.33	24.00%	20.00	
5	Quality of Safety Approach	80.80	10.00%	8.08	
6	Proposer's Inspection Experience	81.67	12.00%	9.80	
7	Software and Technology	80.00	9.00%	7.20	
8	**Total**		**100.00%**	**83.56**	**1**
9	**Morgner Construction Management**				
10	Work Plan and Approach	72.51	45.00%	32.63	
11	Qualifications and Availability of Proposed Staff	78.75	24.00%	18.90	
12	Quality of Safety Approach	74.20	10.00%	7.42	
13	Proposer's Inspection Experience	82.50	12.00%	9.90	
14	Software and Technology	75.00	9.00%	6.75	
15	**Total**		**100.00%**	**75.60**	

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), cost analysis, technical evaluation, fact finding, and negotiations. Staff successfully negotiated a savings of $10,564,611 while maintaining the rigorous level of effort required to complete the mandated inspections and provide fully compliant deliverables.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
	Atlas Technical Consultants (CA), Inc.	$37,527,724	$25,067,267	$26,963,113

During fact finding, Metro clarified its expectations and addressed specific areas of concern regarding the proposer's assumptions in relation to the scope of services. The initial proposal did not consider efficiencies that Metro had anticipated in combining inspection of facilities and infrastructure into one contract. For example, recognizing the reduced level of effort that can be achieved by inspecting a station and its corresponding elevated structure or tunnel simultaneously. This dual-inspection efficiency significantly reduces both field operation labor and administrative overhead. Additionally, the proposal overestimated the level of effort

for facility inspections for less complex locations, such as parking lots and at-grade rail locations. Subsequently, the proposer's final proposal substantially decreased both the project management and field inspections level of effort.

D. Background on Recommended Contractor

Atlas Technical Consultants (CA), Inc., based in Rancho Cordova, CA, is a professional engineering, construction management, and environmental consulting firm. It provides a broad range of services including construction inspection and staff augmentation, materials testing and quality control, specialized engineering services and environmental and hazardous materials compliance. The proposed Lead Partner is a California-licensed Professional Engineer, NHI-certified Bridge Safety Inspector and Tunnel Safety Inspector and has over 19 years of structural inspection, fabrication oversight, tunnel evaluation, and quality management experience in complex transit programs.

Atlas Technical Consultants (CA), Inc. has provided structural inspection services to Metro and performance has been satisfactory.

DEOD SUMMARY

METRO STRUCTURES AND FACILITIES INSPECTIONS/AE138681000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) participation goal for this procurement. 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 DBE participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there are five certified small businesses participating in this contract.

B. Local Small Business Enterprise (LSBE) Preference

LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage 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 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.

Metro Structures and Facilities Inspections

Operations, Safety, and Customer Experience Committee

July 16, 2026

File ID #2025-0986

Metro

Recommendation

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. AE138681000 to Atlas Technical Consultants, Inc. for the inspection of Metro structures and facilities in the amount of $13,293,420 for the four-year base term, $6,549,640 for the first two-year option, and $7,120,053 for the second two-year option, for a total amount of $26,963,113, effective August 5, 2026, subject to the resolution of any properly submitted protest(s).

Metro

Background

The Federal Transit Administration's (FTA) Final Transit Asset Management (TAM) Rulemaking: 49 CFR Parts 625 and 630 Final Rule, requires transit agencies to conduct inspections of locations, facilities, and other assets. Additionally, both the California Public Utilities Commission (CPUC) and the American Public Transportation Association (APTA) require comprehensive inspections for transit structures.

Metro

Structures and Facilities Inspections Contract

- Physical Inspections: Physical inspection of 238 structures, including bridges and tunnel sections, and 234 facilities, consisting of passenger stations, administrative, and maintenance yards. Approximately 580 inspections to be conducted during the base contract years. 1,160 inspections over the life of the entire contract.
- Provide recommendations for capital replacement, rehabilitation, and maintenance projects.
- Provide mandated reporting to FTA National Transit Database. Assigning condition ratings using the Transit Economic Requirements Model (TERM 1.0 - 5.0) scale.

Metro

Next Steps

Upon Board approval, staff will execute Contract No. AE138681000 with Atlas Technical Consultants, Inc. to provide inspection services for Metro's structures, facilities, and related assets.

Metro

Thank you.
Metro

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

Metro

Board Report

File #: 2026-0395, **File Type:** Contract **Agenda Number:** 38.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 16, 2026

SUBJECT: FREEWAY SERVICE PATROL

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a five (5) year agreement for FY26, FY27, FY28, FY29 & FY30 with the California Highway Patrol (CHP) to provide services in support of the Metro Freeway Service Patrol (FSP) program for an amount not to exceed $4,215,590.00.

ISSUE

The CHP receives funding from the California Department of Transportation (Caltrans) for officer, dispatcher, and admin positions to support FSP programs statewide. Due to funding limitations and the size of Metro's program, the CHP staff support funded by Caltrans is not sufficient to effectively oversee the program. A supplemental agreement with the CHP is necessary to fund overtime work to complete all required FSP activities.

BACKGROUND

Metro, in partnership with the CHP and Caltrans, operates and manages the FSP program. Metro's program includes FSP Light Duty (including FSP Regions), FSP Heavy Duty, and FSP ExpressLanes. Per enabling legislation, CHP's role is to provide dispatch, field supervision, inspections, driver training/certification services, and incident management support. Due to Caltrans funding limitations, the multi-year supplemental funding agreements between Metro and the CHP are necessary to ensure that the program is operated effectively, efficiently, and safely.

Metro recently completed a five-year agreement with CHP for supplemental staff support for the FSP program. The agreement provided overtime (OT) funding for officers, dispatchers, and administrative support positions. These agreements replaced the one-year agreements that required staff to negotiate and execute annually.

DISCUSSION

CHP support is important to maintaining the overall effectiveness and safety of the FSP program while overseeing the field operation of up to 128 FSP vehicles during peak commuting hours. CHP's

role in field supervision, dispatching, inspection, certification, and training is critical to ensure the overall quality of the program and services provided to the motoring public. This new five-year agreement will again provide OT funding, as necessary, for the additional activities in support of FSP that cannot be accomplished during standard work shifts and will be the fourth multi-year agreement between the agencies.

CHP staffing levels allocated to the Metro program are insufficient, and a supplemental funding agreement is required to provide additional staff support to carry out all activities. Due to increasing labor costs, the cost of funding these additional activities continue to increase each year.

Staff requests funding and authorization for a five-year agreement for supplemental staff support. The proposed agreement covers the period from FY26 through FY30. Due to administrative delays within the CHP, the agreement could not be finalized prior to the start of FY26. To ensure continuity of services, CHP continued providing services during FY26 while completing its internal approvals. Approval of this agreement is needed for the full FY26-FY30 term.

The roles and responsibilities detailed in the agreement have remained consistent with those in the previous agreement. The only variability in the agreement is the OT rate for each job classification, which is set by labor contracts. For this agreement, the annual increase in CHP wages/salaries is estimated at 5%. However, actual rates will be applied to invoices.

Funding Detail

The five-year agreement will allow the CHP to maintain the same level of program oversight as the most recent agreement for an amount not to exceed $4,215,590.00. The annual funding breakdown is as follows:

- FY26 - $762,916.00
- FY27 - $801,061.00
- FY28 - $841,114.00
- FY29 - $883,170.00
- FY30 - $927,329.00

Performance Metrics

To effectively manage and oversee this agreement, Metro and CHP, as in all previous agreements, have agreed to include a comprehensive list of field operations, performance goals, and reporting requirements that CHP will provide quarterly. These reporting requirements will enable staff to monitor field activities more thoroughly, improving the overall management of FSP tow service contracts.

A quarterly Report prepared by CHP will include the following:

- A summary report of activity conducted by CHP while working under this agreement.
- The total number of cursory inspections completed each quarter. Copies of the completed inspection forms will be available upon request from Metro.
- The total number of comprehensive vehicle inspections of FSP contractor vehicles performed during the quarter.
    - The report shall detail the contract, contractor name, and the month in which the inspection was performed.
    - Copies of the completed inspection forms will be available upon request by Metro.
- The total number of complaint investigations initiated by month.
- The total number of complaint investigations completed.
- The total number of driver proficiency tests administered.
- The total number of two-day “Initial Driver Training” classes held, the total number of new FSP driver applicants processed, and the total number of officer hours expended.
- The total number of four-hour “Driver Refresher Training” classes held, the total number of FSP drivers in attendance, and the total number of officer hours expended.
- The total number of FSP driver contacts performed each month.

DETERMINATION OF SAFETY IMPACT

The FSP Program enhances safety on Los Angeles County freeways by assisting motorists with disabled vehicles, reducing secondary accidents, and removing debris/obstacles that can pose hazards to motorists. CHP participation is vital to the program's success, as it oversees FSP service delivery on the freeway.

FINANCIAL IMPACT

Funding of $801,061 for FY27 is included in the budget in cost center 3352 project 300070, Freeway Service Patrol. Since this is a multi-year Agreement, the cost center manager and the Executive Officer of Shared Mobility will be responsible for budgeting funds for future years.

Impact to Budget
The FSP program is funded through a combination of dedicated state funds, SB1 funding, and the 25% Proposition C sales tax. These funds are not eligible for Metro Bus and Rail Operations.

EQUITY PLATFORM

This agreement with the CHP provides additional funding for critical oversight of FSP freeway operations. FSP provides congestion mitigation service on all freeways and ExpressLanes in LA County, with over 95% of FSP beats in/adjacent to Equity Focus Communities (EFCs). These communities benefit from approximately 225,000 annual FSP assists to motorists with disabled vehicles, reduced congestion and vehicle emissions, and time and fuel savings from increased freeway speeds.

VEHICLE MILES TRAVELED OUTCOME

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

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

This Board item is expected to increase VMT in LA County, as it includes operational activities that encourage driving alone or increase vehicle travel by enhancing CHP oversight of FSP contracts to accommodate faster, more reliable travel options for drivers using LA County roads. Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The FSP Program aligns with Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The program mitigates congestion on all major freeways in Los Angeles County.

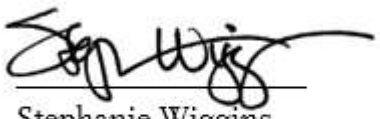
ALTERNATIVES CONSIDERED

The Board may choose not to approve the execution of this agreement. This alternative is not recommended, as it would reduce the resources and oversight provided by the CHP in support of FSP, which would negatively impact the operation and effectiveness of the FSP program in Los Angeles County.

NEXT STEPS

Upon Board approval, staff will execute the agreement with CHP.

Prepared by: John Takahashi, Senior Director, Shared Mobility, (213) 418-3271
Mark Linsenmayer, Executive Officer, Shared Mobility, (213) 922-5569
Steven Gota, Interim Deputy Chief Operations Officer, (213) 922-3043
Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

SHARED MOBILITY

FREEWAY SERVICE PATROL

Operations, Safety, & Customer Experience Committee Meeting
July 16, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

Execute a five (5) year agreement for FY26, FY27, FY28, FY29 & FY30 with the California Highway Patrol (CHP) to provide services in support of the Metro Freeway Service Patrol (FSP) program, for an amount not to exceed $4,215,590.00.

Metro

ISSUE

- The CHP receives funding from the California Department of Transportation (Caltrans) for officer, dispatcher, and administrative positions to support FSP programs statewide.
- Due to funding limitations and the size of Metro's program, the CHP staff support funded by Caltrans is not sufficient to effectively oversee the program. A supplemental agreement with the CHP is necessary to fund the necessary overtime work to complete all required FSP activities.
- The FSP program requires CHP to provide officer, dispatcher, and administrative positions to support FSP programs statewide, with Los Angeles County comprising nearly 50% of the statewide program.

Metro

DISCUSSION

- CHP support is important to maintaining the overall effectiveness and safety of the FSP program while overseeing the field operation of up to 128 FSP vehicles during the peak commuting hours. CHP's role in field supervision, dispatching, inspection, certification, and training is critical to ensure the overall quality of the program and services provided to the motoring public.
- This new five-year agreement will again provide overtime funding, as necessary, for the additional activities in support of FSP that cannot be accomplished during standard work shifts and will be the fourth multi-year agreement between the agencies.
- The annual funding amounts are based on labor contract OT rates for each job classification as follows:

  FY26 - $762,916.00, FY27 - $801,061.00, FY28 - $841,114.00

  FY29 - $883,170.00, FY30 - $927,329.00

Metro

FSP Service Map

Metro

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

File #: 2026-0391, **File Type:** Contract **Agenda Number:** 39.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 16, 2026

SUBJECT: A LINE GATE MECHANISM REPLACEMENT

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to AWARD a 12-month firm-fixed price contract, Contract No. OP140266000, to Siemens Mobility, Inc., for the purchase of gate mechanism assemblies and accessories, for the replacement of the A Line at-grade crossing gate mechanisms in the Not-To-Exceed (NTE) amount of $3,195,702.00, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s).

ISSUE

The existing gate mechanisms at 49 grade crossings along the Metro A Line North segment, from Avenue 33 to Del Mar Boulevard, and the A Line South segment, from 20th Street to Spring Street, are nearing the end of their useful life. Replacement of these gate mechanisms is necessary to maintain safe, reliable, and regulatory-compliant at-grade crossing operations. Gate mechanisms are safety-critical systems that control vehicular and pedestrian access at railroad crossings. Maintaining these systems in good repair supports continued operational safety and regulatory compliance with the Federal Railroad Administration (FRA) and the California Public Utilities Commission (CPUC) requirements.

BACKGROUND

A gate mechanism is a motorized railroad crossing assembly that controls the vertical movement of the crossing gate arm. The mechanism lowers the gate arm to restrict roadway and pedestrian traffic at intersections during train movements and raises the arm once the crossing is clear.

The currently installed gate mechanisms remain functional. However, they are aging, and support from the Original Equipment Manufacturer (OEM) is no longer available. In addition, replacement parts for the existing Siemens S-40 gate mechanisms are obsolete and increasingly difficult to obtain. As a result, Metro must replace the existing Siemens S-40 gate mechanisms with the current-generation Siemens S-80 model, which requires purchasing new mechanisms.

DISCUSSION

The gate mechanism replacement work involves upgrading 49 at-grade crossings and replacing 246 gate mechanisms with the Siemens S-80 smart grade crossing gate mechanism. This latest-generation model is designed to improve reliability and reduce maintenance needs. The S-80 has fewer mechanical wear points due to its brushless DC motor, permanently lubricated drivetrain, sealed gearbox, and fully programmable operation, reducing the need for routine mechanical adjustments.

The gate mechanism replacement work also supports Metro's continued transition toward predictive maintenance. Metro has piloted a predictive maintenance program using remote condition monitoring for track switch assets at the Downtown Area Flower Junction and A Line North Citrus interlockings. The pilot demonstrated the effectiveness of continuous asset monitoring in reducing unplanned equipment failures and optimizing targeted continuous-based inspections rather than routine inspections. Metro plans to implement a phased expansion of remote condition monitoring to additional rail infrastructure assets to improve system reliability, optimize maintenance resources, and extend the life of critical infrastructure.

The S-80 model includes onboard diagnostics and communication capabilities that allow Maintenance of Way (MOW) crews to monitor equipment performance, receive alerts, troubleshoot issues, and identify potential equipment degradation. These capabilities help maintenance activities be performed more efficiently and proactively. This work is part of Metro's Capital Improvement Program (CIP), which invests in the modernization, enhancement, and renewal of transit infrastructure assets.

DETERMINATION OF SAFETY IMPACT

In accordance with Metro's State of Good Repair (SGR) requirements and Transit Asset Management (TAM) Plan, the Metro A Line gate mechanisms are reaching the end of their useful life. They must be replaced to support safe vehicular and pedestrian crossing operations. Maintaining reliable cross-gate operation reduces the risk of gate malfunctions and provides for safe separation between trains, vehicles, and pedestrians.

FINANCIAL IMPACT

A total of $3,195,702.00 is needed to award Contract No. OP140266000. Funding for this contract is included in the Infrastructure Renewal Program under Cost Center 3960. It is budgeted across two capital projects: 205680 - Metro A Line North (formerly Gold Line Gate Mechanism), and 205693 - Metro A Line South (formerly Blue Line Gate Mechanism). The combined LOP budget is $10,640,000, which is within the project budget.

Since this is a multi-year contract, the Project Manager will ensure that the remaining funds are budgeted for future fiscal years.

Impact to Budget

The current funding source for this action is Proposition A 35%, which is eligible for rail operating and

capital projects.

EQUITY PLATFORM

The equity benefits of this action include replacing and modernizing safety-critical crossing gate mechanisms on the Metro A Line, which serves a high concentration of Equity Focus Communities (EFCs), including Long Beach, Compton, Los Angeles, Highland Park, South Pasadena, and Pasadena.

Based on Metro's Equity Need Index (MENI) map, the A Line serves communities where, on average, more than 50% of households are low-income, and approximately 64% of residents identify as Black, Indigenous, or other People of Color (BIPOC). These communities represent a significant share of Metro's transit riders and directly benefit from continued investment in safe and reliable rail operations.

The Diversity & Economic Opportunity Department (DEOD) did not recommend any Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) goals for this procurement due to the lack of subcontracting opportunities.

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 to replace the A Line at-grade crossing gate mechanisms. These capital improvement investments 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

This project helps maintain system service, reliability, and safety standards, providing a world-class transportation system that enhances the quality of life for all who live, work, and play in Los Angeles County. Approval of this recommendation supports the following Metro Strategic Plan Goals:

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.

ALTERNATIVES CONSIDERED

No other alternatives were considered, since the existing gate mechanisms at the 49 at-grade crossings along the Metro A Line are obsolete and will become increasingly prone to failure if not replaced as planned. The original equipment manufacturer (OEM) no longer supports the legacy model currently in operation, and replacement parts are expected to become increasingly difficult to obtain. Replacement with the latest-generation model is the only viable option for maintaining operational safety, reliability, and compliance with applicable railroad regulations.

