

# Agenda



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Southern California Regional Rail Authority

## **BOARD OF DIRECTORS**

### **SEPTEMBER 26, 2025**

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Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

# BOARD ROSTER

## SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

<u>County</u>	<u>Member</u>	<u>Alternate</u>
<b>Orange:</b> 2 votes	Doug Chaffee ( <i>Chair</i> ) Supervisor, 4 <sup>th</sup> District County of Orange OCTA Board	William Go* Council Member City of Irvine OCTA Board
	Tam Nguyen Public Member OCTA Board	VACANT OCTA Board
<b>Riverside:</b> 2 votes	Brian Berkson ( <i>Vice-Chair</i> ) Mayor City of Jurupa Valley RCTC Board	Michael Vargas* Mayor City of Perris RCTC Board
	Karen Spiegel Supervisor, 2 <sup>nd</sup> District County of Riverside RCTC Board	Linda Molina* Mayor City of Calimesa RCTC Board
<b>Ventura:</b> 1 vote	Tony Trembley ( <i>2<sup>nd</sup> Vice-Chair</i> ) Council Member City of Camarillo VCTC Board	Bob Engler Council Member City of Thousand Oaks VCTC Board
<b>Los Angeles:</b> 4 votes	Kathryn Barger Supervisor, 5 <sup>th</sup> District County of Los Angeles Metro Board	Eric Ohlsen Council Member City of Palmdale Metro Appointee
	Ara Najarian Council Member City of Glendale Metro Board	Walter Allen, III Council Member City of Covina Metro Appointee
	Tim Sandoval Mayor City of Pomona Metro Board	Pam O'Connor Metro Appointee

	<b><u>Member</u></b>	<b><u>Alternate</u></b>
	Hilda Solis Supervisor, 1st District County of Los Angeles Metro Board	Victor Preciado Council Member City of Pomona Metro Appointee
<b>San Bernardino:</b> 2 votes	Larry McCallon Mayor Pro Tem City of Highland SBCTA Board	Javier Dutrey* Mayor City of Montclair SBCTA Board
	Alan D. Wapner Mayor Pro Tem City of Ontario SBCTA Board	Ray Marquez* Council Member City of Chino Hills SBCTA Board

### **EX-OFFICIO MEMBERS**

#### **San Diego Association of Governments:**

Joy Lyndes  
Deputy Mayor  
City of Encinitas

#### **Southern California Association of Governments:**

Marty Simonoff  
Council Member, City of Brea

#### **State of California:**

Gloria Roberts  
District Director, Caltrans District 7

Alternate:  
Marlon Regisford  
Caltrans District 7

\*Alternate represents either member

## **BOARD OF DIRECTORS MEETING**

**FRIDAY, SEPTEMBER 26, 2025 – 10:00 AM**

LOS ANGELES COUNTY METROPOLITAN  
TRANSPORTATION AUTHORITY (METRO)  
BOARD ROOM  
ONE GATEWAY PLAZA, 3RD FLOOR  
LOS ANGELES, CALIFORNIA 90012

### **AGENDA DESCRIPTIONS**

The agenda descriptions are intended to give notice to members of the public of a brief general description of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Authority may take any action that it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action. The Chair reserves the right to discuss the items listed on the agenda in any order.

A person with a disability may contact the Board Clerk's office at (213) 452-0255 or via email [BoardSecretary@scrra.net](mailto:BoardSecretary@scrra.net) at least 72-hours before the scheduled meeting to request receipt of an agenda in an alternative format or to request disability-related accommodations, including auxiliary aids or services, in order to participate in the public meeting. Later requests will be accommodated to the extent feasible.

### **SUPPORTING DOCUMENTATION**

The agenda, staff reports and supporting documentation are available from the Board Clerk, located at 900 Wilshire Blvd., Suite 1500, Los Angeles, CA 90017, and on the Metrolink website at [www.metrolinktrains.com](http://www.metrolinktrains.com) under About > Agendas & Documents.

### **PUBLIC COMMENTS ON AGENDA ITEMS AND ITEMS NOT ON THE AGENDA**

Metrolink welcomes comments from the public. Please fill out a Speaker's Form and submit it to the Board Clerk before the start of the meeting. If you know in advance of the meeting that you would like to make a public comment during the meeting, you may also email [BoardSecretary@scrra.net](mailto:BoardSecretary@scrra.net). Please include your name and the number of the agenda item on which you would like to speak, or if you would like to speak on a non-agenda item. Each speaker will be allotted no more than 3 minutes to speak. This time frame may be extended or limited by the Board Chair in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting. **Public Comment on Non-Agenda Items:** Please indicate on your speaker form that you wish to speak on a non-agenda item. Comments should be limited to matters within Metrolink's subject matter jurisdiction. **Public Comment on Agenda Items:** Speakers on individual agenda items will be called in order of sign-up before any Board action is taken on the item. Comments should be limited to the agenda item.



1. **Call to Order**
2. **Safety Briefing**
3. **Pledge of Allegiance**
4. **Roll Call**
5. **Public Comment**
6. **REGULAR CALENDAR**

**6.A Approval of Meeting Minutes - July 25, 2025 Regular Board Meeting**

It is recommended that the Board approve the Minutes of the July 25, 2025 Regular Board Meeting.

**6.B Operating Agreement for Santa Barbara Temporary Service**

Santa Barbara County Association of Governments (SBCAG) and Ventura County Transportation Commission (VCTC) (Funding Agencies) have entered into discussions with the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) and Southern California Regional Rail Authority (SCRRA) to provide an additional one round trip service from Moorpark to Goleta on a temporary basis until LOSSAN receives expected equipment to permanently operate the service on this sixth train slot. It is anticipated that this additional Santa Barbara service will commence January 26, 2026.

It is recommended the Board authorize the Chief Executive Officer to negotiate and execute an Agreement between LOSSAN and SCRRA for temporary service from Moorpark to Goleta.

There is no net budget impact as all additional operating expenses for this service will be offset by a fixed fee revenue paid quarterly in advance from the funding agencies, SBCAG and VCTC.

**6.C Contract No. MS289-22 -Track and Signal Infrastructure Maintenance and Support Services - Herzog Contracting Corporation - Exercise Option and Increase Contract Authority for On-Call Work Directives**

To continue track and signal infrastructure maintenance and support services, the Authority needs to exercise the existing option for Contract No. MS289-22 with Herzog Contracting Corp (Herzog). The Contract's base term expires on June 30, 2026, with a single 3-year option to extend the term to June 30, 2029.

Exercising the Contract option is needed to:

- Inspect, test, report, and maintain the track, structures and right-of-way and maintenance of wayside Train Control, Communications, Signals Systems; and
- Ensure the railroad infrastructure is inspected and maintained in accordance with FRA rules and regulations, California Public Utilities

- Commission (CPUC) requirements, and Authority standards; and
- Perform and support other project work through the on-call Work Directives to support capital, rehabilitation, third-party projects, as well as emergency response or other operational incidents occurring on the railroad right-of-way.

For on-call Work Directives, approximately \$9,670,358 remains in contract authority with one year remaining on the base period of the Contract. By requesting to extend the contract term, the Authority will need to increase the available contract authority for on-call Work Directives to continue to provide support for capital, state of good repair, third-party projects, and emergency response along the railroad right-of-way by a forecasted amount of \$75,000,000.

It is recommended that the Board authorize the Chief Executive Officer to:

1. Exercise the option for Contract MS289-22 to extend the Period of Performance from July 1, 2026, to June 30, 2029; and
2. Increase Contract Authority for On-Call Work Directives by \$75,000,000 to cover the performance period in the requested Contract option, bringing the current total of \$102,270,996 to a new not-to-exceed amount of \$177,270,996.

Funding for the additional option years beyond FY26, for Base Maintenance and On-Call Work Directives, will be requested through the annual budget or an equivalent process in subsequent years. There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

#### **6.D Caltrans Sustainable Transportation Planning Grant Program Award Acceptance for the Signage and Wayfinding Master Plan**

The Caltrans Sustainable Transportation Planning Grant Program requires that the Board adopt Resolution 2025-149 and delegate authority to negotiate and execute actions necessary to facilitate administration of the grant.

It is recommended that the Board adopt Resolution 2025-149 and delegate authority to negotiate and execute actions necessary to facilitate administration of the grant.

There is no budgetary impact as a result of this report.

#### **6.E Senate Bill 1 Solutions for Congested Corridors Program (SCCP) Grant Acceptance**

The Senate Bill 1 Solutions for Congested Corridors Program (SCCP) requires entering into a baseline agreement with the Southern California Association of Governments (SCAG), California Transportation Commission (CTC) and Caltrans.

It is recommended that the Board delegate authority to negotiate and execute actions necessary to facilitate administration of the grant.

There is no budgetary impact as a result of this report.

**6.F World Cup and Olympics Readiness Update**

This receive and file report provides an update on Metrolink's ongoing planning efforts for the 2026 World Cup and the 2028 Olympic and Paralympic Games.

Receive and file.

**6.G Quarterly Compensation Report - 4th Quarter of Fiscal Year 2025 - April 1, 2025 through June 30, 2025**

In compliance with HR Policy No. 2.1, Wage and Salary Administration – Salary Program Administration, staff is required to make quarterly and annual reports to the Board on compensation matters.

Receive and file.

**6.H Grants Quarterly Update - 4th Quarter, Fiscal Year 2025**

Staff is providing an update of grant acquisition, reprogramming and closeout activity for the period of April 1, 2025 to June 30, 2025.

Receive and file.

**6.I FY2024-25 Preliminary Working Capital Fund Report, Quarter Ending June 30, 2025**

SCRRA Working Capital Fund Policy, FIN 9.7, as well as executed Member Agency MOUs related thereto, require quarterly reporting of Working Capital Fund (WCF) activity to the SCRRA Board of Directors. While the Policy has not yet been fully implemented and no advance or repayment activity has occurred as of the date of this report, quarterly reports shall be provided going forward in the interest of transparency. This quarterly report shall be expanded to include activity relating to the use and repayment of the WCF when formal implementation of the Policy and the Standard Operating Procedures has occurred.

Receive and file.

**6.J FY2024-25 Preliminary Quarterly Investment Report - Quarter Ended June 30, 2025**

The Authority's Annual Investment Policy requires the Treasurer to make a quarterly investment report to the Board of Directors. Section 53646 of the California Government Code encourages local agencies to file this report and provides requirements for report content and disclosures. This report is for the

quarter ended June 30, 2025, and contains estimated information published prior to the conclusion of the Authority's fiscal year close and is subject to adjustment.

Receive and file.

**6.K FY2024-25 Preliminary Quarterly Accounts Receivable Status Report - Quarter Ended June 30, 2025**

This report presents an update on the Authority's Accounts Receivable for the quarter ended June 30, 2025. The report covers outstanding receivables, unbilled balances, and provides a status related to billing and collection efforts.

Receive and file.

**6.L FY2024-25 Quarterly Fuel Purchase Program Update - Quarter Ending June 30, 2025**

Staff is providing an update on the Authority's Fuel Purchase Program for the quarter ended June 30, 2025.

Receive and file.

**6.M Fiscal Year 2025 Annual Audit Activities Review**

The Internal Audit Department (Internal Audit) is providing the Fiscal Year (FY) 2025 annual report to the Board as required by the Internal Audit Charter.

Receive and file.

**6.N Corrective Action Status Update - Fourth Quarter Ended June 30, 2025**

The Internal Audit Department (Internal Audit) provides the Board with a quarterly report on the status of the corrective actions of prior audits.

Receive and file.