If this contract is not approved, Metro would continue to rely on obsolete gate mechanisms, increasing the risk of failures, service disruptions, and safety hazards at vehicular and pedestrian at-grade crossings.

NEXT STEPS

Upon Board approval of the recommendation, Vendor/Contract Management (V/CM) will award Contract IFB No. OP140266000.

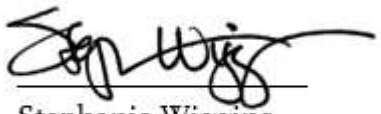
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by:

Aderemi Omotayo, Deputy Executive Officer, Wayside Systems Engineering and Maintenance, (213) 922 - 3243
Kelvin Zan, Executive Officer, Projects Engineering (213) 613-2115
Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (213) 922-3227
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

A Line Gate Mechanism Replacement / OP140266000

1.	**Contract Number**: OP140266000	
2.	**Recommended Vendor**: Siemens Mobility, Inc.	
3.	**Type of Procurement (check one) :** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued : March 4, 2026	
	B. Advertised/Publicized: March 4, 2026 - March 7, 2026	
	C. Pre-Bid Conference: N/A	
	D. Bids Due: May 5, 2026	
	E. Pre-Qualification Completed: May 14, 2026	
	F. Ethics Declaration Forms Submitted to Ethics: May 5, 2026	
	G. Protest Period End Date: July 29, 2026	
5.	**Solicitations Downloaded**: 10	**Bids Received**: 1
6.	**Contract Administrator**: Ani Pogossian	**Telephone Number**: (213) 922-2874
7.	**Project Manager**: Aderemi Omotayo	**Telephone Number**: (213) 922-3243

A. Procurement Background

This Board Action is to approve Contract No. OP140266000 issued for the procurement of 246 gate assemblies, along with the required counterweight kits, conversion brackets, and cast adapters, for all at-grade crossings on the A Line (North and South), to replace existing S-40 gate mechanisms nearing the end of their useful life. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On March 4, 2026, Invitation for Bids (IFB) No. OP140266 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The contract type is firm-fixed-price. The Diversity & Economic Opportunity Department did not recommend a Small Business Enterprise (SBE) or a Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities.

One Amendment was issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on March 30, 2026, extended the bid due date and question/clarification due date.

A total of ten (10) firms downloaded the IFB and were included in the Planholders' List. There were no questions received for this IFB prior to the bid due date.

A total of one (1) bid was received on May 5, 2026.

Although the one (1) responding firm is the OEM of the gates, Metro staff conducted a market survey of the firms on the Planholders' List to determine why no other bids were received. Staff reached out to the Planholders' List multiple times but were unsuccessful in receiving responses.

Therefore, Metro assumes that issues beyond our 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 Bids

This procurement was conducted in accordance with LACMTA's Acquisition Policy for a competitive sealed bid. The one (1) bid received is listed below:

1. Siemens Mobility, Inc.

The recommended firm, Siemens Mobility, Inc., was the lowest responsive and responsible bidder, and found to be in full compliance with the technical and commercial requirements.

C. Price Analysis

The recommended bid price from Siemens Mobility, Inc., has been determined to be fair and reasonable based upon the Independent Cost Estimate (ICE) and selection of the lowest responsive and responsible bidder.

The recommended bid amount of $3,195,702.00 is 11.24% lower than the ICE which was developed based on a 10.5% tax rate; however, the contractor omitted the tax from the bid. As a result, staff negotiated a cost savings whereby the contractor agreed to make the total proposed price inclusive of tax.

Metro's Project Manager has reviewed and confirmed the product being offered meets all the requirements listed in the technical specifications.

Bidder Name	Bid Amount	Metro ICE	Negotiated Amount
Siemens Mobility, Inc.	$3,195,702.00	$3,600,441.40	$3,195,702.00

D. Background on Recommended Contractor

The recommended firm, Siemens Mobility, Inc., is a global transportation technology company and a subsidiary of Siemens AG headquartered in Munich, Germany. Siemens Mobility was established as a separate company on August 1, 2018, as an independent subsidiary of Siemens AG focused on rail and transportation technology. The company focuses on rail and smart mobility solutions, including high-speed trains, locomotives, rail automation, electrification systems, signaling technology, software platforms, and maintenance services.

Siemens Mobility, Inc. has provided services for Metro and performance has been satisfactory.

DEOD SUMMARY

A LINE GATE MECHANISM REPLACEMENT / OP140266000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities. Siemens Mobility, Inc. will 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.

MAINTENANCE & ENGINEERING

A LINE GATE MECHANISM REPLACEMENT

Metro

Operations, Safety, & Customer Experience Committee Meeting
July 16, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to AWARD a 12-month firm-fixed price contract, Contract No. OP140266000, to Siemens Mobility, Inc., for the purchase of gate mechanism assemblies and accessories, for the replacement of the A Line at-grade crossing gate mechanisms in the Not-To-Exceed (NTE) amount of $3,195,702.00, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s).

Metro

PROCUREMENT

AWARDEE

Siemens Mobility, Inc.

NUMBER OF BIDS/PROPOSALS

Although the one (1) responding firm is the OEM of the gates, Metro staff conducted a market survey of the firms on the Planholders' List to determine why no other bids were received. Staff reached out to the Planholders' List multiple times but were unsuccessful in receiving responses. Metro assumes that issues beyond its control caused the potential sources not to submit proposals and that there were no restrictive elements in the solicitation documents that prevented competition.

	Proposer Name	Proposal Amount	METRO ICE	Negotiated Amount
1	Siemens Mobility, Inc.	$3,195,702.00	$3,600,441.40	$3,195,702.00

Metro

ISSUE & DISCUSSION

DEOD COMMITMENT

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities.

ISSUE

The existing gate mechanisms at 49 grade crossings along the Metro A Line North segment, from Avenue 33 to Del Mar Boulevard, and the A Line South segment, from 20th Street to Spring Street, are nearing the end of their useful life. Replacement of these gate mechanisms is necessary to maintain safe, reliable, and regulatory-compliant at-grade crossing operations. Gate mechanisms are safety-critical systems that control vehicular and pedestrian access at railroad crossings.

Metro

ISSUE & DISCUSSION

DISCUSSION

The gate mechanism replacement work involves upgrading 49 at-grade crossings and replacing a total of 246 gate mechanisms with the Siemens S-80 smart grade crossing gate mechanism. This latest-generation model is designed to improve reliability and reduce maintenance needs. The gate mechanism replacement work also supports Metro's continued transition toward predictive maintenance. The S-80 model includes onboard diagnostics and communication capabilities that allow Maintenance of Way (MOW) crews to monitor equipment performance, receive alerts, troubleshoot issues, and identify potential equipment degradation. This work is part of Metro's Capital Improvement Program (CIP), which invests in the modernization, enhancement, and renewal of transit infrastructure assets.

Metro

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

File #: 2026-0117, **File Type:** Contract **Agenda Number:** 40.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 16, 2026

SUBJECT: ZERO EMISSION BUS (ZEB) PROGRAM MANAGEMENT, ENGINEERING, AND TECHNICAL CONSULTANT SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. AUTHORIZE the Chief Executive Officer to award a four-year cost-plus fixed fee Contract No. PS140440000, to WSP USA Inc. for as-needed professional consultant support services for zero-emission bus engineering and acquisition, program management, and technical support services, in the total Not-To-Exceed (NTE) amount of $15,520,898.51, subject to the resolution of any properly submitted protest(s), if any;

B. APPROVE Contract Modification Authority specific to Contract No. PS140440000 in the amount of $1,552,089.85 or 10% of the total contract value, to cover the costs of any unforeseen services needed to support the transition to a zero-emission bus fleet, and

C. NEGOTIATE AND EXECUTE future contract modifications to the Contract up to $1,000,000.

ISSUE

The current contract for managing the zero-emission bus (ZEB) program, including work, engineering, and technical consulting, will expire in August 2026. Professional consulting support services supplement internal resources by drawing on a wide range of subject-matter experts specializing in ZEB technology, engineering, and implementation. Therefore, professional consulting services are needed to sustain support for implementation and execution activities, including acquisition, onboarding, deployment, testing, acceptance, and operational readiness for zero-emission buses and related infrastructure.

BACKGROUND

In 2018, the California Air Resources Board (CARB) proposed the Innovative Clean Transit (ICT) regulation, which required all transit agencies in the state to transition to zero-emission fleets by 2040. In addition, ICT ZEB purchase requirements for large transit agencies mandate that 25% of

bus purchases be zero-emission by 2023, 50% by 2026, and 100% by 2029. Metro has met all state-mandated program requirements a decade earlier than the ICT mandate of 2029. Metro has worked to comply with CARB's ICT regulation, but challenges remain in performance, system integration of evolving technology, grid capacity, supply chain, and utility coordination.

In April 2022, WSP USA Inc. was awarded a contract covering both ZEB planning and technical implementation support, including the development and updating of Metro's ZEB Master Plan. As Metro onboards more ZEBs and breaks ground on additional charging infrastructure projects, the need for technical support for their delivery and implementation has increased significantly. In August 2024, AECOM Technical Services, Inc. was awarded a contract to specialize in and assist with ZEB planning. The AECOM planning advisory scope of work consists of program management support services, design and engineering support services, and other tasks as necessary to support the continued development of the ZEB Master Plan and other ZEB program activities. Consultant services under the AECOM contract advise on implementation strategies that will ensure a seamless and successful transition to zero-emission operations. AECOM prepares programmatic cost estimates, transition schedules, technical studies, conceptual designs, and strategic plans for specific program elements. The WSP technical advisory scope of work will support the development, coordination, and implementation of bus acquisition procurements and projects, acceptance and reliability of Metro's existing and future ZEB fleet and charging infrastructure, Buy America compliance audits, 2028 Olympic and Paralympic Games contingency fleet implementation, and other tasks as required to support Metro's ZEB transition. Over the past four years, transitioning a fleet of nearly 2,200 buses with a still-developing propulsion system has posed significant challenges and complexities. This will require increased effort from the consultants supporting the ZEB program, necessitating the replacement of the contract that concludes in August 2026.

DISCUSSION

Consultant services are required to support ZEB and charger acquisition/implementation activities for a four-year period, including but not limited to:

- Warranty administration of the 40 NF BEBs & charger contracts.
- Delivery (onboarding) and warranty administration of the one hundred five (105) BYD BEBs and charger contracts.
- Delivery of BEBs under the Washington State Department of Enterprise Services contract, with delivery scheduled before the 2028 Olympic and Paralympic Games.

Delivery of 220 BEBs, with options for up to 1,600 additional BEBs, which is pending Board approval.

- A Request for Proposal (RFP) for 20 BEBs to provide an opportunity for emerging bus manufacturers (in process).
- Solicitation of opportunity and mobile chargers.
- Demo of alternative bus types.
- Planning for the 2028 Olympic and Paralympic Games Enhanced Transit Services (GETS) fleet.

On an as-needed basis, Statements of Work (SOWs) will be developed to define the type and level of support required for each specific task or project. The work will then be released to the Consultant through Task Orders (TOs).

Subject to Metro's direction, the Consultant shall apply appropriate engineering and technical resources, including but not limited to developing vehicle and equipment specifications, assisting with Metro inspection activities, conducting engineering studies of fleet and charging/fueling infrastructure performance, performing root cause analyses of vehicle and equipment failures, developing and maintaining document control systems for large-scale capital projects, as well as creating reports or dashboards to track progress and deficiencies for project delivery and warranty support.

Awarding this contract is critical to support the analysis and trajectory needed to help Metro meet its zero-emission requirements. Using qualified consultants through WSP will enable the agency to access highly specialized technical expertise without increasing Metro's long-term labor costs.

DETERMINATION OF SAFETY IMPACT

Engaging experts in the transition to ZEBs, vehicles, and associated infrastructure has a positive safety impact, ensuring that new technology meets the highest safety standards. Technical consulting services will also be instrumental in evaluating and accepting new safety measures included in current bus specifications, such as integrated operator compartments, self-leveling ADA boarding ramps, improved vehicle monitoring, pedestrian warning systems, real-time video security system accessibility, and improved passenger door sensors.

FINANCIAL IMPACT

Upon approval, the contract will allow the distribution of project-related task orders and the use of the approved/available LOP budget(s) for funded projects. The assigned project manager will then request and review task orders and use the available project funds within the authorized LOP. Since this is a multi-year contract, the Cost Center Manager, Project Manager(s), and Senior Executive Officer of Vehicle Engineering and Acquisition will be responsible for budgeting costs in future years.

Impact to Budget

The anticipated task orders will be funded by the respective planning or Capital Projects, including project 201061 Infrastructure J Line, project 202815 Division 8 Charging Infrastructure, project 202816 Resilience Charging System, project 202817 Division Infrastructure Transition, project 201077 Bus 40'ZE w/ BYD, project 201078 BEB in cost centers 3048 and 3320.

Since project task orders are funded from existing LOP budgets and annual funds, funding sources will vary according to the established funding plans for each project. No task order(s) shall be issued that increase the LOP of a capital project without Board approval. Staff continually reassess project funding sources and will apply other available funding sources to the respective projects as they become available.

EQUITY PLATFORM

The contract approval for professional consultant support services directly supports Metro's programmatic transition to a ZEB fleet and the addition of charging infrastructure, ensuring that Equity Focus Communities (EFCs) see the benefits of reduced noise and greenhouse gas emissions in their communities as all divisions are transitioned. Metro's ZEBs will operate on routes restructured through the NextGen transit service plan. Five of the ten Metro-directly operated bus Divisions are within an EFC. Division 9, the first bus division to be electrified, is located within an EFC in El Monte, and 59% of the communities served are designated EFCs. Prioritizing support of the electrification of the J Line will also bring environmental benefits to some of the region's most densely populated, congested, and polluted communities, many of which are EFCs. Divisions 18 in Carson and 7 in West Hollywood, the next two divisions to be electrified, have EFCs of 70% and 52%, respectively.

The Diversity and Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) participation goal for this procurement. The U.S. Department of Transportation has issued an Interim Final Rule that makes changes to the DBE Program, including the suspension of goals, the counting of DBE participation, and enforcement, effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, three certified small businesses are participating in this contract.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, 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 by promoting operational activities that sustain and encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets 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

This recommendation will support Strategic Goal #1 by providing high-quality mobility options that reduce travel time. Additional funding will help Metro maintain the State of Good Repair (SGR) for the existing bus fleet while ensuring that our customers arrive at their destinations with fewer disruptions. It will also support Goals #3, Enhance communities and lives through mobility and access to opportunity, and #4, Transform LA County through regional collaboration and national leadership, by achieving CARB's goal of a 100% zero-emission bus fleet.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize the contract award for this project; however, this alternative is not recommended, as this professional consultant support services contract is critical to facilitating the timely execution and associated deliverables for Metro's ZEB fleet goals and operating projects. Metro does not have sufficient resources or Subject Matter Experts (SMEs) to perform this work, especially as zero-emission bus and charging technologies continue to evolve.

NEXT STEPS

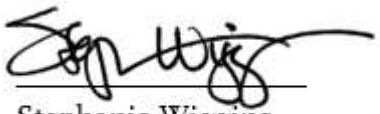
Upon Board approval, staff will execute the Contract with WSP USA Inc. and issue a Notice to Proceed (NTP). Staff will continue to manage and issue individual task orders as needed for engineering, technical, and program management support services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Amy Romero, Deputy Executive Officer, Project Management, ZEB Acquisition and Implementation, (213) 922-5709
Jesus Montes, Senior Executive Officer, Vehicle Engineering & Acquisition, (213) 418-3277
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

ZERO EMISSION BUS (ZEB) PROGRAM MANAGEMENT, ENGINEERING, AND TECHNICAL CONSULTANT SERVICES/ PS140440000

1.	**Contract Number**: **PS140440000**	
2.	**Recommended Vendor**: WSP USA Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: March 16, 2026	
	B. Advertised/Publicized: March 21, 2026 – March 26, 2026	
	C. Pre-Proposal Conference: April 10, 2026	
	D. Proposals Due: May 1, 2026	
	E. Pre-Qualification Completed: May 1, 2026	
	F. Ethics Declaration Forms submitted to Ethics: May 6, 2026	
	G. Protest Period End Date: July 20, 2026	
5.	**Solicitations Downloaded**: 135	**Bids/Proposals Received**: 3
6.	**Contract Administrator**: **Uriel Villa**	**Telephone Number**: **213-922-1025**
7.	**Project Manager**: **Amy Romero**	**Telephone Number**: **213-922-5709**

A. Procurement Background

This Board Action is to approve Contract No. PS140440000 for consultant services to support Metro's vehicle and infrastructure acquisition and the transition to a zero-emission bus (ZEB) fleet. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. PS140440 was issued in accordance with Metro's Acquisition Policy, and the contract type is a cost-plus fixed fee. The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement. 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 DBE participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there are three certified small businesses participating in this contract.

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

- Amendment No. 1, issued on 4/3/2026, clarified and modified critical dates;
- Amendment No. 2, issued on 4/28/2026, modified exhibit 2A and exhibit 12;
- Amendment No. 3, issued on 6/4/2026, requested BAFO.

The solicitation was advertised across four different platforms: LA Sentinel, Los Angeles Daily News, La Opinion, and Asian Week. A total of 135 firms downloaded the RFP and were included in the planholders' list. A virtual pre-proposal conference was held on April 10, 2026, and was attended by 39 participants representing 18 firms. There were 14 questions received for this RFP and responses were provided prior to the proposal due date.

A total of three proposals were received on May 1, 2026.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Bus Acquisitions, Rail Vehicle Acquisitions, and Transportation Planning was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were initially evaluated based on the pass/fail minimum qualifications criteria outlined in the RFP. The pass/fail requirements required proposers to demonstrate that the Prime has at least four (4) years' of expertise providing engineering and project management support for at least two (2) public transit agency bus acquisition programs; the proposal team has a combined four (4) years of technical experience with zero-emission battery electric buses; and demonstrate that the proposal team has at least a combined two (2) years of experience with BEB charging infrastructure.

The PET determined that all three proposals met the minimum qualification requirements and were further evaluated based on the following weighted evaluation criteria:

- Project Management and Key Staff Qualifications and Experience — 35 Points
- Price — 30 Points
- Qualifications of the Proposer/Team — 25 Points
- Effective Schedule / Cost Management Plan — 10 Points

The evaluation criteria are appropriate and consistent with criteria developed for other, similar ZEB consulting procurements. Several factors were considered when developing these weights, giving the greatest importance to Project Management and Key Staff Qualifications and Experience.

On May 15, 2026, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms, and take receipt of the three proposals to initiate the evaluation phase. Evaluations were conducted from May 15, 2026, to June 1, 2026. The PET was supported by an internal subject matter expert related to the review, evaluation, assessments, and recommendations of the technical proposal.

Of the three proposals received, all three were determined to be within the competitive range. The three firms within the competitive range are listed below in alphabetical order:

1. AECOM Technical Services, Inc. (AECOM)
2. Hatch Associates Consultants, Inc. (Hatch)
3. WSP USA, Inc. (WSP)

No firms were determined to be outside the competitive range.

An invitation to submit their Best and Final Offer (BAFO) was issued on June 4, 2026. BAFO submittals were received on June 9, 2026, and were reviewed and evaluated by the PET.

Qualifications Summary of Firms within the Competitive Range:

AECOM Technical Services, Inc.

AECOM provides consultant support services, including vehicle engineering and acquisition, program management services for multiple high-volume transit agencies such as Los Angeles Department of Transportation (LADOT), Maryland Transit Administration, Washington Metropolitan Area Transportation Authority (WMATA), New York Metropolitan Transit Authority (MTA/NYCT), and Memphis Area Transit Authority (MATA).

Hatch Associates Consultants, Inc.

Hatch Associates Consultants, Inc. is a U.S. subsidiary of Hatch, a Canadian global consulting agency. The firm provides comprehensive consultant support services, including vehicle engineering, technical procurement specifications, and program management services for multiple high-volume transit agencies. This includes delivering specialized fleet modernization, engineering oversight, and vehicle acquisition support to major networks such as Metro, MTA/NYCT, Sound Transit in Seattle, and the Washington Metropolitan Area Transportation Authority (WMATA).

WSP USA Inc.

WSP USA Inc. is based in Los Angeles, California and is a U.S. subsidiary of WSP, a Canadian global consulting agency founded over 120 years ago. The firm provides comprehensive consultant support services, including vehicle engineering, technical procurement specifications, and program management services for multiple high-volume transit agencies. This includes delivering specialized fleet modernization and vehicle acquisition support to major networks such as Metro, MTA/NYCT, and the San Francisco Bay Area Rapid Transit District (BART).

A summary of the PET scores for Battery Electric Buses (BEBs) is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**WSP**				
3	Project Management and Key Staff Qualifications and Experience	97.48	35%	34.12	
4	Price	96.63	30%	28.99	
5	Qualifications of the Proposer/Team	94.32	25%	23.58	
6	Effective Schedule/ Cost Management Plan	97.80	10%	9.78	
7	**Total**		**100.00%**	**96.47**	**1**
8	**AECOM**				
9	Project Management and Key Staff Qualifications and Experience	92.14	35%	32.25	
10	Price	100.00	30%	30.00	
11	Qualifications of the Proposer/Team	88.60	25%	22.15	
12	Effective Schedule/ Cost Management Plan	84.50	10%	8.45	
13	**Total**		**100.00%**	**92.85**	**2**
14	**Hatch**				
15	Project Management and Key Staff Qualifications and Experience	81.14	35%	28.40	
16	Price	89.40	30%	26.82	
17	Qualifications of the Proposer/Team	80.40	25%	20.10	
18	Effective Schedule/ Cost Management Plan	72.70	10%	7.27	
19	**Total**		**100.00%**	**82.59**	**3**

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, an Independent Cost Estimate (ICE), technical evaluation, and the BAFO.

The variance of 13.82% between the ICE and the proposed pricing is primarily driven by three factors: projected rate escalation, higher estimated profit margins, and the adoption of premium standard industry hourly rates for technical and project

management resources. These macroeconomic shifts and market pricing trends were fully analyzed during the development of the ICE to accurately capture potential economic impacts.

	Proposer Name	Proposal Amount	METRO ICE	Negotiated or NTE Amount
1.	WSP USA Inc.	$16,585,857.33	$18,010,432.00	$15,520,898.51
2.	AECOM Technical Services, Inc.	$15,428,534.12	$18,010,432.00	$14,996,346.61
3.	Hatch Associates Consultants, Inc.	$17,989,324.80	$18,010,432.00	$16,775,570.80

Based on the cost analysis, staff determined that all three proposers submitted fair and reasonable pricing, with WSP offering the best value to Metro.

D. Background on Recommended Contractor

The recommended firm, WSP USA Inc., is a U.S. subsidiary of WSP, a Canadian global consulting agency founded over 120 years ago. WSP USA Inc. is an industry leader in fleet electrification, providing comprehensive planning, engineering, and deployment services for battery-electric and hydrogen fuel cell transit vehicles. The firm specializes in delivering critical ZEB solutions, including route modeling, utility grid analysis, charging infrastructure design, and facility modernization blueprints. WSP serves a diverse range of public transit agencies, municipal fleets, and regional transportation authorities across the United States, helping them navigate complex regulatory mandates and successfully transition to zero-emission operations.

WSP has provided services for Metro and performance has been satisfactory.

DEOD SUMMARY

ZERO EMISSION BUS (ZEB) PROGRAM MANAGEMENT, ENGINEERING, AND TECHNICAL CONSULTANT SERVICES/ PS140440000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish Disadvantaged Business Enterprise (DBE) participation goal for this procurement. 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 DBE participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there are three certified small businesses participating in this contract.

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.

VEHICLE ENGINEERING AND ACQUISITION

ZERO EMISSION BUS (ZEB) PROGRAM MANAGEMENT, ENGINEERING, AND TECHNICAL SUPPORT SERVICES CONTRACT

Operations, Safety, and Customer Experience Committee
July 16, 2026

Metro

RECOMMENDATION

A. AUTHORIZE the Chief Executive Officer to award a four-year cost-plus fixed fee Contract No. PS140440000, to WSP USA Inc. for as-needed professional consultant support services for zero-emission bus engineering and acquisition, program management, and technical support services, in the total Not-To-Exceed (NTE) amount of $15,520,898.51, subject to the resolution of any properly submitted protest(s), if any; and

B. APPROVE Contract Modification Authority specific to Contract No. PS140440000 in the amount of $1,552,089.85 or 10% of the total contract value, to cover the costs of any unforeseen services needed to support the transition to a zero-emission bus fleet, and

C. NEGOTIATE AND EXECUTE future contract modifications to the Contract up to $1,000,000.

Metro

PROPOSAL EVALUATION

Based on the cost analysis, staff determined that all three proposers submitted fair and reasonable pricing, with WSP offering the best value to LACMTA.

Evaluation Criteria	Max Score	WSP Weighted Average Score	AECOM Weighted Average Score	Hatch Weighted Average Score
Project Management and Key Staff Qualifications and Experience	35	34.12	32.25	28.40
Price	30	28.99	30.00	26.82
Qualifications of the Proposer/Team	25	23.58	22.15	20.10
Effective Schedule/ Cost Management Plan	10	9.78	8.45	7.27
Total Score	100	96.47	92.85	82.59
Negotiated NTE Amount		**$15,520,898.51**	**$14,996,346.61**	**$16,775,570.80**

Metro

ISSUE

The current contract for managing the zero-emission bus (ZEB) program's work, engineering, and technical consulting will end in August 2026. A new contract is necessary to ensure continued support for activities such as acquisition, onboarding, deployment, testing, acceptance, and operational readiness of zero-emission (ZE) buses and related infrastructure.

Professional consulting services will supplement internal resources by leveraging a broad range of subject-matter experts specializing in ZEB technology, engineering, and implementation, including but not limited to:

- Warranty administration for New Flyer and BYD BEBs and chargers
- Upcoming deliveries for contracts compliant with the 2028 Olympic timeline.
- Planned delivery of 220 BEBs with options for 1,600 more pending Board approval
- Implementation of on-route and mobile chargers
- Demos of alternative bus types

Metro

DISCUSSION

WSP USA Inc. was determined to be the top-rated and most cost-effective choice for Metro based on the RFP criteria. Statements of Work (SOWs) will be created as needed to specify support requirements, with work assigned to the Consultant via Task Orders (TOs).

Under Metro's guidance, WSP USA Inc. will provide engineering and technical support for a period of four years, including:

- Developing vehicle and equipment specifications
- Assisting with Metro inspection activities
- Conducting engineering studies of fleet and charging/fueling infrastructure performance
- Performing root cause analyses of vehicle and equipment failures
- Developing and maintaining document control systems for large-scale capital projects
- Creating reports and dashboards to track progress and deficiencies for project delivery and warranty support

This contract is essential for Metro to achieve its zero-emission goals by providing specialized expertise without increasing long-term labor costs.

Metro

Board Report

File #: 2026-0324, **File Type:** Appointment **Agenda Number:** 41.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 16, 2026

SUBJECT: APPOINTMENT TO METRO SAN GABRIEL VALLEY SERVICE COUNCIL

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE nominee for membership on Metro's San Gabriel Valley Service Council (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 individual listed below has been nominated by the nominating authority for this Service Council seat. If approved by the Board, they will serve for the three-year term specified. A brief listing of qualifications for the nominee and the nomination letter is provided in Attachments A and B. Membership of the Service Council with this appointee compared to the regions' demographics and

ridership is provided in Attachment C.

San Gabriel Valley Service Council

A. Kaylee M. Law, New Appointment
   Nominated by: San Gabriel Valley Council of Governments
   Term: July 1, 2026 - June 30, 2029

DETERMINATION OF SAFETY IMPACT

Maintaining a fully appointed service council of representatives for each service area is important, as each Representative is required to regularly use public transit, and each Council is composed of people from diverse areas and backgrounds. This enables each Council to better understand the needs of transit riders, including the need for safe operation of transit service and safe location of bus stops.

FINANCIAL IMPACT

Monthly stipends of $150 are paid to service council members per meeting, with a maximum of two meetings a month, under Cost Center 3151, Project 306006, Systemwide Bus Operations Management and Administration.

Impact to Budget

The current source of funds for this action includes operating eligible funds, including Propositions A and C, Measures R and M sales tax revenues, and the Transportation Development Act.

EQUITY PLATFORM

Metro 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. This practice resulted in greater diversity of race/ethnicity and gender over the last several years of the Service Councils. However, approximately half of LA County residents and Metro riders are women, and work is still required to achieve gender equity in some of the Service Councils. Staff will continue to share demographic information and encourage nominating authorities to consider gender equity when considering 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 this nominee 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 this Service Council to formulate and submit recommendations to the Board. It would also result in this Service Council 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.

ATTACHMENTS

Attachment A - New Appointee Nomination Letter
Attachment B - New Appointee Biography and Qualifications
Attachment C - Service Council 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

San Gabriel Valley Service Council

SGVCOG

OFFICERS

President
Ed Reece

1st Vice President
Cory Moss

2nd Vice President
Michael Allawos

3rd Vice President
Andrew Chou

MEMBERS
Alhambra
Arcadia
Azusa
Baldwin Park
Bradbury
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Industry
Irwindale
La Cañada Flintridge
La Puente
La Verne
Monrovia
Montebello
Monterey Park
Pasadena
Pomona
Rosemead
San Dimas
San Gabriel
San Marino
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina
First District, LA County
Unincorporated Communities
Fifth District, LA County
Unincorporated Communities

May 26, 2026

Ms. Dolores Ramos
Metro Service Council
One Gateway Plaza
Los Ángeles, CA 90012

RE: Metro's San Gabriel Valley Service Council Representative

Dear Ms. Ramos:

At their May 21, 2026 meeting, the San Gabriel Valley Council of Governments' Governing Board appointed Kaylee M. Law to serve on the San Gabriel Valley Metro Service Council. The effective term will be July 1, 2026 – June 30, 2029.

Should you have any questions, please feel free to contact me at mcreter@sgvcog.org.

Sincerely,

Marisa Creter

Marisa Creter
Executive Director
San Gabriel Valley Council of Governments

cc: Kaylee M. Law, Councilmember, City of Walnut

ATTACHMENT B

Service Council New Nominee Qualifications

Kaylee May Law, Nominee to San Gabriel Valley Service Council

Kaylee May Law was elected to the Walnut City Council in 2024, making history as the youngest official elected in the City of Walnut, in Los Angeles County, and in the state of California. Growing up in Walnut with her parents, younger brother, and late grandfather, Kaylee is a second-generation Asian-American and values the opportunity to contribute to her community and help others.

Professionally, Ms. Law worked as a legal administrator at the Law Offices of James Wang, where she developed skills in organization and service. She is actively involved in community leadership, having served on the board of directors for the Chinese American Association of Walnut and currently as a board member for the Purist Group, a community-focused organization. Ms. Law is one of the youngest college graduates in the United States, with five degrees: three associate's degrees from Mt. San Antonio College, a Bachelor of Arts in Government with an emphasis in Legal Studies degree from Grand Canyon University, and a Master of Arts in Government degree from Johns Hopkins University. Her thesis was published by Johns Hopkins University, focusing on the Chevron Doctrine and administrative law.

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. Membership percentages are calculated using the nine seats of a fully-appointed Council; there is currently one additional vacancy on the Council.

Service Council membership as of July 1, 2026 with the appointment of the nominee is compared to the 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.

Table 1: 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	44%/4	0%/0	0%/0	0%/0	0%/0

Table 2: 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	33%/3	0%/0	0%/0

REGIONAL SERVICE COUNCILS

APPOINTMENT TO METRO SERVICE COUNCILS

Metro

Operations, Safety, & Customer Experience Committee Meeting
July 16, 2026

RECOMMENDATION

APPROVE nominee for membership on Metro's San Gabriel Valley Service Council.

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 nominee will serve a three-year term (July 1, 2026 – June 30, 2029) on the Council they have been nominated to.

Metro

Nominating Authorities

The nominating authorities for the San Gabriel Valley Service Council are listed below; the nominating authority for this vacancy is highlighted.

Region	Nominating Authority
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)***

Metro

Sex/Gender Demographics

With this nominee, 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
Los Angeles County	49.6%	50.4%	*	*
SGV Ridership	50%	47%	2%	1
SGV Membership/No.	66%/6	33%/3	0%/0	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 this nominee, the Service Council composition and representation will be:

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	44%/4	0%/0	0%/0	0%/0	0%/0

Metro

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

Metro

Board Report

File #: 2026-0361, **File Type:** Rule / By-law **Agenda Number:** 42.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 16, 2026

SUBJECT: REVISION OF METRO SERVICE COUNCIL BYLAWS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the revised Service Council Bylaws.

ISSUE

The Bylaws of Metro's Service Councils were last updated in October 2024. Since then, state legislation has been adopted that affects the operation of the Service Councils. This update incorporates the changes made with the adoption of AB 3123 and SB 827. Service Council Members also requested additional updates to their Bylaws.

The Service Council Bylaws state that amendments are subject to Metro Board approval.

BACKGROUND

The Metro Board created the Governance Councils in 2002 to guide the Service Sectors. The primary role of the Governance Councils was to conduct public hearings and to review and approve proposed bus service changes to bus routes operating within the divisions overseen by their General Managers, regardless of where those routes operated.

In fiscal year 2010, the functions performed by the Service Sectors were recentralized. These changes were memorialized in the 2011 update to the Bylaws, which reflected those changes, including oversight of the General Managers, removing their duties and budgets, and re-centering the five Service Sector staffing and headquarters in Metro Gateway headquarters. Operations, Service Planning, Scheduling, Labor Relations, and Safety functions were realigned, and the primary role of the Councils was preserved, as were the requirements for membership and the nominating authorities and process.

In October 2024, the Bylaws were revised to incorporate changes such as the adoption of Metro's Advisory Body Compensation Policy, allocation of bus lines to each region to reflect the NextGen Bus Network, clarify the definitions for the primary and secondary authority of bus lines, and update items such as staff position references, and formalize requirements and processes for public meetings,

powered by Legistar™

hearings, and events convened by the Service Councils to better reflect actual practices.

Service Council Bylaws are updated as needed. This update incorporates recent legislation and other developments since the last update in 2024.

DISCUSSION

The Bylaws state that each of the five Councils must approve changes to the Bylaws by a supermajority vote, and the changes must then be brought to the Board for approval. Staff periodically reviews the Bylaws to incorporate relevant updates, then places a review of the Bylaws on each Council's agenda for approval.

This revision of the Service Council Bylaws incorporates the following changes:

- The adoption of AB 3123, which amended the California Public Utilities Code applicable to Metro and Metro's Board Code of Conduct.
- Updates provided by the Ethics Department, including:
  - Clarifies the Ethics Department's independence and authority in certain areas.
  - Repeals outdated and redundant sections that are already governed by state law and Metro administrative code related to honoraria, travel, and behavior during meetings.
  - Minor language changes for consistency with current Metro practice and additions that are used in peer agency codes.
  - Remove the requirement for filing Metro Addendums, which required the reporting of financial interest outside of LA County.
    - The amendment aligns Metro with other local officials, where only Form 700s are required.
  - Further clarify eligibility to serve on a Service Council
  - The adoption of SB 827 Fiscal and Financial Training.
- More accurately reflect the actual practices of Service Council records being maintained by Service Council Staff rather than the Office of the Board Clerk.
- Clarification of nomination process for those seats that are nominated by multiple nominating authorities (city clusters);
- Add the ability of the Service Councils to form short-term advisory committees to study and make recommendations to their Council(s) around specific issues.
- Assignment of primary and secondary regional authority of Metro Bus lines to reflect the current bus network.