**6.O FY26 Monthly Report of Ridership, Revenue, and Financial Results for July 2025**

Our strategy is to transform Metrolink into a regional provider of transit for every purpose. Primary among the initiatives to accomplish this transformation is the Optimized Service Schedule, which began on October 21, 2024. FY26 will be the first full year of the Optimized Service. This report covers monthly reporting on Ridership, Revenue, and Financial Operating Performance for the one month ended July 31st, 2025, with an emphasis on "By Line" performance. This more nuanced view may help point the way to future success.

Receive and file.

**6.P Quarterly Report of Contracts Awarded and Third-Party Agreements Executed Under the Chief Executive Officer's Authority**

The Board of Directors approved the Authority's revised Procurement and Contracting Policies (Revised Policies) on November 8, 2019. Section 3 of the Revised Policies requires the Chief Executive Officer (CEO) to provide a quarterly report to the Board with a list of contracts awarded above \$250,000 and under the CEO's contract award authority of \$500,000.

Receive and file.

**6.Q September Legislative Update**

Staff provides a regular monthly update on current legislative affairs.

Receive and file.

**6.R System Safety, Security, and Compliance (SSSC) Department Activities - Update Q4 FY25**

Staff is providing a summary of the Authority's safety, security, and compliance activities for Q4 for Fiscal Year (FY) 2025.

Receive and file.

**6.S Proposed Board Meeting Structure and Dates for Calendar Year 2026**

As per past practice and after consultation with our Board Chair, staff have prepared the 2026 Board meeting schedule for the Board's consideration and approval. This proposal includes a provision for revising the current Board meeting structure.

It is recommended the Board:

1. Adopt a meeting structure that consists of one regular board meeting, eliminating the Audit and Finance Committee (AFCOM), Executive Committee (ECOM) and Contracts, Operations, Maintenance, and Safety Committee (COMS) meetings on the 2nd Friday of the month; and
2. Adopt the 2026 Board meeting schedule as detailed in Attachment A, with full board meetings on the fourth Friday of each month (except August, which is dark, and November and December due to the holidays).

The budgetary impact of this action would be savings of approximately \$3,000 in meal service now dedicated to the committee meetings.

**6.T Fourth Amendment to the At-Will Employment Agreement of Chief Executive Officer**

Approval is needed to execute the Fourth Amendment to the At-Will Employment Agreement for the Chief Executive Officer, Darren Kettle.

It is recommended that the Board approve the Fourth Amendment to the Agreement for the CEO, Darren Kettle.

Funding was included in the FY25 and FY26 Operating Budget.

**7. Chief Executive Officer's Report**

- Authority Update

**8. Board Members' Comments**

**9. Chair's Comments**

**10. ADJOURNMENT**

## ITEM 6.A



[metrolinktrains.com/meeting](http://metrolinktrains.com/meeting)

**ITEM ID:** 2025-298-0

**TRANSMITTAL DATE:** September 19, 2025

**MEETING DATE:** September 26, 2025

**TO:** Board of Directors

**FROM:** Michelle Pena, Board Clerk

**SUBJECT:** Approval of Meeting Minutes - July 25, 2025 Regular Board Meeting

### **Recommendation**

It is recommended that the Board approve the Minutes of the July 25, 2025 Regular Board Meeting.

**Prepared by:** Michelle Pena, Board Clerk

**Approved by:** Noelia Rodriguez, Chief of Staff  
Don Del Rio, General Counsel

### **Attachment(s)**

[Attachment A - DRAFT 07.25.25 Board of Directors Minutes](#)

## **DRAFT** MINUTES OF THE BOARD OF DIRECTORS MEETING

Friday, July 25, 2025

### **BOARD MEMBERS/ALTERNATES IN ATTENDANCE:**

**OCTA:** DOUG CHAFFEE (*Chair*)  
(2 votes) Tam Nguyen

**RCTC:** BRIAN BERKSON (*Vice-Chair*)  
(2 votes) KAREN SPIEGEL  
Michael Vargas  
Linda Molina

**VCTC:** TONY TREMBLEY (*2<sup>nd</sup> Vice-Chair*)  
(1 vote)

**METRO:** ARA NAJARIAN  
(4 votes) TIM SANDOVAL  
Walter Allen, III  
Pam O'Connor\*  
Victor Preciado

**SBCTA:** LARRY McCALLON  
(2 votes) ALAN WAPNER  
Javier John Dutrey  
Ray Marquez

\*Director O'Connor joined the meeting at 10:16 a.m.

### **EX-OFFICIO MEMBERS**

**SCAG**  
**State of California**

Marty Simonoff  
Gloria Roberts



**STAFF/PRESENTERS:**

DARREN KETTLE, Chief Executive Officer

DON O. DEL RIO, General Counsel

NOELIA RODRIGUEZ, Chief of Staff

SAMANTHA CERDA, Assistant Board Clerk

SABRINA DAVIS, Director, Marketing and Partnerships

JEFFREY DUNN, Director, Government and Community Relations

GEOFFREY FORGIONE, Associate General Counsel

HILARY KONCZAL, Chief Safety, Security, and Compliance Officer

MARIA LEIBLE, Director, Design

MICHAEL LITSCHI, Director, Special Projects

MICHELLE PENA, Board Clerk

Meeting minutes are prepared in a format that corresponds with the Board Meeting Agenda, which is incorporated by reference with these minutes. Board Agendas are available online at [www.metrolinktrains.com](http://www.metrolinktrains.com) under the Meetings and Agendas link or from the Board Secretary at (213) 452-0255.

**1. Call to Order**

The July 25, 2025 Regular Board Meeting was called to order at 10:00 a.m. by Chair Chaffee in the Metro Board Room, One Gateway Plaza, 3rd Floor, Los Angeles, CA 90012.

**2. Safety Briefing**

Hilary Konczal, Chief Safety, Security, and Compliance Officer conducted the safety briefing.

**3. Pledge of Allegiance**

Director Roberts led the group in the pledge of allegiance.

**4. Roll Call**

The Board Clerk called roll and confirmed that a quorum of the Board was present.

**5. Public Comment**

The Board Clerk stated a public comment from Grady Yu regarding the design of the future City of Irvine Jamboree-UCI IrvineCONNECT bus route and a public comment from Brian Yannity on behalf of RailPAC making recommendations for TIRCP grant funds will be emailed to the Board after the meeting.

Don Garcia spoke about delays and the cleanliness of the El Monte station and trains.

**6. Approval of Consent Calendar Items**

ACTION: Upon a single motion by Vice-Chair Berkson and seconded by Director McCallon, the Board (11-0) approved Consent Calendar items 12.A through 12.I.

## **7. REGULAR CALENDAR**

### **7.A Settlement Agreement with Delaware Hidden Valley Grand Apartments, LLC for the SCORE Simi Valley Double Track Project**

Design Director Maria Leible explained approval is needed to issue the payment to Delaware Hidden Valley Grand Apartments, LLC for property needed for the construction of the SCORE Simi Valley Double Track Project. She provided background on the project and the settlement agreement.

Vice-Chair Berkson asked about the discrepancy between the appraisal, the counteroffer, and the settlement amount and if Metrolink was involved in the settlement discussions.

Ms. Leible explained Metrolink was not involved in the settlement and because Metrolink is not the property owner, VCTC handled the condemnation process. She confirmed for Vice-Chair Berkson that VCTC made the settlement and is not paying the amount. Metrolink was not part of the negotiations and accepted what was agreed to by VCTC.

Second Vice-Chair Trembley agreed there was a significant difference of opinion regarding severance damages among the parties and protracted proceedings and protracted discussions relevant to this matter, which was set to go to trial. He opined this was the best outcome to move forward.

ACTION: Upon a single motion by Second Vice-Chair Trembley seconded by Vice-Chair Berkson, the Board (11-0) authorized the Chief Executive Officer to issue payment to Delaware Hidden Valley Grand Apartments, LLC for \$1,995,000 plus \$119,797.19 in statutory interest and cost for a total not-to-exceed amount of \$2,114,797.19 for 5 parcels needed for the SCORE Simi Valley Double Track Project.

The amount for which contract authority is requested (\$2,114,797.19) will be covered by the SCORE Program Capital Budget and funded with TIRCP funds granted by CalSTA through the SCORE Program. Note: Because \$579,000 has already been deposited into the State Treasurer's Compensation Deposits Fund, the remaining balance of \$1,535,797.19 will be transferred from the project's available budget.

### **7.B Contract No. SP619 -25 - Olympics Planning Support Services - Increase Contract Authority - Jacobs Engineering Group Inc.**

Special Projects Director Michael Litschi explained dedicated, long-term, multidisciplinary consulting services are needed to support the continuation and refinement of the Authority's planning for the 2028 Summer Olympics and Paralympics. Increased contract authority is needed to continue and initiate the next phase of additional planning activities identified in the Scope of Work and consistent with the original contract award. He provided a progress report on the work that has been done by Jacobs thus far, the completed planning activities, and next steps.

Director Wapner voiced his concern that there have not been any internal policy discussions about the Olympics with Metrolink putting more and more money into this without any assurance that the agency will be reimbursed. He added there need to be discussions regarding the formula for funding as it appears that any money received is

going to LA County. Director Wapner added in meeting with LA28, they assume that by giving money to Metro that covers all transit for all of southern California and obviously that's not true. He reiterated internal discussions need to be had before staff works on this.

Director Roberts requested the Board approve this item because part of the contract will cover the rider demand modeling and with all the venues being established there are going to be many travelers descending on the southern California region. As a regional rail provider Metrolink is going to be pivotal for really supporting the visitors that come into the region. This contract is an investment to build the ridership model and serve as outreach and publicity to market the fact that Metrolink will be viable to get people to venues.

Director Allen asked for a list of the venue locations in relation to the stations.

CEO Darren Kettle explained the venues will be part of the presentation in September and LA28 has the information on their website.

Director Marquez asked if there is an anticipated budget, anticipated spending, and sources of revenue to offset costs.

Mr. Kettle stated there is an idea of what a scenario might look like, but the demand model is needed to provide options based on anticipated funding. Staff and ad hoc members have been lobbying for funding, which has been difficult to come by. Staff is working with a baseline assumption of doing the very best with the current fleet.

Director Sandoval stated Pomona is going to be a host to cricket, the second most popular sport in the world. Pomona is near the Ontario airport and people will likely be flying in to see events and utilizing the Pomona Downtown and North stations and the agency has to figure out a way to get people to the fairgrounds. These are all questions that need to be figured out when moving thousands of people.

**ACTION:** Upon a single motion by Director Sandoval and seconded by Director Spiegel, the Board (11-0) authorized the CEO to increase the not-to-exceed (NTE) contract authority for Contract No. SP619-25 with Jacobs Engineering Group Inc. for Olympics Planning Support Services by \$1,200,000, from the current \$ 510,000 to a new total NTE of \$1,710,000. All other terms and conditions of the contract will remain the same.

The requested increase in contract authority in the amount of \$1,200,000 is included in the Authority's approved FY26 Operating Budget. The amount for future work will be included in future year budgets. There is no financial commitment with respect to subsequent years, and work will be authorized only if funding is approved.

## **7.C Student Adventure Pass Pilot Program Summary**

Marketing and Partnerships Director Sabrina Davis provided an overview of the Student Adventure Pass pilot program for the period of October 2023 through June 2025. She shared the boardings by year, student ridership representation, and top schools that participated in the program. She stated a new 50% student/youth discount was implemented on July 1.

Director Wapner stated SBCTA staff is happy to work with Metrolink staff to find a way to bring the kids back and show the benefits to the colleges. He added the colleges can pass the minimal cost onto the students as part of their student activity fees.

The Board received and filed this report.