The proposed changes were preliminarily shared with the Service Councils at their Quarterly Meet and Confer in December 2025 and again in February 2026 to provide their feedback. Before requesting formal approval by each of the five Service Councils, staff circulated the proposed Bylaws to the Office of the County Counsel, the Office of Civil Rights, Racial Equity, and Inclusion, the Board Clerk, and the Chief Operations Officer. Their edits and suggestions were incorporated into the document, then taken to each of the Service Councils for approval. Each of the five Service Councils reviewed and approved the revised Bylaws at each Council's May 2026 meetings by at least a two-thirds supermajority.

DETERMINATION OF SAFETY IMPACT

There is no safety impact from this action.

FINANCIAL IMPACT

There are no financial impacts associated with these changes to the Service Council Bylaws.

EQUITY PLATFORM

This update to the Service Council Bylaws addresses the Metro Equity Platform pillar of Listen and Learn: Supporting More Equitable Community Engagement by further clarifying and formalizing the requirements for Service Council membership around geographic diversity, the nomination process, and eligibility to serve. The inclusion of this goal will support broader representation on each Service Council.

The purpose of Metro's Service Councils is to improve bus service and promote service coordination, benefiting the communities where those services are operated and supporting the "Focus and Deliver" pillar of the Equity Platform, which recognizes Metro's role as a partner in advancing equitable outcomes. This update to the Service Council Bylaws allows Service Councils to create ad hoc advisory committees as needed to further study topics related to their work, enabling them to make more informed decisions as a Council.

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 Goals:

2) Deliver outstanding trip experiences for all users of the transportation system
3) Enhance communities and lives through mobility and access to opportunity

ALTERNATIVES CONSIDERED

One option is not to approve these revisions to the Metro Service Council Bylaws. This option is not recommended, as the Bylaws will not comply with legislative changes adopted since the October 2024 iteration of the Bylaws, and with the Service Councils' processes and functions as reflected in practice.

NEXT STEPS

Upon adoption, staff will distribute a copy of the adopted Bylaws to all Service Council Members and nominating authorities. Staff will continue to work with the Service Councils to ensure they monitor the major contributors to bus and service quality from the customer's perspective. Staff will also share that information with the Service Councils to plan, implement, and improve bus service in their areas, as well as the customer experience using our bus service.

ATTACHMENT

Attachment A - Revised Service Council Bylaws

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

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY METRO REGIONAL SERVICE COUNCIL BYLAWS

ARTICLE I: PURPOSE

The purpose of Metro's Regional Service Councils (MSC or Service Councils) is to improve bus service and promote service coordination with municipal and local transit providers.

To achieve Metro's mission of providing for the continuous improvement of an efficient and effective transportation system for Los Angeles County, Metro's Regional Service Councils, and staff supporting the Councils, shall be responsible for:

- Approving the implementation of transit route service changes within their area;
- Receiving community input on proposed bus service modifications; calling and conducting public hearings for all major service changes within their area; rendering decisions on proposed bus route changes after considering staff recommendations and public comments;
- Providing locally accessible public forums (monthly meetings, public hearings) for transit users and others interested in transit to voice their concerns, suggestions, questions, and input on how Metro can best serve its customers; and
- Facilitating a partnership that promotes a shared vision with service providers (municipal and local operators) to improve service integration, coordination in geographic areas, resulting in more efficient service and better use of public resources.

The Service Councils serve as one of Metro's primary sources of public input on projects, programs, initiatives, and transit services as reflected in the Public Participation Plan which is submitted to the Federal Transit Administration as part of Metro's commitment to meet and exceed the prescribed requirements of the U.S. Department of Transportation (USDOT), including Federal Transit Administration (FTA) Circular C 4702.1B prescribing recipients' responsibilities to Limited English Proficient persons, FTA Circular C 4703.1, guiding recipients on integrating principles of Environmental Justice into the transportation decision-making process, and the Federal Highway Administration's (FHWA) Title VI program.

ARTICLE II: MEMBERSHIP

A. COMPOSITION: Each Council is comprised of up to nine Representatives. There are five Metro Service Councils representing the following areas: Gateway Cities (Southeast LA County), San Fernando Valley, San Gabriel Valley, South Bay Cities, and Westside/Central. These geographic regions are depicted in **Attachment A**.

   Aligned with Metro's Equity Platform adopted in February 2018, to the maximum extent possible, representatives nominated to the Councils shall be selected to

reflect the demographic profile of the region and the region's ridership, as well as a broad spectrum of the interests and geographic areas of the region over which the MSC has jurisdiction; multiple representatives from the same jurisdiction are strongly discouraged. Membership on the Council is not transferable or assignable. All members will be asked to voluntarily complete an Advisory Body Member Demographic Form. The Office of Equity and Race seeks collection of this data as a strategy to highlight areas for improved representation across gender, race/ethnicity, and income brackets for Metro to track and strive for more equitable demographic representation on its various advisory bodies.

B. QUALIFICATIONS: Representatives must live, represent, or work in the communities within the boundaries of the designated region they represent (See **Attachment A**). At least fifty percent of each Council's members shall be regular users of Metro Rail or Bus (public transit) service. A regular public transit user is defined as one normally using public transit multiple times each month. All Council members must have at least some experience using Metro Rail or Bus service. Representatives should have a basic understanding of the public transit network/service within their region and an understanding of passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.

C. ELIGIBILITY TO SERVE: Representatives of the MSC may be elected officials and/or private citizens. Metro Board Members and employees, are not eligible to serve on a Service Council. Contractors and consultants working directly on projects or initiatives in their region related to bus service or that may impact bus service are not eligible to serve on a Service Council. An officer, principal, partner, or shareholder who owns more than 10 percent of any profit-making firm or business with a Metro contract are not eligible to serve on a Service Council. An essential criteria for municipal and other agency representative nominations and appointments is the improved coordination and cooperation between the municipalities/agencies and Metro for the provision of efficient and effective transit within Metro's service area.

D. NOMINATIONS AND APPOINTMENTS: Nominations to the MSC are submitted in writing to MSC staff, who then takes them to the Metro Board for confirmation and appointment. Each region's designated nominating authority/authorities that nominate MSC Representatives for appointment are listed in **Attachment B.** The nominating authority/authorities, have the option of retaining the composition structure already in place, or may request that the Metro Board change the number of members on the Council (no more than 9 members). Metro Board Members shall confirm and appoint representatives of Service Councils based on the nominations submitted through the locally adopted process by the designated nominating authorities.

    a. Should the nominating authority/authorities wish to revise the composition structure in place for their seat or their region, all nominating authorities for

the seat and/or region must be in concurrence prior to submitting the request to the Metro Board. The Metro Board shall not act as the deciding body in the event of a conflict.

b. For individual Council seats that are nominated by multiple nominating authorities ("city clusters"), all cities must be in concurrence regarding the nomination that is to be submitted to the Metro Board for appointment; should more than one nomination be put forth, the seat will remain vacant until the cities achieve concurrence. The Metro Board will not act as the deciding body in the event of a conflict.

E. TERM OF SERVICE: Each Representative of the MSC shall serve a term of three-years, which shall be staggered among members so that the terms of three members per Council, per year will expire; Service Council terms are tied to the individual seat, rather than the representative and the date of their nomination or appointment. Representatives can serve more than one three-year term if they have maintained compliance with the requirements of the position and are re-nominated by the nominating authority and confirmed by the Metro Board.

F. CODE OF CONDUCT: Representatives of the MSC shall adhere to the Metro Board of Directors Code of Conduct, all other applicable State and Federal laws, and the sanctions for non-compliance detailed therein. **Metro Council Representatives have no individual authority over Metro Operations and must act only through the Service Council of which they are a member.**

1. Service Council Members shall file Statements of Economic Interest with the Ethics Officer pursuant to state law, within 30 days of assuming office, annually, and within 30 days of leaving office.

2. Any amendments to the Statement of Economic Interest or addendum shall be filed within 30 days of the occurrence of the change.

3. Service Council Members shall complete and maintain compliance with AB 1234 Ethics Training and SB 827 Fiscal and Financial Training.

4. Questions on these requirements, Codes of Conduct, and any other ethics related matters should be directed to Metro's Ethics Department.

G. ID BADGE/TRANSPORTATION PASS: Each MSC Member shall be issued a Metro badge to serve as unlimited fare media on Metro Bus and Rail services, so as to facilitate Member use of Metro transit service on a regular basis. Only the MSC Member is eligible to receive a badge; staff, family members, and dependents are not eligible to be issued passes. Metro may charge the individual a designated fee for replacing a lost or stolen ID Badge/Transportation Pass. Misuse of the issued Transportation Pass or allowing an unauthorized person to use their Transportation Pass will be considered cause for removal.

H. VACANCIES: Council vacancies will be filled in the same manner as appointments are made. When filling an unexpired term, the appointee shall serve the remainder of the term of the Council Representative they replace.

I. ATTENDANCE: If a Representative has more than three absences over a floating six-month period, staff will notify the Council Chair, Vice Chair, and the Representative's nominating authority who may propose that the Council declare the Council representative inactive and direct staff to have the nominating authority initiate a nomination process to fill the vacancy of the inactive member.

J. RESIGNATION: A Representative may resign from a Metro Service Council by notifying the lead staff member of the Council, the nominating authority, and Chair of the Service Council in writing.

K. REMOVAL: The Service Council can remove any representative of the Council at any time if deemed to be in the best interest of Metro. Removal by MSC requires a two-thirds (2/3) supermajority vote of those Representatives of the Council and confirmation by the Metro Board. **Representatives may also be removed by a simple majority of the Metro Board if: 1) removal of the Representative is requested by the nominating authority of the member; or 2) for any cause for which the Board deems removal of the member to be warranted.**

ARTICLE III: DUTIES OF OFFICERS, COUNCILS, AND STAFF

A. OFFICERS: Each MSC shall include a Chair and Vice Chair, who shall be elected from among Representatives of the Council on an annual basis at its June meeting or at such other time as there may be a vacancy. The term of Chair and Vice-Chair shall be one year, beginning July 1. Chairs and Vice Chairs may serve more than one term in that capacity if they are re-elected by their fellow Service Council Representatives.

1. Duties of the Chair: The Chair shall preside at all meetings of the Service Council and shall exercise and perform such other powers and duties as may be prescribed herein.

2. Duties of the Vice Chair: The Vice Chair shall perform the duties of the Chair in his or her absence, and when so acting shall have all the powers of and be subject to all the restrictions of the Chair.

3. In the absence of the Chair and Vice Chair, the attending Service Council Representatives present shall determine the presiding officer for the meeting.

B. STAFF: Service Council staff shall keep or cause to be kept minutes of each Council meeting for distribution to Metro Service Council Representatives, and posting on the Metro website, and an up-to-date roster of Representatives, (and those individuals receiving agendas and minutes).

C. PUBLIC HEARINGS: All major bus service changes that require public hearings will be brought to the MSC for approval. Metro defines major bus service changes in Metro's 2025 Title VI Program Update as follows:

1. A revision to an existing transit route that increases or decreases the route miles and/or the revenue miles operated by 25% or more at one time or cumulatively in any period within 36 consecutive months since the last major service change;

2. A revision to an existing transit service that increases or decreases the scheduled trips operated by at least 25% at one time or cumulatively in any period within 36 consecutive months since the last major service change;

3. An increase or decrease to the span of service of a transit line of at least 25% at any one time or cumulatively in any period within 36 consecutive months since the last major service change;

4. The implementation of a new transit route that provides at least 50% of its route miles without duplicating other routes;

5. Six months prior to the opening of any new fixed guideway project (e.g. BRT line or rail line) regardless of whether or not the amount of service being changed meets the requirements in the subsections 1 - 4 above to be inclusive of any bus/rail interface changes.

    - Experimental, demonstration or emergency service changes may be instituted for one year or less without a Title VI Equity Analysis being completed and considered by the Board of Directors. If the service is required to be operated beyond one year the Title VI Equity Analysis must be completed and considered by the Board of Directors before the end of the one year experimental, demonstration or emergency.

    - A Title VI Equity Analysis shall not be required if a Metro transit service is replaced by a different route, mode, or operator providing a service with the same headways, fare, transfer options, span of service and stops.

Title VI analyses are also to be considered as part of any proposed major service changes. The Service Councils will not vote on Title VI analyses, but forward any related comments received through the public hearing process to the Board to be considered in their adoption of the analyses.

D. CENTRALIZED HEARING: When a major service change program requires three or more Councils to hold public hearings, an additional hearing will be held at a central location, normally at the Metro headquarters building, on an appropriate Saturday.

E. MAJOR BUS SERVICE CHANGE DECISIONS: At their meeting subsequent to the public hearing(s) to receive public input, the Service Council(s) will vote to approve, modify, or deny the proposed major service changes proposed for implementation. Results of Service Council deliberations shall be forwarded to the Board as the final recommended bus service changes.

F. MINOR AND TEMPORARY ROUTE CHANGES: Metro staff may implement all minor (i.e. below above thresholds) or temporary route changes including turnaround and out of service route modifications without Council approval, though the Council should be given informational updates on minor changes where they may be refinements to previous major changes in response to multiple public comments. Similarly, any significant temporary service change should be brought to the Council for their information but not approval. Should a temporary or pilot service meeting the definition of a major service change be in operation for a period of more than six months, MSC will convene public hearings to gather public comment on those route or service changes and approve/modify the continued operation of such services.

G. ANNUAL WORK PLAN: Each year, Metro Service Council Representatives shall review their annual work plan and provide comments and revisions for updates to be incorporated for the upcoming fiscal year. The work plan, which will be for the fiscal year starting in July, will be submitted for adoption in June. This work plan will outline the activities and priorities of the Council during the upcoming fiscal year. The work program will include the process and targets for monitoring transit service and collaborating with Metro's Chief Operating Officer regarding service quality and safety. The work plan will also include items such as a briefing on the budget kickoff and outreach and a review of the proposed Metro budget as soon as available, each year. The work program shall be consistent with the Metro's adopted mission, vision and goals and must comply with all Board adopted policies, service standards and other criteria.

H. SERVICE COUNCIL RECOMMENDATIONS/FEEDBACK: Service Council staff will provide input to Metro Operations staff to improve service quality, safety and performance of bus service. Service Councils will continue to receive regular reports from Metro staff on service performance within the Council's jurisdiction. The Service Councils will work to develop and implement changes in bus service that improve service quality, ridership and/or operational efficiency, and facilitate a planning and public communication process that listens and responds to the community and current and potential customers.

I. PERIODIC REPORTS TO METRO BOARD: Updates to the Metro Board regarding MSC recommendations on Metro service, programs, initiatives, and other issues that the MSC feel the Metro Board should be informed of on a periodic basis.

J. AREA TRANSIT OPERATORS: MSC shall invite municipal and local transit operators to a regular monthly meeting on a quarterly basis to discuss service plans and opportunities for service coordination.

K. EVALUATION OF STAFF: Service Council Representatives shall annually submit an evaluation to the department's Executive Officer on the performance of the staff responsible for managing the Metro Service Councils and an evaluation of each Service Council's progress in meeting established goals and objectives.

ARTICLE IV: MEETINGS

A. AGENDA: Matters to be placed on the agenda for a regular meeting will be coordinated through the Service Council's staff. Any Representative of the Council may also place items on the agenda through this process. Service Council staff will prepare, finalize and have the agendas and previous meeting minutes posted online prior to the regular meeting, and ensure that MSC agendas are posted in accordance with Brown Act. All meeting presentations will be posted at least 24 hours in advance of the meeting.

B. REGULAR MEETINGS: The Councils will hold regularly scheduled monthly meetings at times and locations accessible to members of the public. Metro Service Council meetings will be held at locations accessible using Metro services, with preference given to locations with frequent transit service. If a regularly scheduled meeting day falls on a national holiday, the meeting shall be rescheduled or cancelled. Scheduled meetings should not conflict with regularly scheduled Metro Committee and Board meetings. Service Councils can also vote to reschedule, relocate, or cancel an upcoming monthly meeting if circumstances necessitate a change. MSC meetings shall be conducted pursuant to Robert's Rules of Order.

C. RALPH M. BROWN ACT: All meetings of MSC shall be called, noticed and conducted in the manner prescribed by the Ralph M. Brown Act.

D. PARTICIPATION: Anyone attending a meeting in person may submit public comments. Members of the public may also submit comments by mail, email, phone, or online. No person or representative shall address the Council until first recognized by the Chair. The decision of the Chair not to recognize a person may be changed by vote of a majority of the Representatives of the Council present at the meeting. The Chair may, in the interest of facilitating the business of the Council, limit the amount of time which a person or Representative may use in addressing the Council.

E. QUARTERLY MEETINGS: The MSC shall meet and confer with the Metro Chief Executive Officer and other executive staff on a quarterly basis to discuss the overall effectiveness of the Service Councils and other related matters. MSC staff, in coordination with the Chairs of all Service Councils will develop the agenda for these quarterly meetings.

F. ADVISORY COMMITTEES: The Service Councils (individually or collectively) may form Advisory Committee(s) to study and make recommendations to their Council(s)

on a specific issue. All Service Councils will be informed of the formation of Advisory Committees and their purpose. An Advisory Committee can be formed:

- with up to four members of an individual Service Council; or
- up to four members of any of the five Service Councils

with majority vote approving the creation and participation by the Service Council(s) whose member(s) are to participate. Advisory Committee meetings will be held at the time and place (physical or virtual location) designated and arranged for by the Committee members.

1. Updates, findings and recommendations of the Advisory Committees will be prepared by Advisory Committee members and shared with all five Service Councils at the regularly scheduled Service Council meetings or during the quarterly Meet and Confer. Further action will require a majority vote of those Councils whose members participated in the Advisory Committee at their regular scheduled meeting(s).

2. Advisory Committees shall exist for a period of 90 days and may be extended for an additional 90 days by the majority vote of the Service Council(s) which have participating members.

3. Advisory Committee members will not be eligible to receive a stipend for participation, and Metro staff will not provide administrative support for their meetings; Advisory Committee members will be responsible for preparing materials (presentations, draft letters, etc) for presentation to their Councils. In accordance with Government Code section 54952(b), the Advisory Committees are not public meetings subject to the Brown Act.

G. QUORUM: A majority of Council Representatives (50%+1 or 5 members) shall constitute a quorum to do business; two-thirds (2/3 or 6 members) of the Council shall constitute a supermajority. Passage of items requires a majority membership vote based on all Council seats rather than Representatives present at the time of the vote (i.e., nine-member Councils would require five votes to pass an item even if only five Representatives are in attendance).

H. STIPEND: Representatives of the Service Councils are eligible to be paid a stipend of $150 for their attendance per meeting in accordance with their responsibilities as defined in Metro's Advisory Body Compensation (ABC) Policy. Representatives may be compensated for attendance at a maximum of two meetings per month. To receive the stipend, members must first submit a completed ABC Policy agreement. In accordance with the ABC Policy Section 2.3, public agency, Council of Governments, or elected office staff who serve on advisory bodies as part of their professional role are not eligible to receive the stipend. Members who 1) work for a contractor or organization holding an active contract with LACMTA and 2) participate

or are listed in the contract activities while serving on an advisory body are not eligible for advisory body compensation for the duration of the contract.

ARTICLE V: AMENDMENTS

AMENDMENTS TO BYLAWS: The Metro Board, by a simple majority, may amend the bylaws from time to time. In addition, a Metro Service Council, by a supermajority vote may recommend amendments to bylaws, which must then be reviewed and similarly agreed upon by all other Regional Service Councils by a supermajority vote. Any proposed bylaws amendments must be properly noticed on the agenda of a regularly scheduled Council meeting. Any Council amendments to the bylaws are subject to Metro Board approval**.**

ARTICLE VI: AUTHORITY

Metro Service Councils were created and given perpetual succession by terms of the Los Angeles County Metropolitan Transportation Authority. MSC are responsible for Metro bus lines operating a significant amount of service within their geographical region. A significant amount of service shall be defined as any Metro bus or rail line that operates more than 30% of its service miles within a region, excluding downtown Los Angeles.

Metro's Administrative Code (§2-50-025(E)) authorizes the Metro Board of Directors to delegate to another body or a hearing officer appointed by the CEO the authority to hold the public hearing related to a change in transit service. The Metro Board has designated the Service Councils as the bodies responsible for calling and conducting public hearings for all major service changes within their area. As such, Metro's Regional Service Councils (MSC) are responsible for convening public hearings to receive public comments regarding proposed permanent major bus and rail service changes, and approving, modifying, or denying the service change proposals for their region.

Metro Regional Service Councils shall be responsible for convening public hearings as described in Article III. If a bus line operates a significant amount (over 30% of full one-way route alignment miles) of service in more than one region, the Councils responsible for service in those regions will share responsibility for the line. The Council region with the larger share of one-way route mileage shall be assigned primary authority of a given line; secondary authority shall be assigned to the Council region with the next largest portion of one-way revenue service miles outside of the primary region. Lines operating in downtown Los Angeles (see **Attachment D**) where the segment in downtown is less than (30%) of revenue service miles shall be excluded from the calculation of route authorities. Where a line does not have at least 30% of its revenue miles within a Council region, that line would be allocated to the region(s) with the largest shares over 25%, and the region with the largest share would be designated as primary. A listing of the Metro bus lines with the primary and secondary authorities allocated to each region as of December 2023 is provided in **Attachment C**.

Each primary and secondary MSC will be responsible for convening public hearings that relate to major service changes to Metro Bus and Rail lines that provide significant service within their region. Hearings will be scheduled at times and dates intended to maximize public involvement. Public hearings will be held at locations accessible using Metro services, with preference for locations with frequent service and near the area of the proposed change(s) to facilitate participation of the riders that would be most affected by the changes.

All major route and service changes approved by the MSC will be brought to the Metro Board of Directors as an informational item. Should the Metro Board decide to move a Service Council approved service change to a Board Action Item, the Service Council will be notified of this change during their next monthly Service Council meeting subsequent to the Board's action, and be informed of the outcomes of any decisions made by the Board. Title VI analyses are also to be considered as part of any proposed service changes. The Service Councils will not vote on Title VI analyses, but forward any related comments received through the public hearing process to the Metro Board for its consideration.

Should the assigned Service Councils not agree about service decisions affecting a shared line,-Metro Service Councils staff will work with the Service Development staff and the Chairs of the Councils to develop a mutually agreeable resolution, which will be presented to both Councils for approval. If a resolution cannot be reached, the Metro Board of Directors will resolve the matter.

Each MSC shall work with the Metro Service Councils staff to coordinate with Metro's Service Development and Operations staff to:

A. Review route planning studies to better route and schedule services operated within each Service Council region;

B. Call public hearings pertaining to major bus route changes and Title VI analysis for rail project operating plans within the Service Council's jurisdiction consistent with State and Federal laws and with Metro policies pertaining to public hearings;

C. Approve changes that modify, add, or delete Metro bus routes within the Service Council's jurisdiction in conformance with Metro service standards, collective bargaining agreements and Metro policies;

D. Coordinate with planning staff, businesses, consultants, and other local transit operators to address any transit needs unique to the Service Council's region in accordance with Metro guidelines;

E. Promote coordination of transit services, including Metro Bus and Rail service, and Municipal and Local Return Operators;

F. Invite Municipal and Local Operators to discuss their proposed service changes and develop service coordination plans;

G. Identify other issues related to transit user experience, including customer information and way finding, fare collection, safety, cleanliness of vehicles and facilities;

H. Monitor key performance indicators and provide feedback to appropriate staff or departments regarding areas needing improvement; and

I. Monitor and provide feedback on Metro programs, projects, and policies affecting their region.

The Metro Board of Directors shall retain all mandated responsibilities in accordance with Metro enabling legislation under Public Utilities Code 130050.2 et seq., including hiring the Chief Executive Officer and other Board appointees; approval of the agency budget and capital plan; negotiation of collective bargaining agreements; setting fare and service policies; establishing and monitoring agency programs; conducting public hearings for fare changes and rail service; conducting major procurements; managing construction projects, setting regional policies and having ultimate responsibility for resolving disputes regarding agency matters. Lastly, Metro Finance will be responsible for administering all banking, investing and debt issuance.

ARTICLE VII: LIABILITY PROTECTION

Any Representative of the Metro Service Council identified as an actual or potential party to any action, suit or proceeding by reason of the fact that s/he is or was a Representative or Officer of a Metro Service Council shall be indemnified and defended by Metro as permitted by law in the same manner as an officer or employee of Metro.

ATTACHMENT A: Service Council Regions
ATTACHMENT B: Regional Nominating Authorities
ATTACHMENT C: Primary and Secondary Assignment of Bus Lines
ATTACHMENT D: Downtown Los Angeles Map

REGIONAL SERVICE COUNCILS

METRO SERVICE COUNCILS BYLAWS UPDATE

Metro

Operations, Safety, & Customer Experience Committee Meeting
July 16, 2026

RECOMMENDATION

ADOPT the revised Service Council Bylaws.

Metro

ISSUE & DISCUSSION

ISSUE

The Service Council Bylaws state that amendments are subject to Metro Board approval.

DISCUSSION

Service Council Bylaws state that proposed bylaws amendments must be noticed on the agenda of a regularly scheduled Council meeting, reviewed, and agreed upon by all Regional Service Councils by a supermajority vote. Staff periodically reviews the Bylaws to incorporate relevant updates.

State legislation that affects the operation of the Service Councils has been adopted since their Bylaws were last updated in October 2024. This update incorporates the changes made with the adoption of AB 3123 and SB 827 as well as some additional clarifications.

Metro

OVERVIEW OF PROPOSED CHANGES

- The adoption of AB 3123, which amended the California Public Utilities Code applicable to Metro and Metro's Board Code of Conduct.
  - Repeals outdated and redundant sections already governed by state law and Metro administrative code related to honoraria, travel, and behavior during meetings.
  - Minor language changes for consistency with current Metro practice and additions that are used in peer agency codes.
  - Remove requirement for filing Metro Addendums, which required the reporting of financial interest outside of LA County.
- Clarify the Ethics Department's independence and authority in certain areas.
- Further clarify eligibility to serve on a Service Council.

Metro

OVERVIEW OF PROPOSED CHANGES

- Reflect work practices related to Service Council records archiving and maintenance.
- Clarification of nomination process for those seats that are nominated by multiple nominating authorities (city clusters);
- Allow Service Councils to form short-term advisory committees to study and make recommendations to their Council(s) around specific issues.
- Update assignment of primary and secondary regional authority of Metro Bus lines to reflect the current bus network.

Metro

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

File #: 2026-0455, **File Type:** Contract **Agenda Number:** 43.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 16, 2026

SUBJECT: ADVERTISING AND COMMUNICATION SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS123964000 with GP Generate, LLC to continue to provide advertising and communications services in the amount of $2,871,750, increasing the contract value from $1,579,463 to $4,451,213.

ISSUE

Media buying, often referred to as advertising, enables strategic placement of communication materials including ads across a multitude o
f media channels to reach different audiences and environments with custom messaging to address riders' specific needs. Strategic media buying ensures Metro's transit information and recommendations reach the right audiences, empowering riders to navigate the County efficiently and encouraging non-transit riders to try using Metro.

Board action is requested to continue to provide advertising and communication services to support ridership growth and brand building initiatives. Approval of the recommended contract modification is needed to ensure uninterrupted media planning and buying services for Metro initiatives that cannot be supported with existing internal resources.

BACKGROUND

At its January 2025 meeting, the Board awarded Contract No. PS123964000 to GP Generate, LLC in the amount of $1,579,463 to support Metro's marketing and advertising campaigns aimed at building the brand and growing ridership. The contract provides specialized media planning and buying services that enable Metro to strategically place advertising across multiple media channels and reach diverse audiences. Because Metro does not have the internal resources to implement complex advertising buys, these services are essential to delivering timely transit information, promoting Metro programs and services, and maximizing the effectiveness of advertising investments.
GP Generate, LLC plans, purchases, and executes media advertising campaigns to support the department in achieving the agency’s business and communications goals. The project scope consists of the following services:

- Advertising Strategy

- Media Planning and Buying
- Analytics and Insight
- Creative Development

DISCUSSION

Following contract execution, demand for advertising planning and implementation grew significantly as multiple departments across the agency advanced critical projects that required robust communication. This demand further accelerated as Metro prioritized key initiatives, including the A Line to Pomona and D Line Extension grand openings in addition to campaigns for the 2026 FIFA World Cup ,TAP Open Payment, GoPass and LIFE fare programs. Importantly, the contractor's work includes identifying and placing ads in multicultural media outlets to ensure Metro services are advertised equitably.

The volume and complexity of the extra work required by other departments within the agency to support initiatives and projects like TAP Open Payment, 511, Mobility Wallet, for example, far exceeded initial projections, increasing contract utilization to approximately 96% of the original contract authority within the first year alone.

During this period, GP Generate, LLC also supported Metro's fare programs, including LIFE and GoPass, helping Metro move beyond traditional advertising by transforming Metro's partnership with LA Care into an integrated content and community engagement strategy that produced some of Metro's highest-performing social content, generating strong engagement, positive sentiment, and organic word-of-mouth promotion. LIFE marketing drove more than 100,000 new registrations while generating 31 million impressions and nearly 400,000 landing page visits at costs 40-65% below industry benchmarks. The addition of Paid Search confirmed strong organic demand, capturing high-intent searches from eligible riders actively looking for the program and translating awareness into enrollment.

For GoPass, GP Generate, LLC helped expand outreach beyond traditional school-based communications by developing interactive community activations that directly engage students and families through hands-on experiences, branded activities, and youth-focused engagement opportunities. GoPass continued to deliver strong program performance, with 144,563 new and renewed registrations and 117,224 active participants, representing an 81% activation rate. This high conversion from enrollment to active use demonstrates that marketing investments are effectively driving awareness, sustained participation, and continued ridership among eligible students.
Two specific campaigns contributed to the larger than forecasted expenditures during this period: the launch of the D Line Extension and the 2026 FIFA World Cup.

GP Generate, LLC produced a comprehensive, multilingual launch campaign for the D Line Extension, leveraging English, Spanish, and Korean-language media. The campaign required several shifts in media planning and purchases including potential street-level advertising across from the Wilshire/Fairfax station using the Los Angeles County Museum of Contemporary Art's building banners to securing Korean language out-of-home advertising. Through coordinated video, radio, print, digital, and out-of-home advertising, the campaign generated more than 27 million impressions, building broad public awareness and support for one of Metro's most significant transit investments.

The D Line marketing campaign successfully introduced the new extension to the public, helping drive a 62% increase in D Line ridership following the opening. The three new stations attracted an estimated 8,000-10,000 new daily riders, contributing to Metro's highest rail ridership in more than six years and demonstrating strong public demand for the new service.

The second campaign expenditure was to support Metro's high-profile 2026 FIFA World Cup. The campaign required augmented media planning and implementation in real-time throughout the tournament. For example, the forecasted budget did not anticipate additional spending to generate greater awareness for Metro's park and ride locations. The World Cup campaign is projected to generate nearly 90 million impressions and more than 39 million video views through a multilingual, integrated media strategy spanning premium digital, social, video, audio, Connected TV, radio, and iconic out-of-home advertising. The campaign represents one of Metro's largest and most visible marketing investments, positioning Metro as the transportation network of choice during one of the world's largest sporting events.

The requested increase is based on the current forecasted workload for the remainder of the base contract term, including Vermont BRT, Northeast San Fernando Valley BRT, preparations for Super Bowl LXI, SoCal 511, Mobility Wallet, and East San Fernando Valley Light Rail.

DETERMINATION OF SAFETY IMPACT

The contractor may be required to conduct tasks on Metro property where customers and operations may be active. All safety requirements will be met with requisite training and clearance as established by Metro Safety and Operations protocols.

FINANCIAL IMPACT

Funding of $500,000 for this contract is included in the FY27 Adopted Budget, in cost center 7140, Marketing, under projects 306001 - Operations Transportation and 300033 - Rail Operations - C Line.

Since this is a multi-year contract supporting multiple departments across the agency, this contract mod request of $2,871,750 is to anticipate agency-wide service needs over the remaining contract term. Future contract expenditures will be funded through the respective departmental cost centers based on anticipated services. Cost Center Managers will be responsible for budgeting funds in future fiscal years.

Impact to Budget

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

EQUITY PLATFORM

GP Generate, LLC (GPG), a Small Business Enterprise (SBE), made a 42.96% SBE commitment and 6.53% Disabled Veteran Business Enterprise (DVBE) commitment on this contract. Current

participation levels are 97.37% SBE and 0% DVBE, exceeding the SBE commitment by 54.41% but falling short of the DVBE commitment by 6.53%. GPG's efforts to mitigate the DVBE shortfall are included in 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 item supports Metro's systemwide strategy to reduce VMT through investment activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. The services mentioned in this board item promote transit alternatives such as Metro's GoPass and LIFE program. The intended outcome of these efforts is increased ridership and reduced reliance on personal vehicles. 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 recommended action supports the following Metro Vision 2028 Strategic Plan goals:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling
Supports customer communications, rider education, and awareness efforts associated with system expansions, fare programs, and regional transportation initiatives.

Goal 2: Deliver outstanding trip experiences for all users of the transportation system
Supports customer experience communications, service information, and regional event readiness efforts.

Goal 3: Enhance communities and lives through mobility and access to opportunity
Supports equitable outreach, multilingual communications, and awareness of affordability programs including LIFE and GoPass.

Goal 4: Transform LA County through regional collaboration and national leadership
Supports regional transportation communications and major event readiness efforts associated with FIFA World Cup 2026, Super Bowl LXI, and LA28.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the contract modification, which would leave Metro without

sufficient contract authority to support ongoing media planning and advertising services, resulting in a significant reduction in advertising and communications efforts across the agency. Staff does not recommend this alternative since it would directly impact agency initiatives that rely on timely, coordinated communications to inform and engage the public. Reduced media planning capacity would also limit Metro's ability to respond to emerging operational priorities, diminishing the effectiveness of outreach efforts and potentially affecting ridership, customer awareness, and program success. Also, Metro does not have the staff internally to implement media buys. To ensure no disruption in communications outreach efforts, Metro must continue to use a media agency with advanced marketing expertise, local insights, and the ability to maximize impact across all platforms reaching various demographics.

The Board may elect to initiated a new procurement. Staff does not recommend this alternative, as increasing authority under the existing contract is the most efficient and cost-effective approach to maintaining continuity of services and supporting ongoing agency priorities throughout the remainder of the contract term.

NEXT STEPS

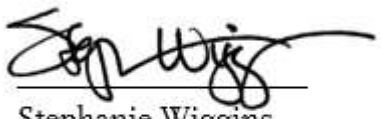
Upon Board approval, staff will execute Modification No. 2 to Contract No. PS123964000 with GP Generate, LLC to continue to provide advertising and communications services.

ATTACHMENTS

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

Prepared by: Tiffany Srisook, Senior Director, Marketing Strategy, (213) 922-5285
Zoe Zeigler, Executive Officer, Marketing, (213) 364-5485
Monica Bouldin, Deputy Chief, Customer Experience, (213) 922-4081
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 213 -4471

Reviewed by: Jennifer Vides, Chief Customer Experience Officer, (213) 922-4060



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY
ADVERTISING AND COMMUNICATION SERVICES/PS123964000

1.	**Contract Number**: PS123964000			
2.	**Contractor**: GP Generate, LLC			
3.	**Mod. Work Description**: Continue to provide advertising and communication services to support ridership growth and brand building initiatives.			
4.	**Contract Work Description**: Provide advertising and communications services.			
5.	**The following data is current as of**: 6/16/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	1/23/25	**Contract Award Amount:**	$1,435,875
	Notice to Proceed (NTP):	N/A	**Total of Modification Approved:**	$143,588
	Original Complete Date:	2/14/28	**Pending Modification (including this action):**	$2,871,750
	Current Est. Complete Date:	2/14/28	**Current Contract Value (with this action):**	$4,451,213
7.	**Contract Administrator**: Britney Shedrick		**Telephone Number**: (213) 418-3313	
8.	**Project Manager**: Tiffany Srisook		**Telephone Number:** (213) 922-5285	

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 to continue to provide advertising and communication services to support ridership growth and brand building initiatives.