## **7.D July Legislative Update**

Government and Community Relations Director Jeffrey Dunn provided a monthly update on current legislative affairs. In June Community Relations staff attended the third annual convening of nonprofits and foundations in the San Fernando Valley along with the San Gabriel Valley public affairs outreach reception. He shared the governor passed the FY26 state budget which maintains funding for transit operations and capital needs but does not include cap-and-trade reauthorization. At Director McCallon's suggestion, Metrolink has gone on record in support of AB 476 which addresses penalty of metal theft. Chief Strategy Officer Paul Hubler appeared before the senate subcommittee on LOSSAN Rail Corridor Resiliency with other stakeholders at the invitation of Chair Catherine Blakespear. He touched on the passage of "The Big Beautiful Bill" act which has little impact on transit and passenger rail funding. Both chambers need to approve their respective T-HUD bills by September 30. Metrolink and SBCTA will host chairman of the Highways and Transit Subcommittee David Rouzer on August 6 to discuss connection to Brightline West, Olympics needs, ZEMU, and reauthorization of the Surface Bill.

Director Spiegel asked about the convening of the nonprofits and foundations.

Mr. Dunn clarified it is a group that has convened over the last few years and Metrolink has tripled the number of community-based organizations for staff to call upon for outreach for Title VI and other grant opportunities. He confirmed the convening of nonprofits and foundations was only in the San Fernando Valley, but staff does meet with other nonprofits in smaller venues elsewhere throughout the system.

The Board received and filed this report.

## **8. Chief Executive Officer's Report**

Mr. Kettle introduced the interns working with the Program Delivery team through a partnership with the Construction Management Association of America. He announced the accounting team received a Certificate of Achievement for Excellence in Financial Reporting for the ninth year in a row and reminded the Board there are no meetings in August. He shared Metrolink hosted a Make-A-Wish family from Adelanto to Union Station as part of their trip to San Diego.

Director Wapner thanked Mr. Kettle and staff for making the family happy and urged Board members to have their cities partner with the Make-A-Wish foundation.

## **9. Board Members' Comments – None.**

## **10. Chair's Comments**

Chair Chaffee explained the 2026 meeting schedule is being looked at and noted the cancellation of some committee meetings along with quorum issues this year. He provided the average length of the committee and Board meetings and requested the Board keep the information in mind in anticipation of the forthcoming calendar. He stated the meeting will be adjourned in honor of Los Angeles County Sheriff's detectives Joshua Kelley-Eklund, Victor Lemus and William Osborn who were killed in the training facility explosion on July 18, 2025.

## **11. Closed Session**

A. PUBLIC EMPLOYMENT – Pursuant to Government Code Section 54957(b)(1)  
Title: Chief Executive Officer

B. CONFERENCE WITH LABOR NEGOTIATOR – Pursuant to Government Code  
Section 54957.6  
Agency Designated Representative: Chair Doug Chaffee  
Unrepresented Employee: Chief Executive Officer

The Board recessed at 10:51 a.m. to discuss Items 11.A and 11.B and reconvened at 11:23 a.m. at which time Counsel indicated there was nothing to report.

## **12. CONSENT CALENDAR**

### **12.A Approval of Meeting Minutes - June 27, 2025 Regular Board Meeting**

The Board (11-0) approved the Minutes of the June 27, 2025 Regular Board Meeting.

### **12.B Internal Audit - Proposed Fiscal Year 2026 Annual Audit Plan**

The Internal Audit Department (Internal Audit) completed the FY 2026 Annual Audit Plan and is requesting Board approval.

The Board (11-0) approved the proposed FY2026 Annual Audit Plan.

There is no budgetary impact as a result of this report.

### **12.C Amendment to FY2025-26 Operating Budget to Carry Forward Funding Amounts Remaining on the San Clemente Landslide Stabilization Projects at June 30, 2025**

Continuing activities at the four San Clemente slide locations, Cyprus Shores, Casa Romantica, Mariposa and Coastal Stabilization Areas 1, 2 & 4 require the remainder of funds approved for each project in prior year budgets to be carried forward to the FY26 Budget.

The Board (11-0) approved the Amendment to the FY2025-26 Budget to carry forward the funding for continuing expenses of the San Clemente Projects at Cyprus Shores (Mile Post (MP) 206.8), Casa Romantica (MP 204.6), and Mariposa (MP 204.2), and Coastal Stabilization Areas 1, 2 & 4.

- San Clemente #1 (Cyprus Shores)  
Approval of this amendment will carryforward "San Clemente #1" in FY26 below the operating line by \$1,462,702.
- San Clemente #2 (Casa Romantica)  
Approval of the amendment will carryforward "San Clemente #2" in FY26 below the operating line by \$2,829,628.
- San Clemente #3 (Mariposa)  
Approval of the amendment will carryforward "San Clemente #3" in FY26 below the operating line by \$3,577,160.
- Coastal Stabilization- Area 1, 2, 4  
Approval of the amendment will carryforward " Coastal Stabilization- Area 1, 2, 4" in FY26 below the operating line by \$3,184,000.

#### **12.D Senate Bill 1 Trade Corridor Enhancement Program (TCEP) Resolution**

The Senate Bill 1 Trade Corridor Enhancement Program (TCEP) requires that the Board adopt Resolution 2025-148 and delegate authority to negotiate and execute actions necessary to facilitate administration of the grant. The TCEP grant also requires entering into a baseline agreement with the CTC, Caltrans, and OCTA for use of the funds.

The Board (11-0) adopted Resolution 2025-148 and delegate authority to negotiate and execute actions necessary to facilitate administration of the grant.

There is no budget impact as a result of this report. A budget amendment to support the next phase of work for the project was approved by the Board in June 2025.

#### **12.E Financial Results for the First Eleven Months of FY25 - May 2025 Ridership, Revenue, and Operating Results**

"Metrolink Reimagined" is the Metrolink term for the transition from commuter rail-based service to a regional provider of general transport. Initiatives designed to realize that transition require timely review of Ridership, Revenue, and Financial Operating Performance to provide assessment of the effectiveness of our efforts. Primary among these initiatives is the Optimized Service Schedule which began on October 21, 2024. This report covers monthly reporting on Ridership, Revenue, and Financial Operating Performance for the eleven months ended May 31, 2025.

The Board received and filed this report.

#### **12.F Cooperative Agreement No. C-10-3065 between Orange County Transportation Authority, City of Irvine and the Authority for the Marine Way Grade Separation and Borrego Channel Undercrossing**

Approval is required to execute the Cooperative Agreement No. C -10-3065 between the Orange County Transportation Authority, City of Irvine and the Authority for the Marine Way Grade Separation and Borrego Channel Undercrossing.



The Board (11-0) authorized the Chief Executive Officer to negotiate and execute the Cooperative Agreement No. C-10-3065 between the Orange County Transportation Authority, City of Irvine and the Authority in an amount of \$8,751,380 for the Marine Way Grade Separation and Borrego Channel Undercrossing.

There is no budget impact since this is a Third Party funded Agreement. Cash flow impact will be mitigated by an advance deposit as described in the discussion section.

**12.G Construction and Maintenance Agreement with Riverside County Transportation Commission for the Expansion of the Perris-South Station and Layover Facility**

Approval is required to execute the Construction and Maintenance Agreement between the Riverside County Transportation Commission and the Authority for the expansion of the Perris-South Station and Layover Facility.

The Board (11-0) authorized the Chief Executive Officer to negotiate and execute the Construction and Maintenance Agreement between the Riverside County Transportation Commission (RCTC) and the Authority that will provide \$5,794,800 of RCTC funding for Authority support services to the expansion of the Perris-South Station and Layover Facility.

There is no budgetary impact as a result of this report since this is a Third Party funded Agreement. Cash flow impact will be mitigated by an advance deposit as described in the discussion section.

**12.H Cooperative Agreement between Orange County Transportation Authority, the City of San Clemente and the Authority for the Pedestrian Audible Warning System (PAWS) Rehabilitation**

Approval is required to execute the Cooperative Agreement between the Orange County Transportation Authority, City of San Clemente and the Authority for the Pedestrian Audible Warning System (PAWS) Rehabilitation.

The Board (11-0) authorized the Chief Executive Officer to negotiate and execute the Cooperative Agreement between the Orange County Transportation Authority (OCTA), City of San Clemente and the Authority that will provide \$1,818,000 of OCTA funding for Authority support services to the Pedestrian Audible Warning System (PAWS) Rehabilitation.

There is no budgetary impact as a result of this report since this is a Third Party funded Agreement. Cash flow impact will be mitigated by an advance deposit as described in the discussion section.

**12.I Amendment No. 1 to Cooperative Agreement No. 23-33-021 with the Riverside County Transportation Commission for SCRRRA Design Oversight of the Perris Valley Line Double Track Project**

Additional RCTC -provided funding is needed to allow the Authority to support RCTC efforts to complete the design of the Perris Valley Line Double Track Project.

The Board (11-0) authorized the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. 23-33-021 between the Riverside County Transportation Commission (RCTC) and the Authority to increase RCTC-provided funding in the amount of \$574,320, from an amount of \$488,400, for a new not-to-exceed total of \$1,062,720 for Authority support on the project.

There is no budget impact as this is a Third Party funded Agreement. To address Authority cash flow constraints, RCTC staff have agreed to provide a deposit of 50% of the Amendment #1 amount once the agreement is executed.

### **13. ADJOURNMENT**

There being no further business for consideration by the Board, the meeting was adjourned in honor of Los Angeles County Sheriff's detectives Joshua Kelly-Eklund, Victor Lemus and William Osborn at 11:23 a.m.

Prepared by,



Michelle Peña  
Board Clerk



[metrolinktrains.com/meeting](http://metrolinktrains.com/meeting)

**ITEM ID:** 2025-306-0

**TRANSMITTAL DATE:** September 19, 2025

**MEETING DATE:** September 26, 2025

**TO:** Board of Directors

**FROM:** Paul Hubler, Chief Strategy Officer

**SUBJECT:** Operating Agreement for Santa Barbara Temporary Service

### **Issue**

Santa Barbara County Association of Governments (SBCAG) and Ventura County Transportation Commission (VCTC) (Funding Agencies) have entered into discussions with the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) and Southern California Regional Rail Authority (SCRRA) to provide an additional one round trip service from Moorpark to Goleta on a temporary basis until LOSSAN receives expected equipment to permanently operate the service on this sixth train slot. It is anticipated that this additional Santa Barbara service will commence January 26, 2026.

### **Recommendation**

It is recommended the Board authorize the Chief Executive Officer to negotiate and execute an Agreement between LOSSAN and SCRRA for temporary service from Moorpark to Goleta.

### **Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving. This agreement advances a partnership between the Authority and LOSSAN which creates opportunities for reciprocal travel that is greater than each of their separate services.

## **Background**

Prior to the pandemic, LOSSAN (the Los Angeles – San Diego – San Luis Obispo Rail Corridor) operated rail service from Los Angeles and Ventura counties to Goleta in the morning, which served commuters in their daily trips to work. Due to a sharp decline in commuter use during the pandemic, this service was terminated. While the slot was reinstated in 2022 at the end of the pandemic, the trip was scheduled at a later time to serve anticipated higher ridership demand. However, LOSSAN has been unable to provide the service in the new slot due to the unavailability of equipment and operational funds.

Santa Barbara County Association of Governments (SBCAG) has expressed strong interest in reinstating a morning commute service, which is an important benefit for Ventura County residents who work in Santa Barbara. As many as 11,000 commuters drive to Santa Barbara daily from Ventura County, according to a 2024 SBCAG study. While SBCAG and VCTC will jointly fund the service, SBCAG funding comes from South County's portion of Measure A sales tax, which has been accumulating since 2010.

With the new service to be provided by Metrolink departing from Moorpark rather than Los Angeles Union Station, this will help contain costs, improve ridership and improve on-time performance issues. LOSSAN has stated its interest in offering service during the time slot; however, LOSSAN has not yet received the equipment needed to do so. The project partners have been working together to determine the path forward, both short term and long term.

## **Discussion**

Santa Barbara County Association of Governments (SBCAG) and Ventura County Transportation Commission (VCTC) (Funding Agencies) have entered into discussions with the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) and Southern California Regional Rail Authority (SCRRA) to provide an additional one round trip from Moorpark to Goleta on a temporary basis until LOSSAN receives anticipated equipment to permanently operate the service on this sixth train slot. LOSSAN has agreed to authorize this service on the condition that SCRRA will operate as a subcontractor to LOSSAN under an Amtrak ticket and fare structure. LOSSAN has finalized a separate Agreement with Union Pacific Railroad (UPRR) which provides temporary authorization for SCRRA to operate on this LOSSAN train slot.

The Funding Agencies have agreed to fully reimburse SCRRA operating expenses to operate this service and will remit advance payment on a quarterly basis. The fare revenues collected for the roundtrip ticket from Moorpark to Goleta will be provided to the Funding Agencies. It is anticipated that this additional Santa Barbara service will commence January 26, 2026.

The new service will originate in Moorpark at 6:38 AM each weekday with the return trip leaving Goleta at 10:35 AM southbound arriving in Los Angeles Union Station at 1:30 PM. All agencies will bring this item to their respective Board of Directors for approval in September in advance of the service start date.

## Northbound Service to Goleta

Station	New Pacific Surfliner Train (Operated by Metrolink) ( <i>Mondays and holidays</i> )
Moorpark	6:38 AM
Camarillo	6:50 AM
Oxnard	7:00 AM
Ventura Downtown-Beach	7:12 AM
Carpinteria	7:35 AM
Santa Barbara	7:51 AM
Goleta	8:03 AM

## Southbound Service to Moorpark (Continuing to LAX)

Station	New Pacific Surfliner Train (Operated by Metrolink) ( <i>Mondays and excluding holidays</i> )
Goleta	10:35 AM
Santa Barbara	10:47 AM
Carpinteria	11:02 AM
Ventura Downtown-Beach	11:30 AM
Oxnard	11:43 AM
Camarillo	11:57 AM
Moorpark	12:11 PM
<i>(Metrolink Station Stops)</i>	
Los Angeles Union Station	1:30 PM

## **Budget Impact**

There is no net budget impact as all additional operating expenses for this service will be offset by a fixed fee revenue paid quarterly in advance from the funding agencies, SBCAG and VCTC.

## **Next Steps**

The final agreement will be routed for signature, and the new service is expected to commence January 26, 2026.

Prepared by: Lisa Colicchio, Interim Director of Railroad Services

Approved by: Paul Hubler, Chief Strategy Officer


[metrolinktrains.com/meeting](http://metrolinktrains.com/meeting)

**ITEM ID:** 2025-294-0

**TRANSMITTAL DATE:** September 19, 2025

**MEETING DATE:** September 26, 2025

**TO:** Board of Directors

**FROM:** Donald Filippi, Chief Operating Officer  
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**SUBJECT:** Contract No. MS289-22 -Track and Signal Infrastructure Maintenance and Support Services - Herzog Contracting Corporation - Exercise Option and Increase Contract Authority for On-Call Work Directives

### Issue

To continue track and signal infrastructure maintenance and support services, the Authority needs to exercise the existing option for Contract No. MS289-22 with Herzog Contracting Corp (Herzog). The Contract's base term expires on June 30, 2026, with a single 3-year option to extend the term to June 30, 2029.

Exercising the Contract option is needed to:

- Inspect, test, report, and maintain the track, structures and right-of-way and maintenance of wayside Train Control, Communications, Signals Systems; and
- Ensure the railroad infrastructure is inspected and maintained in accordance with FRA rules and regulations, California Public Utilities Commission (CPUC) requirements, and Authority standards; and
- Perform and support other project work through the on-call Work Directives to support capital, rehabilitation, third-party projects, as well as emergency response or other operational incidents occurring on the railroad right-of-way.

For on-call Work Directives, approximately \$9,670,358 remains in contract authority with one year remaining on the base period of the Contract. By requesting to extend the contract term, the Authority will need to increase the available contract authority for on-call Work Directives to continue to provide support for capital, state of good repair, third-party projects, and emergency response along the railroad right-of-way by a forecasted amount of \$75,000,000.

## **Recommendation**

It is recommended that the Board authorize the Chief Executive Officer to:

1. Exercise the option for Contract MS289-22 to extend the Period of Performance from July 1, 2026, to June 30, 2029; and
2. Increase Contract Authority for On-Call Work Directives by \$75,000,000 to cover the performance period in the requested Contract option, bringing the current total of \$102,270,996 to a new not-to-exceed amount of \$177,270,996.

## **Strategic Commitment**

This report aligns with the Strategic Business Plan commitments of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve. Contract MS289-22 ensures frequent and required inspection and maintenance of the Authority's track and signal infrastructure to ensure it is in a state of good repair. Best practice industry processes and technologies for the inspection, repair and associate support services have been adopted to ensure that the track and signal infrastructure allows trains to operate safely and efficiently as practical.
- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. Operational efficiencies for both the Contractor as well as the Authority has been streamlined as a result of this bundled track and signal contract with enhanced controls and contract oversight.

## **Background**

On February 26, 2021, the Board awarded Contract No. MS289-22 for Track and Signal Infrastructure Maintenance and Support Services to Herzog for a base period of five years (July 1, 2021, to June 30, 2026) with a single three-year option (July 1, 2026, to June 30, 2029, if exercised).

This contract ensures the railroad infrastructure is inspected and maintained in accordance with FRA rules and regulations, CPUC requirements, and Authority standards. In addition, it provides support for capital, rehabilitation, and third-party projects, support for Track and Signal Maintenance, as well as emergency response or other operational incidences occurring on the railroad right-of-way. This contract also includes provisions to perform and support other project work through the Work Directives process.

On June 25, 2021, the Board approved the contract authority for On-Call Work Directives for the full five-year base term of the contract in an amount not-to-exceed \$45,000,000. Work Directives are funded via new capital, rehabilitation, and third-party projects that could span multiple years and would only be authorized once funding is approved and available through their own budgetary constraints and controls that are outside of the Annual Operating Budget.

Herzog would be authorized to work on such projects through the Work Directive process. On June 23, 2023, the Board authorized the increase of the contract authority for Work Directives by \$57,270,996, for a new not-to-exceed amount of \$102,270,996.

## **Discussion**

Herzog, under Base Maintenance services, performs track and signal infrastructure maintenance in a safe, reliable, affordable, efficient, customer-centric manner and in conformance with the Contract requirements. The Base Maintenance services include the inspection, testing, reporting, management, replacement and repairs of the track and signal infrastructure on the Authority's maintained Service Property in accordance with the requirements of the Contract Scope of Services. The Base Maintenance services, along with On-Call Work Directive support, under Contract MS289-22 will terminate on June 30, 2026, if not extended.

Over the past five years, Herzog has demonstrated the ability, desire, and passion to put safety first in all aspects of their work, continue delivering quality results for the Authority, unwavering support on Authority needs and requests, and continued commitment to improve over time. Herzog has demonstrated its dedication to resolving shortfalls, performing track and infrastructure maintenance over 500 miles of track. Its support to address trouble calls around the clock has shown itself to be at the highest level with track and signal issues resulting in very minimal delays and contributing to on-time performance of the Metrolink service territory. Over the course of the past five years, Herzog and the Authority have built a relationship that has allowed for synergies and efficiencies to be developed for improved performance, safety oversight, and regulatory compliance requirements throughout the Authority's vast territory. Budget adherence has also been one of the key points of success, understanding the Authority's needs and adjusting where needed, which has allowed the Authority to stay within department budget. This extension request comes at a time when the Authority is about to experience some of the highest ridership and expectations for on-time performance it has ever faced and continuing to build on Agency - Contractor synergy has never been more needed. Exercising the three-year Contract option is recommended for the following reasons:

1. **Proven Performance:** Herzog has consistently met or exceeded contract performance requirements related to safety, reliability, and regulatory compliance. Herzog has demonstrated consistent performance throughout the base term, maintaining safety-critical infrastructure, responding to incidents and callouts to support operations, and supported on-call projects and emergencies. Their familiarity and experience with Metrolink's track, signal, crossing, right-of-way, communications, structures, and Positive Train Control systems enables seamless service delivery and avoids the risks and inefficiencies associated with transitioning to a new vendor. Their familiarity with Metrolink's infrastructure supports continuity and efficiency. Herzog's ability to respond to operational needs and emergencies puts them in a position to meet the agencies needs in a timely and responsive manner, such as the multiple landslides that Metrolink experienced in the San Clemente area where Herzog was tasked to rebuild multiple failed slopes. Herzog was able to perform these emergency responses with zero rule violations and injuries as well as deliver a high-quality product on time and within budget.
2. **Operational Continuity and Cost Stability:** Renewing this contract option ensures continuity of maintenance operations without service disruption, avoiding potential

mobilization delays, cost overruns, or gaps in institutional knowledge during a period of time where Metrolink is reimagining its service across Southern California and preparing for major events such as the FIFA World Cup and 2028 Olympics and Paralympic Games.

3. **Leveraging Synergies and Long-Term System Integration:** The continued partnership with Herzog allows the Authority to further align maintenance strategies with other system initiatives, including capital improvements, state-of-good-repair programs, and the roll-out of advanced technologies such as PTC (Positive Train Control) enhancements, asset condition monitoring, and data-driven maintenance planning. Herzog's embedded field staff and centralized maintenance coordination with the Authority's operations promote integrated responses and optimized resource deployment, helping Metrolink achieve increased lifecycle value and reliability of its infrastructure.
4. **Readiness for Mega-Events: FIFA World Cup and 2028 Olympic & Paralympic Games:** Southern California will serve as a global transportation hub during the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games. Exercising this option ensures the Authority's infrastructure is maintained at the highest standards as it prepares for increased ridership, special event service overlays, and coordination with other regional transit agencies. Having Herzog in place through these key preparation years ensures stable and experienced maintenance support as the Authority executes infrastructure readiness initiatives and supports multi-agency planning and delivery efforts for these events.
5. **Strategic Timing:** Exercising the option now allows time for a competitive procurement process to begin for a subsequent long-term contract, without affecting current operations and upcoming major event planning.

### **Budget Impact**

Funding for the additional option years beyond FY26, for Base Maintenance and On-Call Work Directives, will be requested through the annual budget or an equivalent process in subsequent years. There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

### **Next Steps**

Upon Board approval, the Chief Executive Officer will exercise the Option to extend Contract No. MS289-22.

Prepared by: Tim Morehead, Director, Track & Signal Infrastructure Maintenance

Approved by: Donald Filippi, Chief Operating Officer


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ITEM ID: 2025-292-0

TRANSMITTAL DATE: September 19, 2025

MEETING DATE: September 26, 2025

TO: Board of Directors

FROM: Paul Hubler, Chief Strategy Officer

SUBJECT: Caltrans Sustainable Transportation Planning Grant Program Award Acceptance for the Signage and Wayfinding Master Plan

### **Issue**

The Caltrans Sustainable Transportation Planning Grant Program requires that the Board adopt Resolution 2025-149 and delegate authority to negotiate and execute actions necessary to facilitate administration of the grant.

### **Recommendation**

It is recommended that the Board adopt Resolution 2025-149 and delegate authority to negotiate and execute actions necessary to facilitate administration of the grant.

### **Strategic Commitment**

This report aligns with the Strategic Business Plan commitments of:

- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board. The Signage and Wayfinding Master Plan will build upon Metrolink's Station Connectivity Enhancement Plan and projects to develop implementation recommendations to establish a functional system of community signage and wayfinding elements that effectively, safely, and efficiently direct people through the regional rail system.
- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting



services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving. Metrolink will work collaboratively with station city partners and regional transit operators to determine recommendations for a comprehensive signage and wayfinding program.