This contract modification will be processed in accordance with Metro's Acquisition Policy, and the contract type is a firm-fixed unit rate.

On January 23, 2025, the Board awarded a five-year (inclusive of one, two-year option) Contract No. PS123964000 for advertising and communication services.

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 firm's fixed unit rates established and evaluated during the competitive award in January 2025. The firm's fixed unit rates remain unchanged and are lower than current market rates for similar services.

Proposed Amount	Metro ICE	Recommended Amount
$2,871,750	$2,871,750	$2,871,750

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG
ADVERTISING AND COMMUNICATION SERVICES/PS123964000

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Continue to provide advertising and communication services	Approved	5/15/26	$143,588
2	Continue to provide advertising and communication services to support ridership growth and brand building initiatives.	**Pending**	**Pending**	**$2,871,750**
	Modification Total:			**$3,015,338**
	Original Contract:		**1/23/25**	**$1,435,875**
	Total:			**$4,451,213**

DEOD SUMMARY

ADVERTISING AND COMMUNICATION SERVICES/PS123964000

A. Small Business Participation

GP Generate, LLC (GPG), a Small Business Enterprise (SBE), made a 42.96% SBE commitment and 6.53% Disabled Veteran Business Enterprise (DVBE) commitment on this contract. Based on payments to date, the contract is 82% complete. Current participation levels are 97.37% SBE and 0% DVBE, exceeding the SBE commitment by 54.41% but falling short of the DVBE commitment by 6.53%.

GPG has a shortfall mitigation plan on file and, with concurrence from Metro's Project Team, attributes the DVBE shortfall to the nature of the work assigned to date, which has been primarily focused on media strategy, planning, and buying. Video Vets, GPG's DVBE subcontractor, specializes in video production and related creative services; however, Metro has not issued any assignments requiring those services to date. GPG plans to engage Video Vets beginning in FY27 to support video production and content development for several outreach initiatives. In addition, GPG will continue working with Metro to identify further opportunities to utilize the DVBE subcontractor and advance progress toward meeting its DVBE commitment.

Small Business Commitment	**42.96% SBE 6.53% DVBE**	**Small Business Participation**	**97.37% SBE 0.00% DVBE**

	SBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	GP Generate, LLC (SBE Prime)	42.96%	97.37%
	Total	**42.96%**	**97.37%**

	DVBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	Video Vets dba MediaVets	6.53%	0.00%
	Total	**6.53%**	**0.00%**

[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.

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.

ADVERTISING AND COMMUNICATIONS SERVICES

Operations, Safety and Customer Experience Committee
July 16, 2026

Metro

Background

Metro awarded the GP Generate media planning and buying contract in February 2025 to support ridership growth, customer awareness, and brand-building initiatives through strategic advertising across multiple media channels. The contract also supports culturally relevant, multilingual outreach to multicultural audiences, Equity Focus Communities, and other priority populations.

Since contract award, demand for marketing and communications support has significantly exceeded original projections as Metro advanced major initiatives, including rail openings, FIFA World Cup 2026 planning, ridership campaigns, and major capital projects. As a result, contract utilization reached approximately 96% of the original authority within the first year.

The requested increase is based on the current forecasted workload for the remainder of the initial contract term, and staff will continue to monitor contract utilization and return to the Board if additional authority becomes necessary.

Driving Awareness for Metro's Highest-Priority Initiatives

GP Generate supports Metro's ridership, engagement, and brand objectives through strategic advertising, media planning, analytics, and creative services.

Since contract award, Metro has delivered multilingual campaigns generating more than 117 million impressions, increased fare program enrollments by more than 30% through community partnerships and culturally relevant storytelling, and expanded access to transit information for multicultural audiences and Equity Focus Communities.

Upcoming marketing priorities include TAP contactless payment, East San Fernando Valley Light Rail, D Line Section 2 & 3, Mobility Wallet, SoCal 511, Super Bowl LXI, and LA28.

Alternatives Considered

Without approval of the recommended contract modification, Metro would not have sufficient contract authority to continue media planning and advertising services, resulting in a significant reduction in advertising and communications support across the agency. This would directly impact fare programs, D Line Sections 2 and 3, LA28 planning, and other critical initiatives that rely on timely public outreach to build awareness and support ridership.

Staff recommends approving the contract modification to ensure continuity of media planning and advertising services and support ongoing agency priorities through the remainder of the initial contract term.

Recommendation

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS123964000 with GP Generate, LLC to continue to provide advertising and communications services in the amount of $2,871,750, increasing the contract value from $1,579,463 to $4,451,213.

The requested increase will maintain continuity of specialized media planning and buying services that Metro does not perform in-house and support growing agencywide communications needs, including rail openings, ridership initiatives, customer experience programs, Super Bowl LXI, LA28 preparations, and other strategic priorities.

File #: 2026-0437, **File Type:** Contract **Agenda Number:** 46.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 16, 2026

SUBJECT: CONTRACT MODIFICATIONS FOR EXISTING RENEWABLE NATURAL GAS (RNG) CONTRACTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 9 to Contract No. OP73960000 with Clean Energy Renewable Fuels, LLC to extend the contract performance end date by eleven months from July 31, 2026, to June 30, 2027;

B. EXECUTE Modification No. 9 to Contract No. OP59812000A with Clean Energy Renewable Fuels to extend the contract performance end date by eleven months from July 31, 2026, to June 30, 2027;

C. EXECUTE Modification No. 6 to Contract No. OP59812000B with Shell Energy North America (US) to increase the contract value by $3,615,292 from a Not-To-Exceed (NTE) amount of $15,112,295 to a NTE amount of $18,727,587 and extend the contract performance end date by eleven months from July 31, 2026, to June 30, 2027; and

D. EXECUTE Modification No. 5 to Contract No. OP59812000C with Trillium USA Company, LLC. to increase the contract value by $2,877,636 from a NTE amount of $19,492,426 to NTE amount of $22,370,062 and extend the contract performance end date by eleven months from July 31, 2026, to June 30, 2027.

ISSUE

Metro uses Renewable Natural Gas (RNG) fuel to power the engines on the majority of the current bus fleet. RNG fuel is currently being procured under multiple existing contracts OP7396000 with Clean Energy, OP59812000A with Clean Energy, OP59812000B with Shell Energy, and OP59812000C with Trillium USA, which continue to support Metro's operational and environmental objectives.

RNG remains a critical transition fuel during Metro's phased deployment to a fully Zero-Emission Bus (ZEB) fleet. As charging infrastructure is constructed and additional electric buses are placed into

service, RNG use continues to ensure uninterrupted transit operations while supporting Metro's greenhouse gas reduction and criteria pollutant reduction goals.

A recommendation to award a new RNG contract was rejected by the Board in May 2026. Due to this, modification to the existing contracts to extend the period of performance and add contract authority is required to maintain operational continuity, preserve service reliability, and provide flexibility while Metro completes ongoing fleet electrification and develops a future RNG procurement strategy aligned with evolving operational demand projections.

BACKGROUND

Metro's energy choices have far-reaching implications for climate, air quality, community health, and the stability of the transportation network. Metro has established long-term commitments to energy efficiency, renewable energy adoption, greenhouse gas reductions, climate adaptation, and systemwide energy resilience through the Board-approved Climate Action and Adaptation Plan, Energy Master Plan, Moving Beyond Sustainability framework, and related strategic initiatives.

Metro continues implementation of the Zero-Emission Bus Program through the procurement of electric buses and construction of charging infrastructure across the system. During this transition period, Metro's existing Compressed Natural Gas (CNG) bus fleet continues to require Renewable Natural Gas fuel to maintain safe, reliable, and uninterrupted transit service.

Renewable natural gas is produced through the capture and beneficial reuse of methane emissions from landfills, wastewater treatment facilities, livestock operations, and other organic waste sources. Compared to conventional fossil natural gas, RNG provides substantial greenhouse gas reduction benefits and supports Metro's broader climate leadership objectives.

A new procurement was completed in May 2026, but the Board chose not to award the contract. As a result, the current contracts will need to be extended to allow for a new procurement to be initiated.

DISCUSSION

Metro's transition to a fully Zero-Emission Bus fleet remains underway, with charging infrastructure deployment and electric bus procurement continuing across the system. During this transition period, RNG continues to serve as a critical bridge fuel that supports operational continuity, fleet reliability, and greenhouse gas reduction goals while ZEB infrastructure and fleet conversion efforts advance. RNG is currently provided through four separate contracts.

The proposed contract extensions will allow Metro to continue operating the existing CNG fleet using RNG while additional electric buses are phased into service and supporting charging infrastructure becomes fully operational.

The extension of the current RNG contracts also provides continuity of operations while maintaining flexibility to adapt to evolving fuel markets, ZEB deployment schedules, utility infrastructure readiness, and long-term energy planning objectives identified in the Energy Master Plan and Moving Beyond Sustainability framework.

Only a period of performance extension in the two Clean Energy Fuels, LLC Contracts (No. OP73960000 and No. OP59812000A) is requested as there are enough contract values left in each of the respective contracts to buy RNG fuel within the extension period. The requested contract value increases for Shell (Contract No. OP59812000B) and Trillium (Contract No. OP59812000C) are to ensure that there is enough contract value to purchase RNG during the extended period of performance.

Staff intends to initiate and complete a new competitive RNG procurement during the extension period.

DETERMINATION OF SAFETY IMPACT

The proposed contract extensions will ensure that all operating divisions continue to have an adequate supply of renewable natural gas necessary to maintain safe, clean, and reliable transportation service for Metro customers.

A reliable RNG supply supports uninterrupted bus operations and reduces the risk of service disruptions affecting customers who depend on Metro for essential transportation access. Operational continuity remains a key component of system safety and reliability.

Additionally, the continued use of RNG supports environmental and public health benefits through the capture and beneficial reuse of methane emissions that would otherwise be released into the atmosphere.

FINANCIAL IMPACT

The total RNG commodity cost to extend these contracts is approximately $14 million for one year, The FY27 CNG fuel budget is approximately $17.5 million and is based on the FY26 budgeted CNG amount.

In the future, these costs will be included in future operating budgets in various bus division cost centers under Operations Maintenance fuel accounts. Cost center managers and the Chief Operations Officer will be responsible for budgeting future RNG costs.

Under the California Air Resources Board (CARB) LCFS and Environmental Protection Agency (EPA) Renewable Identification Number (RIN) programs, Metro continues generating environmental credits through RNG utilization and electrified transit operations. Revenue generated through these programs supports Metro sustainability and resiliency initiatives consistent with Metro’s adopted strategic plans.

The proposed contract extension authority provides Metro with operational and financial flexibility while avoiding potential disruptions associated with insufficient fuel supply during the ongoing ZEB transition period.

Impact to Budget

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

EQUITY PLATFORM

This action advances Metro's Equity Platform by ensuring uninterrupted transit service for communities that disproportionately rely on public transportation, including low-income riders, communities of color, seniors, youth, people with disabilities, and essential workers.

The procurement and utilization of RNG fuel further support equity and environmental justice objectives across the following dimensions:

- Production Facility Locations: The production facilities that capture and process RNG (such as landfills, wastewater treatment plants, and out-of-state livestock operations) are distinct from Metro's service areas and are not located within or adjacent to Los Angeles County Equity Focus Communities (EFCs). Consequently, the localized emissions, processing pollutants, and odors associated with RNG production do not negatively impact Metro's core equity communities.

- Carbon Intensity Lifecycle Benefits: To maximize environmental benefits, Metro staff prioritize sourcing RNG with the lowest feasible Carbon Intensity (CI) values. By focusing on ultra-low or negative-CI biomethane sources (such as dairy manure capture), the procurement offset significantly reduces global lifecycle greenhouse gases compared to standard fossil fuels.

- Transitionary Balance: While RNG is a combustion fuel that generates localized tailpipe emissions, it provides an immediate environmental benefit by producing significantly fewer criteria pollutants and greenhouse gases than traditional fossil fuels. Continuation of the RNG fuel supply serves as a critical, reliable bridge that maintains robust bus operations across the region while Metro aggressively constructs the charging and fueling infrastructure required for a fully operational ZEB fleet.

Metro remains committed to the equitable deployment of newer zero-emission bus technologies and infrastructure improvements, prioritizing early transition milestones in historically overburdened and environmental justice impacted communities throughout the system.

At the time of solicitation, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this solicitation due to the lack of subcontracting opportunities. It is expected that Clean Energy, Shell Energy, and Trillium USA will continue to perform the services of these contracts 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. This item supports Metro's broader strategy to reduce vehicle miles traveled through maintenance activities that will benefit sustainable transit operations that encourage continued transit ridership and reduce dependence on single-occupancy vehicle travel. Continued RNG utilization during the ZEB transition period supports Metro's greenhouse gas reduction goals while maintaining operational reliability necessary to sustain transit ridership levels and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed RNG contract extensions support Strategic Goal 2 by ensuring continued delivery of safe, reliable, and high-quality transit service for Metro customers.

The action also supports Strategic Goal 5 by advancing Metro's environmental sustainability leadership, greenhouse gas reduction goals, renewable energy objectives, and long-term Zero-Emission Bus transition strategy.

ALTERNATIVES CONSIDERED

The alternative considered was allowing the existing RNG contracts to expire and prior to completion of the Zero-Emission Bus transition infrastructure currently underway. This alternative is not recommended because it could create operational fuel supply risks, negatively impact service reliability, reduce environmental benefits, and expose Metro to increased operational and environmental compliance costs.

Another alternative considered was immediate procurement of fossil natural gas. This alternative is not recommended because it would reduce greenhouse gas benefits, eliminate associated environmental credit revenues, and be inconsistent with Metro's adopted sustainability and climate commitments. Under this scenario, the action would yield a net cost of approximately $20.8M in six months and $41.6M in a year. This is because not only would Metro be paying more just to procure fossil CNG from Southern California Gas Company, but it would also be generating deficits under LCFS program, cutting into the revenues Metro generates from that program each year.

NEXT STEPS

Upon Board approval, staff will execute the contract modifications extending the existing RNG contracts and continue procurement of RNG necessary to support Metro bus operations during the Zero-Emission Bus transition period.

During the extension period, staff will initiate a new competitive RNG procurement process informed by updated fleet electrification schedules, operational fuel demand projections, market conditions, carbon intensity considerations, and long-term energy planning objectives. Staff anticipates releasing the new RNG procurement in late Summer 2026, with an anticipated award in Spring 2027.

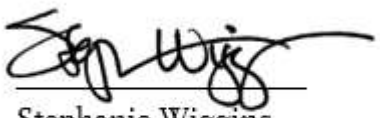
Staff will also continue monitoring RNG market conditions, environmental credit performance, carbon intensity trends, and Zero-Emission Bus deployment progress to ensure continued alignment with Metro's operational, sustainability, and climate leadership objectives.

ATTACHMENTS

Attachment A - Procurement Summary OP7396000 Clean Energy
Attachment B - Contract Modification/Change Order Log OP7396000 Clean Energy
Attachment C - DEOD Summary OP7396000 Clean Energy
Attachment D - Procurement Summary OP59812000A Clean Energy
Attachment E - Contract Modification/Change Order Log OP59812000A Clean Energy
Attachment F - DEOD Summary OP59812000A Clean Energy
Attachment G - Procurement Summary OP59812000B Shell Energy
Attachment H - Contract Modification/Change Order Log OP59812000B Shell Energy
Attachment I - DEOD Summary OP59812000B Shell Energy
Attachment J - Procurement Summary OP59812000C Trillium USA
Attachment K - Contract Modification Change Order Log OP59812000C Trillium USA
Attachment L - DEOD Summary OP59812000C Trillium USA

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) CONTRACTS / OP7396000

1.	**Contract Number**: OP7396000			
2.	**Contractor**: Clean Energy Renewable Fuels			
3.	**Mod. Work Description**: Extend the Period of Performance by 11 months			
4.	**Contract Work Description**: Biomethane provider			
5.	**The following data is current as of**: 6/23/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	8/1/17	**Contract Award Amount:**	$1,240,520
	Notice to Proceed (NTP):	8/1/17	**Total of Modifications Approved:**	$75,012,150
	Original Complete Date:	7/31/24	**Pending Modifications (Including this action):**	$0
	Current Est. Complete Date:	6/30/27	**Current Contract Value (with this action):**	$76,252,670
7.	**Contract Administrator**: Lorretta Norris		**Telephone Number**: 213-922-2632	
8.	**Project Manager**: Emmanuel Liban		**Telephone Number**: 213-922-2471	

A. Procurement Background

This Board Action is to approve Contract Modification No. 9 issued to extend the period of performance of the existing contract by 11 months through June 30, 2027.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery Indefinite Quantity (IDIQ).

The original contract was approved by the Board on May 25, 2017, to Clean Energy Renewable Fuels in the Not-To-Exceed (NTE) amount of $1,240,520 for the initial base period.

Eight (8) contract modifications have been issued to date. Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost/Price Analysis

This modification is a no-cost period of performance extension to extend the contract term by an additional 11 months. No additional contract authority is being added to the contract.