## **Background**

In October 2024, Caltrans released the FY2025/2026 Call for Applications for the Sustainable Transportation Planning Grants Program which made approximately \$35 million available through the Sustainable Communities and Strategic Partnerships categories. Metrolink submitted an application under the Sustainable Communities category for the Signage and Wayfinding Master Plan requesting \$566,592. On July 1, 2025, Caltrans awarded Metrolink's full request.

As required by the program guidelines, SCRRA is required to adopt a resolution and delegate authority to negotiate and execute actions necessary to facilitate administration of the grant.

## **Discussion**

The Signage and Wayfinding Master Plan (Project) will develop a comprehensive, customer-focused plan that will incorporate present and future wayfinding and information, support community members in quickly locating Metrolink train stations, and aid visitors and new riders in seamlessly navigating the stations and the bikeways, sidewalks, trails, on-site parking, and connecting transit services.

The Project will develop a signage and wayfinding toolkit to provide detailed implementation recommendations at five Metrolink stations - one in each member agency county. These stations include Camarillo, Santa Ana, San Bernardino, Riverside Downtown and Van Nuys. The goal of the Project is to create a plan that allows current and new riders to safely and easily navigate the Metrolink system by reducing confusion and missed connections, thereby increasing rider confidence and use of the Metrolink system. The resulting toolkit can be used to roll out successful strategies to future stations, dependent upon finding additional funding.

It is therefore requested that the Board adopt Resolution 2025-149 and delegate authority to negotiate and execute actions necessary to facilitate administration of the grant.

## **Budget Impact**

There is no budgetary impact as a result of this report.

## **Next Steps**

Staff will execute all agreements necessary to receive and administer the funds for the Signage and Wayfinding Master Plan.

Prepared by: Jennifer Farinas, Manager, Grants

Approved by: Paul Hubler, Chief Strategy Officer

**Attachment(s)**

[Attachment A - Signage and Wayfinding Master Plan Resolution](#)

**ATTACHMENT A**

**RESOLUTION NO. 2025-149  
OF THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO EXECUTE AGREEMENTS WITH  
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE SIGNAGE AND  
WAYFINDING MASTER PLAN**

**WHEREAS**, the Board of Directors of the Southern California Regional Rail Authority is eligible to received Federal and/or State funding for certain transportation planning related plans, through the California Department of Transportation;

**WHEREAS**, a Restricted Grant Agreement (RGA) is needed to be executed with the California Department of Transportation before such funds can be reimbursed through the Transportation Planning Grant Program;

**WHEREAS**, the Southern California Regional Rail Authority wishes to delegate authorization to execute these agreements and any amendments thereto;

**WHEREAS**, the CTC requires the grantee to certify, by resolution, the acceptance of awarded grant funds, and authority to enter into and execute grant-related agreements;

**THEREFORE, BE IT RESOLVED** that the SCRRA Board of Directors authorizes the Chief Executive Officer, or designee, to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation;

- A. The Chief Executive Officer designees authorized to execute all RGAs, and any amendments thereto, are the Chief Strategy Officer and Chief Financial Officer.

ADOPTED, SIGNED, AND APPROVED this 26<sup>th</sup> day of September, 2025.

AYES:

NOES:

ABSENT:

ATTEST:

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Michelle Pena

Clerk of the Board

SCRRA Resolution No. 2025-149

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Doug Chaffee, Chair

Southern California Regional Rail Authority

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**ITEM ID:** 2025-287-0

**TRANSMITTAL DATE:** September 19, 2025

**MEETING DATE:** September 26, 2025

**TO:** Board of Directors

**FROM:** Paul Hubler, Chief Strategy Officer

**SUBJECT:** Senate Bill 1 Solutions for Congested Corridors Program (SCCP) Grant Acceptance

### **Issue**

The Senate Bill 1 Solutions for Congested Corridors Program (SCCP) requires entering into a baseline agreement with the Southern California Association of Governments (SCAG), California Transportation Commission (CTC) and Caltrans.

### **Recommendation**

It is recommended that the Board delegate authority to negotiate and execute actions necessary to facilitate administration of the grant.

### **Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail an alternative to single-occupant automobiles. The new Tier IV locomotives, coupled with the transition to renewable fuel, makes Metrolink among the most advanced and cleanest-running passenger rail agencies in the country.

### **Background**

On August 15, 2024, the CTC adopted program guidelines and initiated a call for projects for the SB 1 SCCP which made \$250 million available annually for projects designed to alleviate congested in highly traveled corridors throughout California. On November 19, 2024, SCAG, as an eligible agency, submitted an application on Metrolink's behalf to the CTC, requesting \$52.6 million for the Metrolink Sustainable Locomotives Project. On June 26, 2025, the CTC awarded Metrolink's full request.

As required by the SCCP program guidelines, SCRRA is required to enter into a baseline agreement to facilitate administration of the grant.

### **Discussion**

The acquisition of Tier 4 locomotives is consistent with Metrolink's Strategic Business Plan and Climate Action Plan and with an April 2021 Board directive for staff to seek grant funding to fully replace Tier 2 locomotives with Tier 4 locomotives and to pursue a zero-emissions pilot program. The new Tier IV locomotive project will replace up to 12 older Tier II locomotives, bringing the Metrolink fleet to 52 Tier IV locomotives.

Staff has been working diligently to pursue and administer local, state and federal funding for the project. The successful SCCP award, matched with AQMD funds, helps to limit the member-agency contribution to the cost of the fleet conversion effort.

Staff is working toward completion of the environmental phase. Once the documents necessary to comply with the National Environmental Policy Act and California Environmental Quality Act are completed, Metrolink will provide the environmental documents to the CTC for funding consideration and allocation.

Staff anticipate that the new Tier IV locomotives will be placed into revenue service in five to seven years, taking into account the time required to develop technical specifications, procure a manufacturer, and complete locomotive production and testing.

It is therefore requested that the Board authorize the CEO or designee to execute all required documents of the SCCP program and agree to comply with all conditions and requirements set forth in the SCCP program guidelines.

### **Budget Impact**

There is no budgetary impact as a result of this report.

### **Next Steps**

Staff will execute all agreements necessary to receive and administer SCCP funds for the Metrolink Sustainable Locomotives Project.

Prepared by: Jennifer Farinas, Manager, Grants

Approved by: Paul Hubler, Chief Strategy Officer

**Attachment(s)**

Attachment A - Solutions for Congested Corridors Program Term Sheet Project Baseline Agreement

## **ATTACHMENT**

### **SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM TERM SHEET PROJECT BASELINE AGREEMENT**

The baseline agreement among the Southern California Association of Governments, the California Transportation Commission (CTC), the Southern California Regional Rail Authority (SCRRA) and the California Department of Transportation (Caltrans) for the Solutions for Congested Corridors Program (SCCP), includes the following basic provisions:

1. Project cost, project schedule, project scope, and project benefits as detailed in the project programming request for each funded project.
2. All signatories agree to adhere to the CTC SCCP Guidelines.
3. All signatories agree to adhere to CTC's SB 1 (Chapter 5, Statutes of 2017) accountability and transparency guidelines and policies, and program/project amendment processes.
4. SCRRA agrees to secure funds for any additional costs of the projects.
5. SCRRA commits to reporting on the progress made toward implementation of the project on a quarterly basis, including any changes to scope, cost, schedule, outcomes, and anticipated benefits.
6. SCRRA agrees to submit a timely Completion Report and Final Delivery Report as specified in CTC's SB 1 Accountability and Transparency Guidelines.
7. SCRRA agrees to maintain and make available to the CTC and/or its designated representative, all work-related documents, including without limitation engineering, financial or other data, and methodologies and assumptions used in the determination of benefits for the project, and retain these records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with generally accepted accounting principles.

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**ITEM ID:** 2025-266-0

**TRANSMITTAL DATE:** September 19, 2025

**MEETING DATE:** September 26, 2025

**TO:** Board of Directors

**FROM:** Paul Hubler, Chief Strategy Officer

**SUBJECT:** World Cup and Olympics Readiness Update

### **Issue**

This receive and file report provides an update on Metrolink's ongoing planning efforts for the 2026 World Cup and the 2028 Olympic and Paralympic Games.

### **Recommendation**

Receive and file.

### **Strategic Commitment**

This report aligns with the following Strategic Business Plan Commitments of:

- **Customers are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to delight them. Metrolink will fulfill critical regional transportation needs for both existing and new riders when Los Angeles and the Southern California region host upcoming mega events, including the 2026 World Cup and the 2028 Olympic and Paralympic Games.
- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving. Partnerships with transportation providers in the region, as well as with the LA28 Olympic organizing committee, will be key to providing a reliable, seamless transportation experience during upcoming mega events.



## **Background**

Metrolink's regional rail system will play a key role in providing public transit service for millions of spectators and workforce during upcoming mega events in Southern California, including the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games (Games). The World Cup is expected to draw approximately 70,000 spectators to each of the eight matches scheduled at SoFi Stadium in June and July 2026, including 30,000 expected to arrive via public transit. The Games in summer 2028 will include more than 800 ticketed events spread across more than 30 venues in the Southern California region, with between 12 million and 15 million tickets expected to be sold. Parking at or near event venues will be extremely limited due to security and operational perimeters, and most spectators and workforce will not be able to park vehicles near the venues. The 2028 Games have been designated a National Special Security Event by the Department of Homeland Security. As a result, the U.S. Secret Service will lead the design and implementation of operational security plans for the Games, in coordination with other federal, state and local law enforcement agencies.

To ensure continued coordination and collaboration among major mobility partners in the region, LA28 has organized the Games Mobility Executives (GME) group to coordinate transportation needs for the Games, including executives from:

- LA28
- City of Los Angeles Mayor's Office
- Los Angeles Department of Transportation
- Los Angeles County Metropolitan Transportation Authority (Metro)
- California Department of Transportation (Caltrans)
- Southern California Association of Governments (SCAG)
- Southern California Regional Rail Authority (Metrolink).

In addition, Metrolink staff have been actively participating in the 12 GME subcommittees, which are multi-agency working groups covering issues such as wayfinding, communications and outreach, transportation demand management, accessibility and mobility hubs. Metrolink serves as the lead agency for the Regional Rail subcommittee, which is responsible for ensuring that the passenger rail services offered by Metrolink, Amtrak Pacific Surfliner and the North County Transit District (COASTER) are coordinated and help support Games-related travel demand.

## **Discussion**

Metrolink has been working in close coordination with its partner agencies throughout Southern California to prepare for upcoming mega events, as detailed below.

### **2026 FIFA World Cup**

The 2026 FIFA World Cup will take place in 16 host cities across North America between June 11 and July 19, 2026. Eight of the planned World Cup matches will take place at SoFi Stadium in Inglewood, California, on the following dates:

- Friday, June 12 (USA team)
- Monday, June 15
- Thursday, June 18

- Sunday, June 21
- Thursday, June 25 (USA team)
- Sunday, June 28
- Thursday, July 2
- Friday, July 10 (quarterfinal)

Match times are not expected to be released by FIFA until December 2025, which will influence Metrolink's proposed service plan and budget, including potential special trains.

Metro is leading regional transportation planning efforts for the World Cup and hosts a monthly World Cup Regional Task Force meeting that includes representatives from Metrolink and other transportation partners. Metro plans to operate approximately 300 additional buses to provide a direct shuttle service between SoFi Stadium and multiple mobility hubs, including park & ride lots and Los Angeles Union Station. Due to parking restrictions around SoFi Stadium, it is expected that nearly half of the 70,000 spectators expected at each match will take public transit to reach the venue.

In addition to the ticketed matches at SoFi Stadium, multiple fan fests and watch parties will be held throughout the region that could attract a significant number of spectators; however, the locations of those events have not yet been finalized.