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG
RENEWABLE NATURAL GAS (RNG) CONTRACTS/OP7396000

Mod. no.	Description	Status (approved or pending)	Date	$ Amount
1	Revised Exhibit G, Transaction Confirmation form	Approved	8/2/17	$0.00
2	Revised Exhibit G, Transaction Confirmation form	Approved	8/7/17	$0.00
3	Exercise four-year option term	Approved	8/1/18	$54,808,110
4	Revised Exhibit G, Transaction Confirmation form	Approved	3/19/20	$0.00
5	Extend period of performance through 7/31/24	Approved	6/13/22	$0.00
6	Increase contract value and extension of period of performance through 12/31/25	Approved	3/21/24	$20,204,040
7	Extend period of performance through May 31, 2026	Approved	11/19/25	$0.00
8	Extend period of performance through July 31, 2026	Approved	5/1/26	$0.00
9	**Extend period of performance through June 30, 2027**	**Pending**	**TBD**	**$0.00**
	Modification Total:			**$75,012,150**
	Original Contract:		8/1/17	**$1,240,520**
	Total:			**$76,252,670**

DEOD SUMMARY

RENEWABLE NATURAL GAS (RNG) CONTRACTS / OP7396000

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 solicitation due to the due to the lack of subcontracting opportunities. It is expected that Clean Energy Renewable Fuels, LLC 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 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.

ATTACHMENT D

PROCUREMENT SUMMARY
RENEWABLE NATURAL GAS (RNG) CONTRACTS / OP59812000A

1.	**Contract Number**: OP59812000A			
2.	**Contractor**: Clean Energy Renewable Fuels			
3.	**Mod. Work Description**: Extend the period of performance by eleven (11) months			
4.	**Contract Work Description**: Renewable Natural Gas provider			
5.	**The following data is current as of**: 6/23/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	1/1/21	**Contract Award Amount:**	$25,231,467
	Notice to Proceed (NTP):	1/1/21	**Total of Modifications Approved:**	$40,418,434
	Original Complete Date:	12/31/25	**Pending Modifications (Including this action):**	$0
	Current Est. Complete Date:	6/30/27	**Current Contract Value (with this action):**	$65,649,901
7.	**Contract Administrator**: Lorretta Norris		**Telephone Number**: 213-922-2632	
8.	**Project Manager**: Emmanuel Liban		**Telephone Number**: 213-922-2471	

A. Procurement Background

This Board Action is to approve Contract Modification No. 9 issued to extend the period of performance of the existing contract by 11 months through June 30, 2027.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery Indefinite Quantity (IDIQ).

The original contract was approved by the Board on October 15, 2020, to Clean Energy Renewable Fuels in the Not-To-Exceed (NTE) amount of $25,231,467 for the initial base period.

Eight (8) contract modifications have been issued to date. Refer to Attachment E – Contract Modification/Change Order Log.

B. Cost/Price Analysis

This modification is a no-cost period of performance extension to extend the contract term by an additional 11 months. No additional contract authority is being added to the contract.

ATTACHMENT E

CONTRACT MODIFICATION/CHANGE ORDER LOG
RENEWABLE NATURAL GAS/OP59812000A

Mod. no.	Description	Status (approved or pending)	Date	$ Amount
1	Revised Exhibit C, Transaction Confirmation form	Approved	2/19/21	$0.00
2	Contractor's name correction	Approved	7/11/22	$0.00
3	Increase contract value	Approved	5/1/23	$18,394,819
4	Increase contract value	Approved	3/21/24	$22,023,615
5	Revised RIN Yield and Transaction Confirmation per EPA Biogas Regulatory Reform	Approved	11/21/26	$0.00
6	Revised RIN per EPA Renewable Fuel Standard	Approved	1/21/26	$0.00
7	Extend period of performance through May 31, 2026	Approved	1/21/26	$0.00
8	Extend period of performance through July 31, 2026	Approved	5/1/26	$0.00
9	**Extend period of performance through June 30, 2027**	**Pending**	**TBD**	**$0.00**
	Modification Total:			**$40,418,434**
	Original Contract:		1/1/21	**$25,231,467**
	Total:			**$65,649,901**

DEOD SUMMARY

RENEWABLE NATURAL GAS/OP59812000A

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 solicitation due to the due to the lack of subcontracting opportunities. It is expected that Clean Energy Renewable Fuels, LLC 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 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.

ATTACHMENT G

PROCUREMENT SUMMARY
RENEWABLE NATURAL GAS/OP59812000B

1.	**Contract Number**: OP59812000B			
2.	**Contractor**: Shell Energy North America (US)			
3.	**Mod. Work Description**: Increase contract authority and extend period of performance by eleven (11) months			
4.	**Contract Work Description**: Renewable Natural Gas provider			
5.	**The following data is current as of**: 6/23/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	1/1/21	**Contract Award Amount:**	$6,504,988
	Notice to Proceed (NTP):	1/1/21	**Total of Modifications Approved:**	$8,607,307
	Original Complete Date:	12/31/25	**Pending Modifications (Including this action):**	$3,615,292
	Current Est. Complete Date:	6/30/27	**Current Contract Value (with this action):**	$18,727,587
7.	**Contract Administrator**: Lorretta Norris		**Telephone Number**: 213-922-2632	
8.	**Project Manager**: Emmanuel Liban		**Telephone Number**: 213-922-2471	

A. Procurement Background

This Board Action is to approve Contract Modification No. 6 issued to increase the total Not-To-Exceed (NTE) contract amount by $3,615,291.58 to $18,727,586.58 and extend the period of performance of the contract by 11 months through June 30, 2027.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery Indefinite Quantity (IDIQ).

The original contract was approved by the Board on October 15, 2020, to Shell Energy North America in the Not-To-Exceed (NTE) amount of $6,504,988 for the initial base period.

Five (5) contract modifications have been issued to date. Refer to Attachment H – Contract Modification/Change Order Log.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on the Independent Cost Estimate (ICE) and established pricing. The price of the contract was established in October 2020 as part of the competitive contract award and remains unchanged. Increasing the contract value will provide continuity of the service and is in the best interest of Metro.

Proposal Amount	Metro ICE	Negotiated Amount
$3,615,292	$3,615,292	$3,615,292

ATTACHMENT H

CONTRACT MODIFICATION/CHANGE ORDER LOG
RENEWABLE NATURAL GAS/OP59812000B

Mod. no.	Description	Status (approved or pending)	Date	$ Amount
1	Revised Exhibit C, Transaction Confirmation form	Approved	2/10/21	$0.00
2	Increase contract value	Approved	5/1/23	$4,383,132
3	Increase contract value	Approved	3/21/24	$4,224,175
4	Extend period of performance through May 31, 2026	Approved	12/11/25	$0.00
5	Extend period of performance through July 31, 2026	Approved	4/27/26	$0.00
6	**Increase contract amount and extend period of performance through June 30, 2027**	**Pending**	**TBD**	**$3,615,292**
	Modification Total:			**$12,222,599**
	Original Contract:		1/1/21	**$6,504,988**
	Total:			**$18,727,587**

DEOD SUMMARY

RENEWABLE NATURAL GAS/OP59812000B

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 solicitation due to the due to the lack of subcontracting opportunities. It is expected that Shell Energy North America (US) 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 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.

ATTACHMENT J

PROCUREMENT SUMMARY
RENEWABLE NATURAL GAS/OP59812000C

1.	**Contract Number**: OP59812000C			
2.	**Contractor**: Trillium USA Company			
3.	**Mod. Work Description**: Increase contract authority and extend period of performance by eleven (11) months			
4.	**Contract Work Description**: Renewable Natural Gas provider			
5.	**The following data is current as of**: 6/23/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	1/1/21	**Contract Award Amount:**	$7,884,833
	Notice to Proceed (NTP):	1/1/21	**Total of Modifications Approved:**	$11,607,593
	Original Complete Date:	12/31/25	**Pending Modifications (Including this action):**	$2,877,636
	Current Est. Complete Date:	6/30/27	**Current Contract Value (with this action):**	$22,370,062
7.	**Contract Administrator**: Lorretta Norris		**Telephone Number**: 213-922-2632	
8.	**Project Manager**: Emmanuel Liban		**Telephone Number**: 213-922-2471	

A. Procurement Background

This Board Action is to approve Contract Modification No. 5 issued to increase the total Not-To-Exceed (NTE) contract amount by $2,877,636 to $22,370,062 and extend the period of performance of the contract by 11 months through June 30, 2027.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery Indefinite Quantity (IDIQ).

The original contract was approved by the Board on October 15, 2020, to Shell Energy North America in the Not-To-Exceed (NTE) amount of $7,884,833 for the initial base period.

Four (4) contract modifications have been issued to date. Refer to Attachment K – Contract Modification/Change Order Log.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on the Independent Cost Estimate (ICE) and established pricing. The price of the contract was established in October 2020 as part of the competitive contract award and remains unchanged. Increasing the contract value will provide continuity of the service and is in the best interest of Metro.

Proposal Amount	Metro ICE	Negotiated Amount
$2,877,636	$2,877,636	$2,877,636

ATTACHMENT K

CONTRACT MODIFICATION/CHANGE ORDER LOG
RENEWABLE NATURAL GAS/OP59812000C

Mod. no.	Description	Status (approved or pending)	Date	$ Amount
1	Increase contract value	Approved	5/1/23	$4,494,644
2	Increase contract value	Approved	3/21/24	$7,112,949
3	Extend period of performance through May 31, 2026	Approved	12/11/25	$0.00
4	Extend period of performance through July 31, 2026	Approved	4/27/26	$0.00
5	**Increase contract amount and extend period of performance through June 30, 2027**	**Pending**	**TBD**	**$2,877,636**
	Modification Total:			**$14,485,228**
	Original Contract:		1/1/21	**$7,884,833**
	Total:			**$22,370,062**

DEOD SUMMARY

RENEWABLE NATURAL GAS/OP59812000C

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 solicitation due to the due to the lack of subcontracting opportunities. It is expected that Trillium USA Company, LLC 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 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.

CONTRACT MODIFICATIONS FOR EXISTING RENEWABLE NATURAL GAS (RNG) CONTRACTS

Contract No. OP73960000 with *Clean Energy Renewable Fuels, LLC*

Contract No. OP59812000A with *Clean Energy Renewable Fuels*

Contract No. OP59812000B with *Shell Energy North America (US)*

Contract No. OP59812000C with Trillium USA Company, LLC

Operations, Safety, and Customer Experience Committee

July 16, 2026

Metro

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 9 to Contract No. OP73960000 with *Clean Energy Renewable Fuels, LLC* to extend the contract performance end date by eleven months from July 31, 2026, to June 30, 2027;

B. EXECUTE Modification No. 9 to Contract No. OP59812000A with *Clean Energy Renewable Fuels* to extend the contract performance end date by eleven months from July 31, 2026, to June 30, 2027;

C. EXECUTE Modification No. 6 to Contract No. OP59812000B with *Shell Energy North America (US)* to increase the contract value by $3,615,292 from a Not-To-Exceed (NTE) amount of $15,112,295 to a NTE amount of $18,727,587 and extend the contract performance end date by eleven months from July 31, 2026, to June 30, 2027; and

D. EXECUTE Modification No. 5 to Contract No. OP59812000C with *Trillium USA Company, LLC* to increase the contract value by $2,877,636 from a NTE amount of $19,492,426 to NTE amount of $22,370,062 and extend the contract performance end date by eleven months from July 31, 2026, to June 30, 2027.

ISSUE AND BACKGROUND

- Metro uses Renewable Natural Gas (RNG) fuel under multiple existing contracts OP7396000 with Clean Energy, OP59812000A with Clean Energy, OP59812000B with Shell Energy, and OP59812000C with Trillium USA, which continue to support Metro's operational and environmental objectives.
- RNG remains a critical transition fuel during Metro's phased deployment to a fully Zero-Emission Bus (ZEB) fleet.
- A new procurement was completed in May 2026 but not awarded.
- Modifications to the existing contracts to extend the period of performance and add contract authority. Current Contracts expire July 31, 2026.
- This report: (1) requests authority to extend the existing contracts until a new RNG contract is awarded, (2) provides a new timeline for a new procurement, and (3) outlines the cost for extending the existing contracts.

DISCUSSION

- Only *period of performance extension* in the two Clean Energy Fuels, LLC Contracts (No. OP73960000 and No. OP59812000A) as there are enough contract values left in each of the contracts to buy RNG fuel within the extension period.
- *Period of Performance extensions and contract value increases* for Shell (Contract No. OP59812000B) and Trillium (Contract No. OP59812000C) are to ensure that there is enough contract value to purchase RNG during the extended period of performance.
- Staff anticipates releasing the new RNG procurement in late Summer 2026, with an anticipated award in Spring 2027.
- The total RNG commodity cost to extend these contracts is approximately $14 million for one year, The FY27 CNG fuel budget is approximately $17.5 million and is based on the FY26 budgeted CNG amount.

DISCUSSION

- Net cost of alternative procurement of fossil natural gas
  - Approximately $20.8M in six months and $41.6M in a year.

- Reasons
  - Metro would be paying more just to procure fossil CNG from Southern California Gas Company
  - Generates deficits under LCFS program, cutting into the revenues Metro generates from that program each year.

DEOD COMMITMENT

- At the time of solicitation, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this solicitation due to the lack of subcontracting opportunities.

- It is expected that Clean Energy, Shell Energy, and Trillium USA will continue to perform the services of these contracts with its own workforce.

NEXT STEPS

- Upon Board approval, staff will execute the contract modifications extending the existing RNG contracts.

- Develop new procurement of RNG to be released in late Summer 2026, with an anticipated award in Spring 2027.

- Staff will continue monitoring RNG market conditions, environmental credit performance, carbon intensity trends, and Zero-Emission Bus deployment progress to ensure continued alignment with Metro's operational, sustainability, and climate leadership objectives.

Support Slides

Opportunity Cost and Additional Costs

Scenario 1: Contract Award (based on Shell Energy, NA's (SENA) Best and Final Offer)

	12 Months	6 Months
SCG Transmission Cost[1]	-$16,449,681	-$8,224,840
RNG Cost[2]	-$15,421,038	-$7,710,519
Total Cost	-$31,870,719	-$15,935,360
RINs Revenue (Est.)[3]	$27,572,202	$13,786,101
LCFS Credit Revenue (Est.)[4]	$14,530,961	$7,265,481
LCFS Deficit Costs[5]	-$2,345	$1,173
Net Cost/Revenue	$10,230,099	$5,115,049

[1] This figure accounts for the transmission costs for all divisions that would be supplied for RNG (Division 1, 2, 3, 5, 7, 8, 9, 13, 15, 18) but also accounts for all costs tied to CNG supply at Division 10 and CMF. These are based on actual figures from Calendar Year (CY) 2025.

[2] This figure accounts for the estimated cost of RNG based on the average per-therm cost of RNG under the SoCal Citygate index in CY2025, based on the actual therms delivered in CY2025.

[3] This figure is derived from the estimated RINs share SENA would provide, estimated at the latest selling price of $2.43 per RIN.

[4] This figure is derived from the estimated LCFS credit share SENA would provide, estimated at the latest market price of $67.00 per LCFS credit.

[5] This figure is derived from actual deficits generated at Division 10 and CMF in CY 2025 and is estimated at a price of $67.00 per LCFS credit (that would be needed to offset the deficits created by using Fossil Compressed Natural Gas.

Opportunity Costs and Additional Costs

***Scenario 2: Non-Award + Existing Contracts Extension*. Below is a table of the financial outcomes of not awarding Contract #OP132076 and instead opting to extend the existing RNG contracts (May 2026 Board motion).**

	12 Months	6 Months
SCG Transmission Cost[1]	-$16,449,681	-$8,224,840
RNG Cost[2]	-$13,896,294	-$6,948,147
Total Cost	-$30,345,975	-$15,172,987
RINs Revenue (Actual)[3]	$8,885,383	$4,442,691
LCFS Credit Revenue (Est.)[4]	$5,913,822	$2,956,911
LCFS Deficit Costs[5]	$2,345	$1,173
Net Cost/Revenue	-$15,549,115	-$7,774,558

1 This figure accounts for the transmission costs for all divisions that would be supplied for RNG (Division 1, 2, 3, 5, 7, 8, 9, 13, 15, 18) but also accounts for all costs tied to CNG supply at Division 10 and CMF. These are based on actual figures from Calendar Year (CY) 2025.

2 This figure accounts for the actual spend on RNG in CY 2025.

3 This figure is derived from the actual revenues earned from RINs for CY 2025.

4 This figure is derived from the estimated revenues from LCFS credits generated under Metro's existing RNG contracts, estimated at a price of $67.00 per LCFS credit.

5 This figure is derived from actual deficits generated at Division 10 and CMF in CY 2025 and is estimated at a price of $67.00 per LCFS credit (that would be needed to offset the deficits created by using Fossil Compressed Natural Gas.

File #: 2026-0501, **File Type:** Contract **Agenda Number:** 48.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 16, 2026

SUBJECT: METRO BIKE SHARE CONTRACT MODIFICATION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. EXECUTE Modification No. 24 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) to exercise up to six, one-month options, each separately as needed from December 1, 2026 to May 31, 2027, to continue Metro Bike Share (MBS) program services in the Not-To-Exceed (NTE) amount of $6,505,955, increasing the total contract value from $137,661,378 to $144,167,333; and

B. EXECUTE individual contract modifications for Contract No. PS272680011357 within the Board-approved contract modification authority.

ISSUE

The Board approved Motion Item No. 41 by Directors Krekorian, Garcetti, Kuehl and Sandoval at its December 2021 meeting (Attachment A). Directive C of the motion requires that staff ensure uninterrupted bike-share service as the next iteration of the MBS program is determined and implemented. The current MBS contract with BTS expires on November 30, 2026, and this extension is needed to ensure uninterrupted service while the procurement is underway.

BACKGROUND

MBS launched in July 2016 in partnership with the City of Los Angeles. It serves Los Angeles County residents with 225 stations located in Downtown Los Angeles, Central Los Angeles, Hollywood, Westside, and North Hollywood. In 2025, over 430,000 trips were taken, representing 1.5 million miles traveled, and 1.5 million pounds of CO2 averted.