Metrolink staff is working closely with Metro to develop a service plan that will allow Metrolink passengers to connect with the Metro shuttle system operating between Los Angeles Union Station and SoFi Stadium. Staff is still working to assess potential ridership demand, equipment and crew availability, and budget required to operate special trains to serve the eight World Cup matches. Staff expects to finalize a proposed service plan in January 2026, after the times of the eight matches are released.

### 2028 Olympic and Paralympic Games

The Olympic Games will include 16 days of competition from July 14 to 30, 2028, followed by the Paralympic Games, with 13 days of competition from August 15 to 27, 2028. Events will take place at more than 30 venues across Southern California, with the majority of venues located in Los Angeles County. Metrolink and its regional transit partners are expected to offer transportation for Olympic spectators and workforce, while LA28 is responsible for transportation of the "Games Family," including athletes, media and Olympic officials.

In mid-April 2025, LA28 released an updated list of Olympic venues that included several new venues with connectivity to Metrolink stations, in addition to the venues previously announced in the City of Los Angeles, including:

- Honda Center (Anaheim) - Volleyball
- Trestles Beach (San Clemente) - Surfing
- Fairplex (Pomona) - Cricket
- Dodger Stadium (Los Angeles) - Baseball

In July 2025, LA28 published preliminary venue and event schedules for the Games. Though these schedules are still subject to change, they provide useful data to inform Metrolink's service planning efforts. A few key takeaways from the draft schedules include:

- Up to 67 event sessions will take place on the busiest day of the Games, with most competition days including more than 50 individual event sessions
- Events at the Honda Center in Anaheim are expected all 16 days, with matches

beginning at early as 9 a.m. and ending as late as 11:30 p.m.

- The surfing competition at Trestles Beach will be held for four days over an eight-day period, dependent on surf conditions, with competition expected from 8 a.m. to 5:30 p.m.
- Events at Pomona Fairplex will take place over a 16-day period, with matches planned as early as 9 a.m. and ending as late as 10:30 p.m.
- Concurrent events will take place at multiple venues served by Los Angeles Union Station, with events beginning as early as 8 a.m. and ending as late as midnight.

Staff previously presented to the Board a proposed Games service plan that includes 30-minute frequencies on the Antelope Valley, San Bernardino and Orange County lines. Metrolink staff is working with its consultant team at Jacobs Engineering, as well as Metro and SCAG, to update ridership demand modeling and projected service needs based on the most recent information provided by LA28, while identifying opportunities to increase frequency and capacity of Metrolink service, as well as offer later-night special trains, while maintaining service levels for existing riders. In addition to ticketed events, watch parties and other cultural events will likely be held throughout the region, which will generate additional Metrolink ridership demand during the Games.

Metro plans to utilize its Games Enhanced Transit Service (GETS) and a network of mobility hubs and park & ride sites to supplement existing transit services in order to efficiently move spectators and workforce during the Games and minimize traffic congestion. The GETS system could include up to 2,700 additional buses in addition to Metro's existing bus and rail network, with the goal of securing a fully zero or near-zero emission GETS fleet. Metro is currently working to source these additional vehicles, as well as mechanics, bus operators, and temporary storage and maintenance facilities. The GETS system will provide an important first- and last-mile connection to Metrolink stations for Games spectators and workforce. Metro expects peak demand of up to 1.2 million daily trips during the Games.

Over the next several months, staff will continue to refine proposed service plans with the goal of developing several financially constrained alternatives that can be presented to the Board and implemented based on expected funding availability and ridership demand.

#### Metrolink Goals for the Games

Staff has developed a strategic vision for Metrolink's role during the Games for the Board's review, including four overarching goals:

1. Build Metrolink's Legacy: Establish Metrolink as a regional transportation provider of "first choice".
2. Enhance Customer Experience: Deliver a safe, reliable, comfortable and convenient experience for all riders - existing and new.
3. Capitalize on Resources: Identify and secure resources to realize Metrolink's vision for the Games.
4. Make Metrolink Accessible to All: Ensure the Metrolink system is accessible to customers of all abilities.

#### Funding Availability

Metrolink and its regional transportation partners recognize the urgent need to secure external funding to support expanded transit service during upcoming mega events in order to minimize reliance on local funds. Congress and the Administration provided significant financial support for transportation-related needs in each of the five fiscal years leading up to the 2002 Salt Lake City Winter Games. To that end, Metrolink has submitted a request for,

and is actively advocating to secure, \$252 million in federal and/or state funding to support capital and operating costs related to the Games, including \$107 million for expanded operations, as well as funding for rolling stock repair and refurbishment, and enhanced safety and security measures.

Recently, there has been some progress related to potential federal support for transportation and security needs during the World Cup and Games. The Fiscal Year 2026 Senate Transportation, Housing, and Urban Development (THUD) appropriations bill would allocate \$68 million to surface, commuter and public transportation systems to support mobility needs for the 2028 Games. In addition, \$78 million would be available to support supplemental public transportation services in U.S. host cities during the 2026 FIFA World Cup, including Los Angeles. A final agreement between the House and Senate on THUD funding levels has not yet been reached. Congress is locked in a larger fight about the FY26 federal budget, and until they establish a path forward, policy and funding decisions related to THUD will remain unresolved. Separately, the “One Big Beautiful Bill Act,” signed into law on July 4, also includes \$1 billion in federal funding to pay for security and planning for the Olympics, plus \$625 million for World Cup security.

In addition, at the local level, the Mobile Source Air Pollution Reduction Review Committee (MSRC) made a total of \$16 million available through a County Transportation Commission (CTC) Partnership Program for Transportation Demand Management (TDM) projects that will help reduce motor vehicle emissions during upcoming major sporting events in southern California. Metrolink staff worked with Metro to prepare a proposal to utilize \$4 million in MSRC funding to support expanded Metrolink service within Los Angeles County during the Olympic and Paralympic Games. In addition, staff coordinated with the Riverside County Transportation Commission, which has proposed to reserve \$3 million of its \$4 million share of MSRC funding for flexible implementation of “high-impact TDM projects,” which could include expanded bus/shuttle services, as well as additional Metrolink service to Riverside County during the Games.

Staff is also discussing options to enter into a Memorandum of Understanding with LA28 to more clearly define the roles and responsibilities of each agency related to regional transportation during the Games, including funding requirements. On September 16, 2025, Metrolink Olympics Ad Hoc Committee representative, Second Vice Chair Tony Trembley, met with Bill Panos, Senior Vice President of Transportation at LA28, to discuss funding, advocacy and other coordination issues.

### Federal Coordination

On August 5, 2025, President Donald J. Trump signed an Executive Order establishing a White House Task Force on the 2028 Olympics to oversee federal coordination for the Games, specifically related to transportation and security issues. President Trump is chair and Vice President JD Vance is vice chair of the task force. The task force also includes members of President Trump’s cabinet and representatives from key federal agencies, including the Department of Transportation and Department of Homeland Security. Per the Executive Order, the specific functions of the task force include:

- a. coordinate federal planning and response related to the security, transportation, and entry/exit processes for the Games;

- b. support interagency cooperation and information-sharing with state and local partners;
- c. identify legal, logistical, or regulatory barriers that could impede effective Federal support for the Games and recommend timely solutions;
- d. assist in the planning and implementation of visa processing and credentialing programs for foreign athletes, coaches, officials, and media personnel; and
- e. ensure operational readiness across law enforcement, counterterrorism, transportation, and emergency response functions.

In coordination with its GME partners, Metrolink staff will continue to strongly advocate for federal resources necessary to support expanded transit service during the Games, including capital, operating and safety/security needs.

### **Next Steps**

Staff will continue to review venue plans and schedules for both the World Cup and Games to develop updated Metrolink service and staffing plans, including several fiscally constrained alternatives. In addition, staff will continue to participate in World Cup and GME subcommittees, and coordinate with relevant stakeholders, including member agencies, station cities, and state and federal officials. Staff intends to return to the Board of Directors with regular updates on the 2026 World Cup and 2028 Olympic and Paralympic Games as planning efforts continue to evolve.

Prepared by: Michael Litschi, Director of Special Projects

Approved by: Paul Hubler, Chief Strategy Officer

### **Attachment(s)**

[Presentation - World Cup and Olympics Readiness Update](#)





**METROLINK**

World Cup and Olympics  
Readiness Update

*Board of Directors  
September 26, 2025*



# 2026 FIFA World Cup

First Match – June 12, 2026

0

8

2

3

Years Months Weeks Days

# 2028 Olympic Games

Opening Ceremony - July 14, 2028

2

9

2

4

Years Months Weeks Days



# 2026 FIFA World Cup

METROLINK









2026

MATCH SCHEDULE

GROUP STAGE MATCHES

Thursday 11 June

Friday 12 June

Saturday 13 June

Sunday 14 June

Monday 15 June

Tuesday 16 June

Wednesday 17 June

Thursday 18 June

Friday 19 June

Saturday 20 June

Sunday 21 June

Monday 22 June

Tuesday 23 June

Wednesday 24 June

Thursday 25 June

Friday 26 June

Saturday 27 June

ROUND OF 32

Sunday 28 June

Monday 29 June

Tuesday 30 June

Wednesday 1 July

Thursday 2 July

Friday 3 July

ROUND OF 16

Saturday 4 July

Sunday 5 July

Monday 6 July

Tuesday 7 July

Wednesday 8 July

QUARTER-FINALS

Thursday 9 July

Friday 10 July

Saturday 11 July

Sunday 12 July

Monday 13 July

SEMI-FINALS

Tuesday 14 July

Wednesday 15 July

Thursday 16 July

Friday 17 July

FINAL BRONZE FINAL

Saturday 18 July

Sunday 19 July

WESTERN REGION

VANCOUVER

SEATTLE

SAN FRANCISCO BAY AREA

LOS ANGELES

CENTRAL REGION

GUADALAJARA

MEXICO CITY

MONTERREY

HOUSTON

DALLAS

KANSAS CITY

EASTERN REGION

ATLANTA

MIAMI

TORONTO

BOSTON

PHILADELPHIA

NEW YORK NEW JERSEY



# 2026 World Cup Matches

- Matches in 16 North American cities from June 11 to July 19, 2026
- 8 matches scheduled in LA at SoFi Stadium (70k spectators/match; 30k using transit)
  - Friday, June 12 (USA team)
  - Monday, June 15
  - Thursday, June 18
  - Sunday, June 21
  - Thursday, June 25 (USA team)
  - Sunday, June 28
  - Thursday, July 2
  - Friday, July 10 (quarterfinal)
- Match times unknown until December 2025, but special trains likely required – will return with service plan and cost estimate
- Metro plans to provide direct shuttle service to SoFi from LA Union Station
- Multiple watch parties and fan fests expected throughout region, including at Exposition Park and Union Station, but most dates and locations still unknown

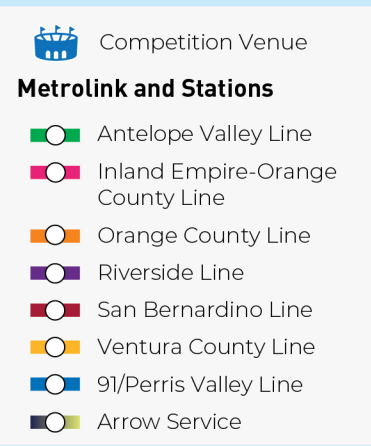


# Updated Olympic Venue Map and Event Schedule

METROLINK









## LA28 OLYMPIC GAMES Daily Competition Schedule

- MEDAL EVENT DAY
- EVENT DAY
- CONTINGENCY DAYS
- CEREMONIES

SPORT/ DISCIPLINE	VENUE	-2	-1	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		WED JULY 12	THU JULY 13	FRI JULY 14	SAT JULY 15	SUN JULY 16	MON JULY 17	TUE JULY 18	WED JULY 19	THU JULY 20	FRI JULY 21	SAT JULY 22	SUN JULY 23	MON JULY 24	TUE JULY 25	WED JULY 26	THU JULY 27	FRI JULY 28	SAT JULY 29	SUN JULY 30
3x3 Basketball	Valley Complex 3					●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Archery	Carson Stadium																			
Artistic Gymnastics	DTLA Arena				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Artistic Swimming	Long Beach Aquatics Center																			
Athletics	LA Memorial Coliseum [Track & Field] / Venice Beach Boardwalk [Marathon - Start]				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Badminton	Galen Center				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Baseball	Dodger Stadium				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Basketball	Inglewood Dome	●	●		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Beach Volleyball	Alamitos Beach Stadium				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
BMX Freestyle	Valley Complex 1																			
BMX Racing	Valley Complex 4				●	●														
Boxing	Peacock Theater [Preliminary Stages] / DTLA Arena [Final Stages]				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Canoe Slalom	DKC Whitewater Center			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Canoe Sprint	Marine Stadium																			
Coastal Rowing	Belmont Shore																			
Cricket	Fairgrounds Cricket Stadium	●	●		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Cycling Road	Venice Beach Boardwalk [Road Race - Start] / Time Trial Venue TBD																			
Cycling Track	Carson Velodrome																			
Diving	1932 Pool																			
Equestrian	Santa Anita Park				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Fencing	LA Convention Center Hall 1				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Flag Football	Exposition Park Stadium				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Football [Soccer]	Multiple Host Cities TBD / Rose Bowl Stadium [Final Stages]	●	●		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Golf	Riviera Country Club																			
Handball	Long Beach Arena	●	●		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Hockey	Carson Field	●	●		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Judo	LA Convention Center Hall 2				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Lacrosse	Exposition Park Stadium																			
Modern Pentathlon	Valley Complex 2				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Mountain Bike	TBD																			
Open Water Swimming	Belmont Shore																			
Rhythmic Gymnastics	Galen Center																			
Rowing	Marine Stadium				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Rugby Sevens	Carson Stadium	●	●		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Sailing	Belmont Shore / Port of Los Angeles																			
Shooting	Long Beach Target Shooting Hall [Rifle and Pistol] Whittier Narrows Clay Shooting Center [Shotgun]				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Skateboarding	Valley Complex 1 [Street] / Valley Complex 2 [Park]																			
Softball	DKC Softball Park																			
Sport Climbing	Long Beach Climbing Theater																			
Squash	Universal City Squash Center				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Surfing	Trestles State Beach				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Swimming	2028 Stadium																			
Table Tennis	LA Convention Center Hall 3				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Taekwondo	LA Convention Center Hall 1																			
Tennis	Carson Courts																			
Trampoline Gymnastics	DTLA Arena																			
Triathlon	Venice Beach				●	●														
Volleyball	Anaheim Arena				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Water Polo	Long Beach Aquatics Center	●	●		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Weightlifting	Peacock Theater																			
Wrestling	LA Convention Center Hall 2																			
Ceremonies	2028 Stadium / LA Memorial Coliseum			●																●



# Strategic Vision and Goals for Games



A photograph of a Metrolink train, specifically a white and blue high-speed train with the number 898, stopped at a station platform. The train is positioned on the left side of the frame, with a station building visible in the background.

# Games Planning Context

- **“Transit First” Games:** regional & intercity rail will serve as backbone
- **Metrolink’s role:** transportation of visitors and workforce, especially longer trips from outlying areas
- **LA28’s role:** transportation of “Games Family” – athletes, officials, media
- Metrolink will interface with connecting transit services to/from venues, including Metro’s temporary park & ride and **‘GETS’** shuttles
- National Special Security Event, overseen by U.S. Secret Service
- **No spectator/workforce parking** at/near most venues due to security requirements
- Venue capacities and competition schedules continue to change
- Spectator ticket distribution assumed to be similar to previous Games:
  - 30% of tickets to spectators living in/near LA (within SCAG region)
  - 40% of tickets to spectators from rest of USA
  - 30% of tickets to spectators from outside USA

# Metrolink Goals for the Games



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## Build Metrolink's Legacy

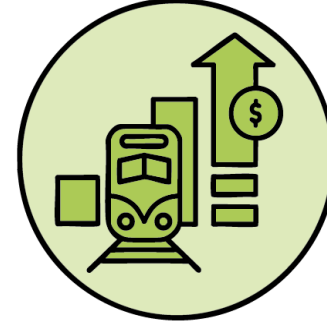
Establish Metrolink as a regional transportation provider of "first choice".



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## Enhance Customer Experience

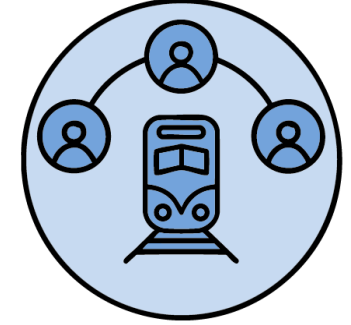
Deliver a safe, reliable, comfortable and convenient experience for all riders - existing and new.



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## Capitalize on Resources

Identify and secure resources to realize Metrolink's vision for the Games.



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## Make Metrolink Accessible to All

Ensure the Metrolink system is accessible to customers of all abilities.



# Summary of Metrolink planning work to date

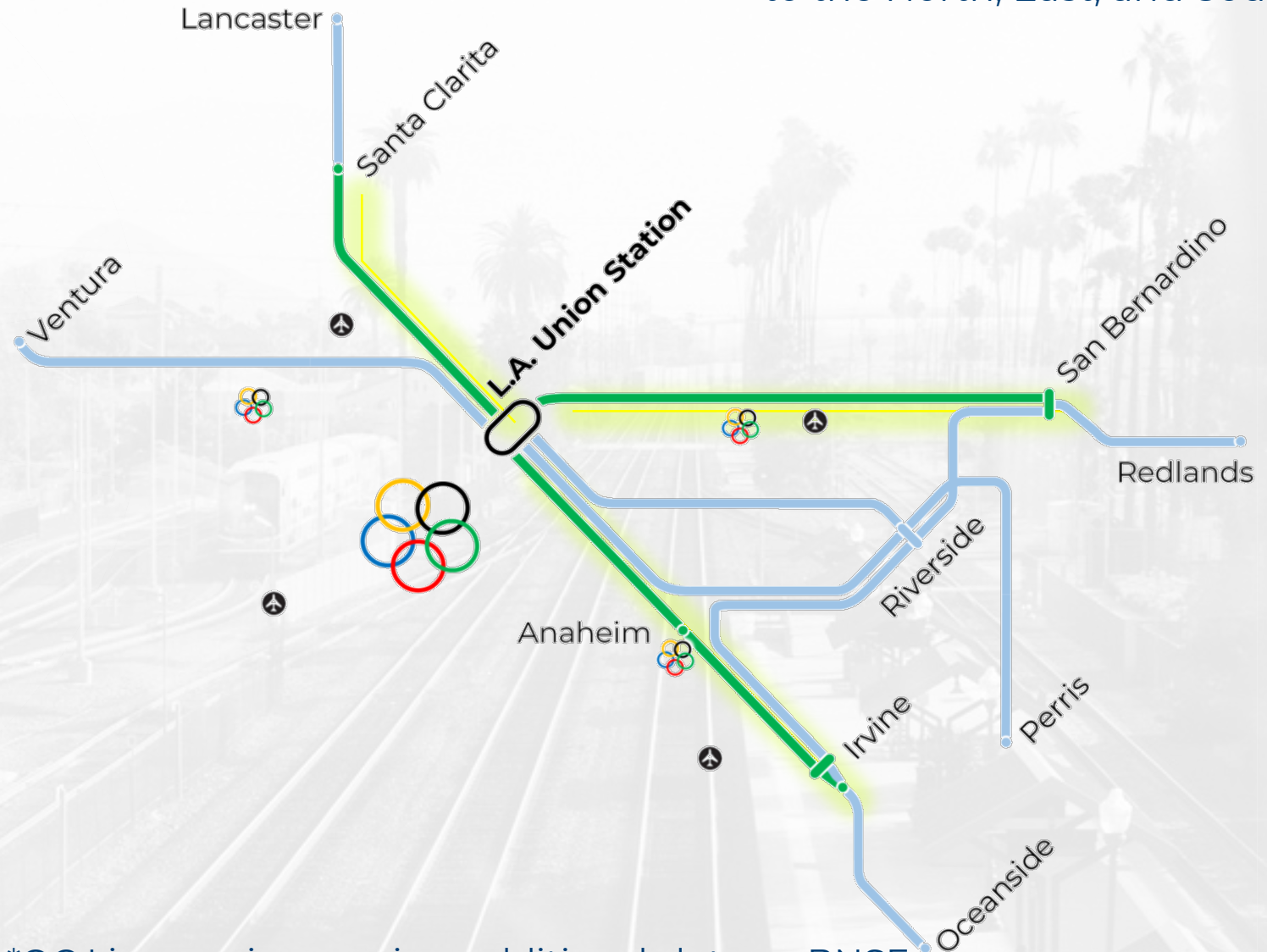


# Service Vision

- Service levels constrained by equipment, funding, slots
- Potential to run special trains on other lines for post-event trips
- Service coordination with LOSSAN and NCTD

METROLINK

**Half-Hourly Core Service**  
to the North, East, and South



\*OC Line service requires additional slots on BNSF

# Olympic Readiness Equipment Rehab Projects

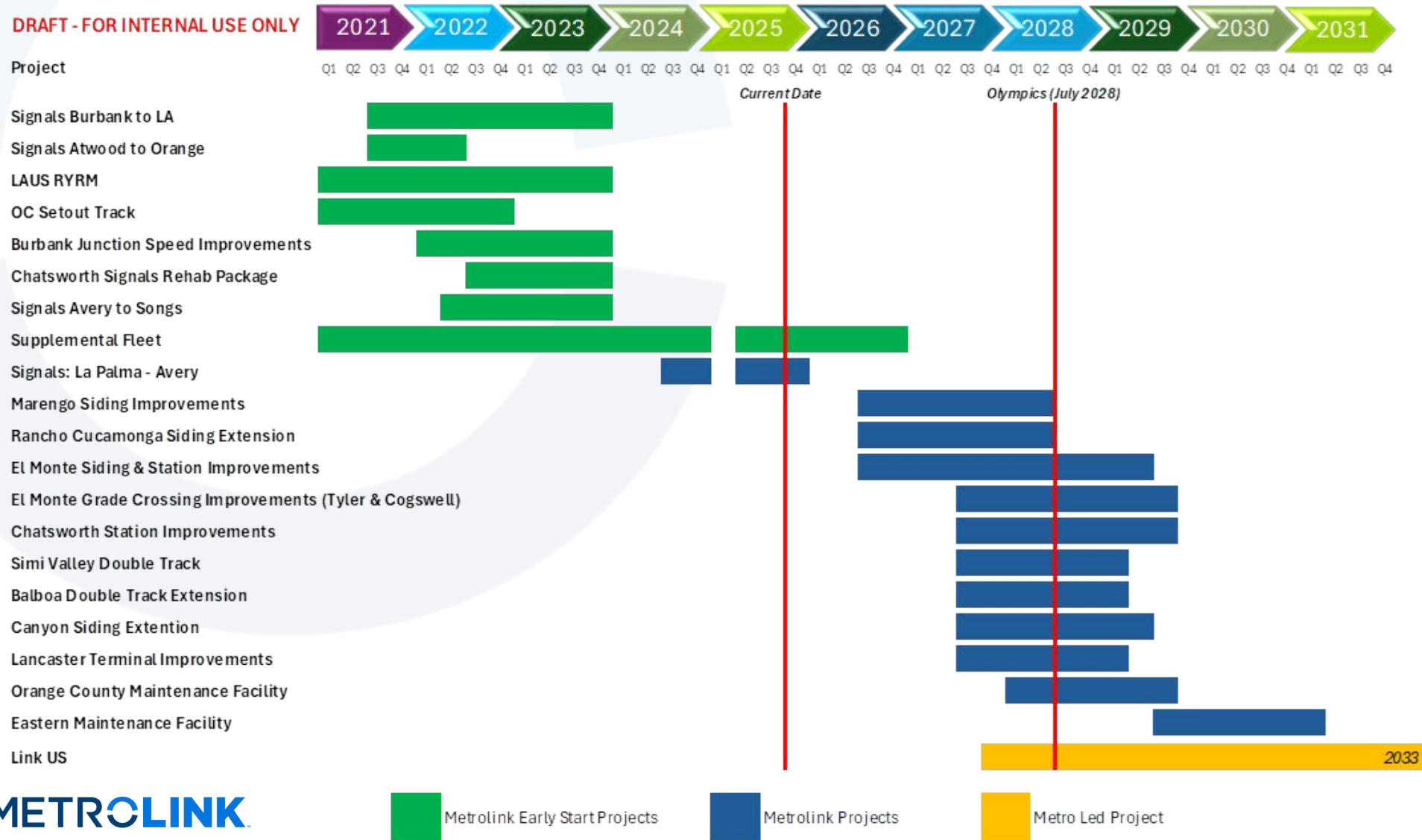
Type	Delivered Year	Total Fleet	Out-Of-Service (2025)
F125 Loco	2016	40	0
MP36 Loco	2008	15	4
F59PH Loco	1992	6	1
Bombardier Car	1992, 1997, 2002	121	11
Rotem Car	2010	137	16
<b>Total</b>		<b>319</b>	<b>32</b>