The program continues to provide service to the Los Angeles community. Of the trips taken in 2025, more than 145,000 trips (33%) were taken by users with reduced-fare 30-Day and 365-Day passes. Reduced fare passes are offered to low-income individuals through EBT verification, and Metro's Low

-Income Fare is Easy (LIFE) program. They are also offered to seniors (62 years and over), students (16 years and over), and individuals with disabilities. In May 2026, three MBS stations were relocated and installed at the new Metro D Line Stations - Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega.

DISCUSSION

Based on the Board-approved model, the award of a new MBS contract is currently underway and subject to a communications blackout. The new MBS contract requires the replacement of all existing bike share equipment (bikes, docks, stations) and systems (website, mobile app, back-end operational, administrative, and customer service).

Extension of the current contract is needed to ensure continued MBS operations until completion of the equipment and systems replacement/transition of services to the new contract. The new contract Scope of Service (SOS) provides up to six months from the Notice to Proceed (NTP) to complete the transition of operations. The current contract expires on November 30, 2026, leaving no time or authority to extend it and ensure continued MBS operations in the event of any delays in executing the new contract and/or issuing the NTP. The recommendation to allow up to 6 one-month extensions provides a mechanism to address any delays associated with the equipment and system replacement and the operational transition, and to ensure uninterrupted service to the public. The exercise of any current contract extension will depend upon the issuance of the NTP and the implementation of the approved transition schedule. Any exercise of extensions will be managed to ensure a seamless transition while minimizing costs associated with dual operations.

DETERMINATION OF SAFETY IMPACT

Metro’s safety standards will be improved by approving this recommendation, ensuring the continued operation of a safe and secure bike share program.

FINANCIAL IMPACT

Funding in the amount of $6,505,955 is included in the FY27 budget under cost center 4540 - TDM Policy & Regional Shared Mobility, and project 308010 - Bike Share Program O&M. Under the existing cost-sharing partnership with the City of Los Angeles, operating costs are allocated on a 35% Metro-65% City split. The City of Los Angeles is aware of the costs, provisions, and requirements of this contract and has provided their concurrence to proceed with the award of this contract.

Impact to Budget

Funding for MBS consists of City of Los Angeles subsidy, fares, and other bus and rail operating-eligible funds.

EQUITY PLATFORM

The approval of this contract modification and extension will ensure Metro’s ability to continue operating and maintaining a regional bike share program accessible to Los Angeles County

residents. This contract extension will allow Metro to continue providing current service to those who live and work in Equity Focus Communities (EFCs) in Downtown Los Angeles, Central Los Angeles, the Westside, and North Hollywood. Currently, 48% of MBS stations are located in EFCs, and 41% of all trips are initiated from these stations. In addition, maintaining low bike share fares and ensuring that participants of the LIFE and Reduced Fare programs continue to have uninterrupted access to service with continued discounted fare media are critical components of this program. As mentioned, 33% of all rides are taken by passholders with 30-Day and 365-Day Reduced Fare passes.

As part of the annual survey conducted by MBS, demographic data is collected. In 2025, trends from previous surveys were consistent. However, certain changes were observed. For example, although 55% of respondents were male, this was lower than in 2024, when males represented 61% of respondents. Similarly, Caucasians represent the largest group of survey respondents in 2025 at 35%, down from 44% in 2024. Respondents younger than 50 years also decreased from 79% in 2024 to 75% in 2025.

The DBE commitment is not a factor in the staff recommendation, but two certified small businesses are participating in this contract.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, 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. Metro conducted a preliminary analysis to show that the net effect of this item is to decrease VMT through operational activities that will improve and further encourage transit ridership, ridesharing, and active transportation. To date, more than 10.0 million miles have been traveled by MBS users, which represents a minimum reduction of approximately 2.4 million Vehicle Miles Traveled since the 2025 MBS survey results show that approximately 24% of users would have driven their personal vehicles or used a taxi or equivalent vehicle to complete their travel if not for Metro Bike Share.

* 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

MBS program supports the following Vision 2028 Strategic Plan Goals:

1. Provide a high-quality mobility option that enables people to spend less time traveling.
2. Deliver an outstanding trip experience 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.
5. Provide responsive, accountable, and trustworthy governance within the organization.

powered by Legistar™

ALTERNATIVES CONSIDERED

The Board may choose not to authorize the requested action. This alternative is not recommended, as it would not support the Board motion and would impact the stability of the program and Metro's ability to provide uninterrupted MBS service. If the current contract is not extended, Metro Bike Share operations will end on November 30, 2026.

NEXT STEPS

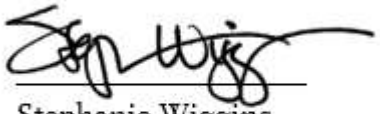
Upon Board approval, staff will execute Modification No. 24 to Contract No. PS272680011357 with BTS to exercise up to six, one-month options, each separately, as needed, from December 1, 2026, through May 31, 2027, to continue MBS program services.

ATTACHMENTS

Attachment A - Board Motion Item No. 41
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary

Prepared by: Paula Carvajal-Paez, Deputy Executive Officer, Shared Mobility, (213) 922-4258
Ken Coleman, Executive Officer, Shared Mobility, (213) 922-2951
Steven Gota, Deputy Chief Operations Officer (Interim) - Shared Mobility, (213) 922-3043
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

Metro

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

Board Report

File #: 2021-0743, **File Type:** Motion / Motion Response **Agenda Number:** 41.

EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 18, 2021

Motion by:

DIRECTORS KREKORIAN, GARCETTI, KUEHL, AND SANDOVAL

Improving the Effectiveness and Sustainability of Metro Bike Share

Metro Bike Share, a county-wide bike share program, launched in 2016. Since then, Metro has had over 3,300 bicycles in the system, consisting of a mix of Classic, Smart, and E-bikes.

Currently, Metro only has 38% of the total original fleet remaining in operation. Metro Bikes have been targets of theft, and rates of fleet loss ebb and flow as new methods of theft are discovered and addressed. The Metro Bike Share team has increased efforts to recover lost and stolen bicycles but this is not sustaining the fleet and the program does not have an established fleet replenishment strategy. As a result, fewer Metro Bikes are available for use, which degrades the quality of service available to the public.

Affordable, accessible public transportation and active transportation options such as Metro Bike Share are a cornerstone of meeting our region's climate goals. As local jurisdictions in the County continue expanding bicycle infrastructure and mobility options to meet climate goals and improve the quality of life for residents, a successful and sustainable Metro Bike Share program is more important than ever.

SUBJECT: IMPROVING THE EFFECTIVENESS AND SUSTAINABILITY OF METRO BIKE SHARE

RECOMMENDATION

APPROVE Motion by Directors Krekorian, Garcetti, Kuehl, and Sandoval that the Board direct the Chief Executive Officer to report back in 90 days on:

A. An action plan to stabilize the current fleet size including actions for how to identify, prioritize, and address new mechanisms of theft as they arise.

B. An action plan to address equitable access in the current program and in any future form of the program. This plan shall include recommendations on issues such as serving people who may be unbanked, addressing the digital divide, and keeping fare cost low.

powered by Legistar™

C. A plan to provide uninterrupted service as the next iteration of the program is determined and executed.

D. A plan to convene an industry forum (as was performed for Metro Micro) to bring together academics, cities with existing bike share programs, community stakeholders, and industry experts to provide recommendations on advancing Metro Bike Share beyond the current contract in one of several forms including but not limited to:

1. Continuing Metro Bike Share as a contracted service,
2. Operating the program In-house with Metro employees,
3. A private-sector model with financial subsidy provided by Metro.

E. Performing a market survey to identify best practices and business models among existing bike-share systems in the US, and comparable global systems (e.g., Paris, London, Barcelona, Madrid, and Mexico City), and to develop comparative data on subsidy cost per ride, total ridership, size of fleet, vehicle technology, theft and damage loss and prevention, and alternative financing sources like sponsorship and advertising.

F. Recommendations for continuing and evolving the Metro Bike Share program to meet the goals of the agency, with countywide stakeholder engagement and consideration of cost-sharing, with the goal of expanding service area and local participation to all subregions in the County. These recommendations should include eligible local, state, and federal funding sources for capital and operations budgets, as well as legislative opportunities to expand such funding eligibility.

PROCUREMENT SUMMARY

METRO BIKE SHARE / PS272680011357

1.	**Contract Number**: PS272680011357			
2.	**Contractor**: Bicycle Transit Systems, Inc.			
3.	**Mod. Work Description**: Exercise up to six, one-month options, each separately, as needed from December 1, 2026, to May 31, 2027, to continue Metro Bike Share Program services.			
4.	**Contract Work Description**: Metro Bike Share Program			
5.	**The following data is current as of**: 06/29/2026			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	06/25/15	**Contract Award Amount:**	$11,065,673
	Notice to Proceed (NTP):	07/31/15	**Total of Modifications Approved:**	$126,595,705
	Original Complete Date:	07/29/22	**Pending Modifications (including this action):**	$6,505,955
	Current Est. Complete Date:	03/31/27	**Current Contract Value (with this action):**	$144,167,333
7.	**Contract Administrator**: Lily Lopez		**Telephone Number**: (213) 922-4639	
8.	**Project Manager**: Paula Carvajal		**Telephone Number**: (213) 922-4258	

A. Procurement Background

This Board Action is to approve Contract Modification No. 24 to exercise up to six, one-month options, each separately, as needed from December 1, 2026 to May 31, 2027, to continue Metro Bike Share (MBS) program services and ensure uninterrupted service until the award of the new contract.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

On June 25, 2015, the Board approved Contract No. PS272680011357 to Bicycle Transit Systems, Inc. for the equipment, installation and operations of the Metro Bike Share Phase I Pilot in the amount of $11,065,673 for a two-year period.

There have been 23 modifications 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 on an Independent Cost Estimate (ICE), cost analysis validating the level of effort, existing overhead rate, other operational costs based on market conditions, and technical analysis.

Proposal Amount	Metro ICE	Recommended Amount
$6,505,955	$6,701,133	$6,505,955

ATTACHMENT C

CONTRACT MODIFICATION/CHANGE ORDER LOG
METRO BIKE SHARE / PS272680011357

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Addition of Sponsorship Broker Agreement	Approved	12/30/15	$0
2	Additional Support for Phase I – Downtown Los Angeles	Approved	06/06/16	$108,656
3	Addition of 2 Subcontractors	Approved	07/07/16	$0
4	Extend Phase I (Downtown Los Angeles Pilot), expand and accelerate Phase II (Pasadena) and Phase III (Venice and Port of Los Angeles)	Approved	11/07/16	$42,618,583
5	Update Exhibit A-1 Milestone Payment Schedule	Approved	03/22/17	$0
6	Addition of TAP Integration Step 3	Approved	05/31/17	$610,076
7	Extend and activate Phase III and Phase IV	Approved	10/08/18	$34,598,747
8	Metro Countywide Bike Share Greenhouse Gas Reduction Fund (GGRF) Grant	Approved	12/06/18	$6,342,126
9	Revised SOW and Milestones	Approved	12/14/18	$0
10	Reallocation of bikes and update milestones	Approved	08/21/21	$0
11	Extended period of performance (POP) through 7/29/23, purchase new bicycles to replenish and stabilize the on-street bicycle fleet, purchase and install GPS equipment, and maintain a 10% inventory.	Approved	05/03/22	$15,250,213
12	Extended POP by 5 months through 12/31/23.	Approved	05/25/23	$5,698,010
13	Extended POP through 4/30/24.	Approved	11/02/23	$0

14	Extended POP through 6/30/24.	Approved	12/21/23	$0
15	Extended POP through 8/30/24.	Approved	03/07/24	$0
16	Extended POP through 3/31/25.	Approved	07/23/24	$0
17	Extended POP through 4/30/25.	Approved	12/11/24	$0
18	Extended POP through 8/31/25.	Approved	03/27/25	$4,730,373
19	Exercise up to three, one-month options each separately as needed from September 1, 2025 to November 30, 2025.	Approved	07/24/25	$3,627,011
20	Loan bikes and extend POP 6 months through May 31, 2026.	Approved	10/29/25	$6,505,955
21	Exercise three of the six, one-month options, from June 1, 2026 to August 31, 2026.	Approved	03/26/26	$3,252,977
22	Exercise up to three, one-month options each separately as needed from September 1, 2026 to November 30, 2026.	Approved	06/08/26	$3,252,977
23	Name change from Bicycle Transit Systems, Inc., to Bicycle Transit Systems, Inc., DBA Revolution.	**Pending**	**Pending**	**$0.00**
24	Exercise up to six, one-month options each separately as needed from December 1, 2026 to May 31, 2027.	**Pending**	**Pending**	**$6,505,955**
	Modification Total:			**$133,101,659**
	Original Contract:		**07/24/15**	**$11,065,673**
	Total:			**$144,167,333**

DEOD SUMMARY

METRO BIKE SHARE / PS272680011357

A. Small Business Participation

Bicycle Transit Systems, Inc. (BTS) made a 22.37% Disadvantaged Business Enterprise (DBE) commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including the suspension of goals, counting participation, and enforcement effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. While the DBE commitment is not a factor in the staff recommendation, there are two certified small businesses participating in this contract.

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 $25.12 per hour ($17.47 base + $7.65 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing Wage 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.

SHARED MOBILITY

METRO BIKE SHARE

Metro

Operations, Safety, & Customer Experience Committee Meeting
July 16, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. EXECUTE Modification No. 24 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) to exercise up to six, one-month options, each separately as needed from December 1, 2026 to May 31, 2027, to continue Metro Bike Share (MBS) program services in the Not-To-Exceed (NTE) amount of $6,505,955, increasing the total contract value from $137,661,378 to $144,167,333; and

B. EXECUTE individual contract modifications for Contract No. PS272680011357 within the Board-approved contract modification authority.

Metro

ISSUE & DISCUSSION

AWARDEE

Bicycle Transit Systems, Inc. (BTS)

NUMBER OF BIDS/PROPOSALS

One proposal received as this is a modification to an existing contract.

DEOD COMMITMENT

The DBE commitment is not a factor in the staff recommendation, but two certified small businesses are participating in this contract.

ISSUE

The current MBS contract expires November 30, 2026, and this modification is needed to ensure uninterrupted service until completion of the transition of operations to the new multi-year contract.

DISCUSSION

The recommendation authorizes the CEO to exercise up to six one-month options to extend the contract to May 31, 2027.

Metro

BACKGROUND

MBS service is available in Central/DTLA, Westside and North Hollywood

- 225 stations & 1,800 bikes (10% e-bikes)
- 5 stations located along Rail-to-Rail project
- More than 3M rides taken to date; 2025 ridership 430K
- 33% of rides in 2025 taken by users with reduced fare passes
- Reduced fare passes include LIFE, EBT Verification, Seniors 62+, Students 16+, individuals with disabilities

Metro

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

File #: 2026-0521, **File Type:** Motion / Motion Response **Agenda Number:** 50.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 16, 2026

Motion by:

DIRECTORS HANN, BASS, and RICHARDSON

San Pedro to Long Beach Water Taxi: Collaborative Funding Strategy Motion

In May 2025, the Metro Board directed staff to evaluate the feasibility of establishing a water taxi service between San Pedro and Long Beach, including assessing service options, infrastructure needs, operator interest, and potential funding strategies for both the 2028 Olympic and Paralympic Games and long-term operations. In response, Metro completed the San Pedro-Long Beach Water Taxi Feasibility Study, which found that a water taxi service could improve regional mobility, strengthen connections between the San Pedro and Long Beach waterfronts, and enhance access to waterfront destinations for residents and visitors.

As a follow-up to the Board's direction, Metro conducted industry outreach in 2026 through a Request for Information (RFI), which confirmed interest from qualified ferry operators and identified viable operating concepts. While respondents identified potential long-term revenue opportunities through sponsorships, advertising, business partnerships, concessions, and other passenger-focused amenities, they also emphasized that these revenue sources remain uncertain and would not provide the funding guarantee needed to launch service.

Metro's review of potential funding opportunities further found that competitive grant opportunities for temporary operations are limited, making regional coordination necessary to determine whether participating agencies are interested in advancing the project through a collaborative funding approach while pursuing grants, maritime funding, sponsorships, visitor pass programs, and other revenue opportunities that could reduce public costs over time.

SUBJECT: SAN PEDRO TO LONG BEACH WATER TAXI: COLLABORATIVE FUNDING STRATEGY MOTION

RECOMMENDATION

APPROVE Motion by Hahn, Bass, and Richardson that the Board direct the Chief Executive Officer to convene regional partners, including Metro, the County of Los Angeles, the City of Long Beach to:

A. Determine each agency's willingness to participate in funding the implementation and operation of the San Pedro-Long Beach water taxi service;

B. Develop a proposed cost-sharing framework among Metro and participating regional partners to provide the funding certainty necessary to advance implementation of the service;

C. Continue pursuing grant, maritime, sponsorship, advertising, visitor pass, fare revenue, and other revenue opportunities to offset project costs and support long-term service sustainability;

D. Develop a framework under which participating agencies that contribute toward the initial costs of the service may be reimbursed on a proportional basis if grant funding, sponsorships, visitor pass revenues, fare revenues, or other external funding sources become available, consistent with applicable funding requirements;

E. Take the necessary steps to maintain the project schedule identified, including supporting the development and release of a Request for Proposals (RFP) by October 2026, in order to allow sufficient time for operator selection, contracting, and service preparation prior to the 2028 Olympic and Paralympic Games; and

F. Return to the Board no later than October 2026 with recommendations and actions necessary to advance implementation of the San Pedro-Long Beach water taxi service.

powered by Legistar™

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

Metro

Board Report

File #: 2026-0548, **File Type:** Informational Report **Agenda Number:**

REGULAR BOARD MEETING

SUBJECT: GENERAL PUBLIC COMMENT

RECEIVE General Public Comment

powered by Legistar™