**GOAL:** Return 32 pieces of out of service equipment to service by summer 2028.



# SCORE Project Schedule Summary

DRAFT - FOR INTERNAL USE ONLY



# Metrolink Workstreams to Meet Games Needs

Governance and  
Program Management

Service Planning and  
Gamestime Operations

Pre-Arrival Planning

Station Experience

On Board Experience

State of Good Repair  
and Maintenance

Capital Projects

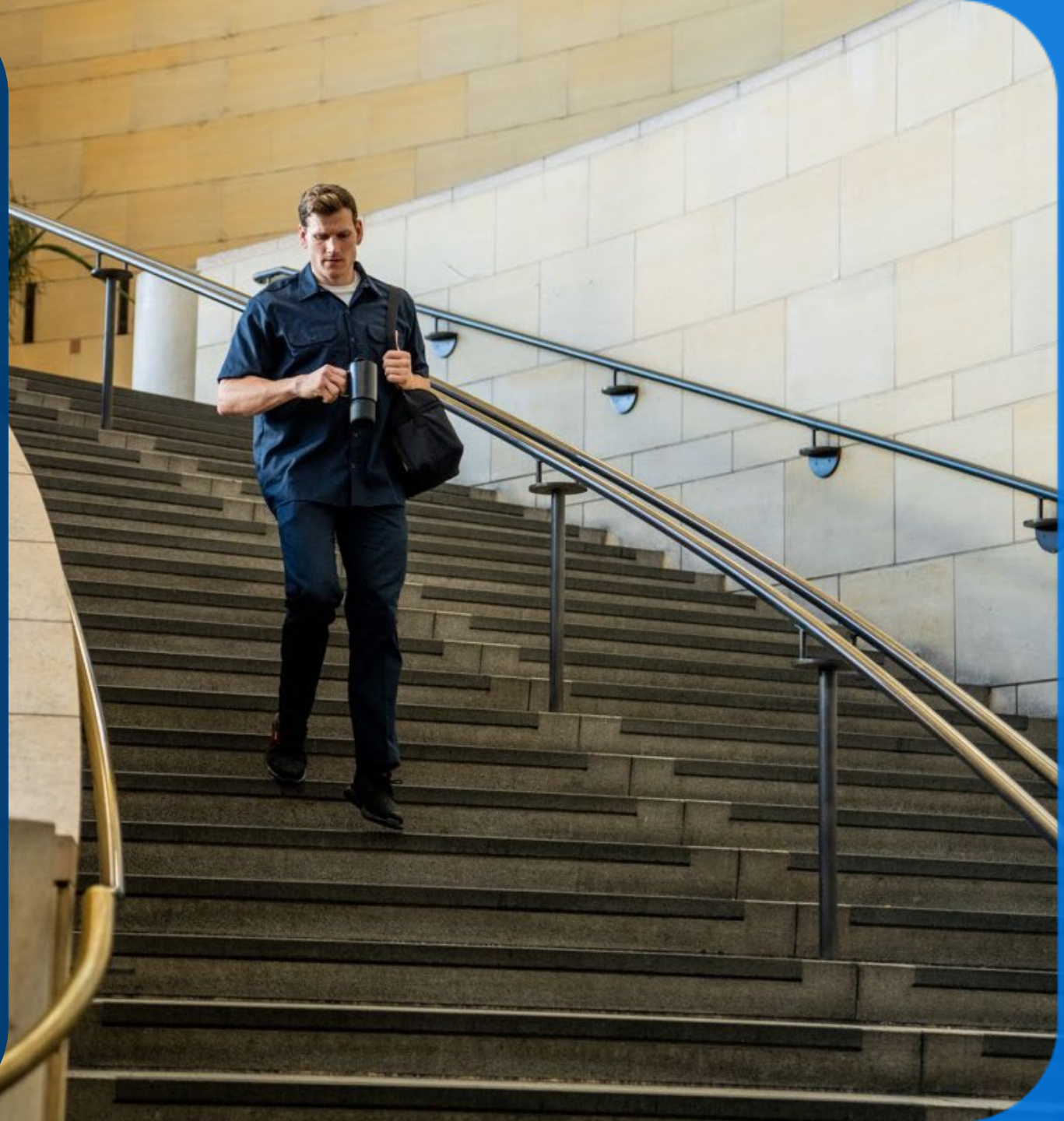
Accessibility and  
Paralympics

Workforce  
Management

Safety and Security

Readiness, Testing and  
Contingency Planning

# Pending Issues and Next Steps



# Pending Issues and Next Steps

- Federal/state funding availability; other revenue sources
- White House Task Force on 2028 Summer Olympics
- Updated travel demand modeling and impact on service plans
- Rehab of existing fleet first priority; limited lease of additional equipment to temporarily expand fleet as second priority
- MOU with LA28 outlining roles/responsibilities
- Request for additional slots on UP/BNSF
- Fare policy/integration
- Coordination with cities on station-area planning

## Upcoming Meetings

- World Cup Regional Task Force monthly meetings
- Games Mobility Executives monthly subcommittee meetings



# Legislative Update

METROLINK





# Safety/Security Update

METROLINK







**METROLINK**

Thank you.



[metrolinktrains.com/meeting](http://metrolinktrains.com/meeting)

ITEM ID: 2025-297-0

TRANSMITTAL DATE: September 19, 2025

MEETING DATE: September 26, 2025

TO: Board of Directors

FROM: Alberto Lara, Chief People Officer

SUBJECT: Quarterly Compensation Report - 4th Quarter of Fiscal Year 2025 - April 1, 2025 through June 30, 2025

### **Issue**

In compliance with HR Policy No. 2.1, Wage and Salary Administration – Salary Program Administration, staff is required to make quarterly and annual reports to the Board on compensation matters.

### **Recommendation**

Receive and file.

### **Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. As required by the HR Policy No. 2.1, Wage and Salary Administration – Salary Program Administration, staff is required to make quarterly reports to the Board on all compensation matters to maintain transparency.

### **Background**

In accordance with the HR Policy No. 2.1, Wage and Salary Administration – Salary Program Administration, the Board requires the Chief People Officer to report all salary placements for



new hires, promotions, demotions, reclassifications, and other changes in employee compensation to the Board on a quarterly basis.

## **Discussion**

There were 19 compensation transactions that occurred during the fourth quarter of fiscal year 2025, April 1, 2025 through June 30, 2025. The compensation transactions are summarized below and in Attachment A, and described in detail in Attachment B:

New Hires	8
Promotions	2
Additional Pay - Temporary	6
Job Reclassification	2
Return from Acting Pay	1
<b>TOTAL</b>	<b>19</b>

In addition, there were 13 separations (attrition rate - 4.6%), and the position vacancy rate was 6.8%.

## **Promotions**

In accordance with the HR Policy No. 2.1, Section 1.5 – Promotions:

A promotion is awarded when an employee moves from his/her current job classification to another when the new job classification is at least one salary grade higher than the previous job classification. The following factors may be taken into consideration in determining a promotional increase:

- The employee's new salary shall not be less than the minimum of the new salary range.
- The salaries and qualifications of employees in the same or similar positions and/or the same grade shall be taken into consideration to ensure internal equity.
- Demonstrated past performance and strength of experience and qualifications shall be considered in relation to the salary placement.

A salary increase of 20.08% was authorized by the CEO to maintain internal equity within the salary grade for the position. The minimum qualification for this position is six (6) years of related experience. The employee has 23 years of related experience. Additionally, the average salary for employees in a similar classification is \$106,447; hence the annual salary offered of \$100,000 reflects a reasonable and appropriate increase for the employee. Please see the table below for salary details.

Effective April 20, 2025:

Type of Change	Current Information	Promotion Information
Job Title:	Sr. Maintenance Technician	Supervisor, Facilities Maintenance

Salary Grade / Range: Grade 4 / \$57,006 - \$88,360      Grade 8 / \$85,746 - \$132,906

Annual Salary:                      \$83,277                                      \$100,000

### **Next Steps**

Human Resources will continue reporting compensation transactions on a quarterly basis. The next quarterly compensation report for the first quarter of the fiscal year 2026 will be presented at the November Board Meeting.

Prepared by:                      Agavni Bagdasarian, Senior Human Resources Analyst  
Alberto Lara, Chief People Officer

Approved by:                      Alberto Lara, Chief People Officer

### **Attachment(s)**

[Attachment A - Board Compensation Summary - Q4 FY25](#)

[Attachment B - Board Compensation Report - Q4 FY25](#)

## ATTACHMENT A

### COMPENSATION REPORT SUMMARY - FOURTH QUARTER QUARTER FY25 - 4/1/2025 THROUGH 6/30/2025

Category based on H.R. Policy 2.1 Requirements	Total Number
Salary Placement for New Hire	8
Salary Placement for Promotion	2
Other Changes In Compensation	
Additional Pay - Temporary	6
Job Reclassification	2
Return From Acting/Additional Pay	1
<b>TOTAL TRANSACTIONS</b>	<b>19</b>

# ATTACHMENT B - COMPENSATION REPORT

## FOURTH QUARTER FY 25

POSITION/CLASSIFICATION		EFFECTIVE DATE	TYPE OF SALARY PLACEMENT	SALARY RATE (Bi-Weekly/ Hourly Rate)	PERCENT ADJUSTMENT
<b>A.New Hire</b>					
1	Assistant Director, Various	04/01/2025	New Hire	\$7,115.39	NA
2	Communications Coordinator	04/01/2025	New Hire	\$27.82	NA
3	Senior Accountant	04/01/2025	New Hire	\$4,615.39	NA
4	Director, Special Projects	04/15/2025	New Hire	\$7,692.31	NA
5	Finance Specialist I	04/15/2025	New Hire	\$31.00	NA
6	Railroad Civil Engineer I	05/13/2025	New Hire	\$3,859.38	NA
7	Business Analyst I	06/24/2025	New Hire	\$2,961.54	NA
8	Supervisor, Inventory Control	06/24/2025	New Hire	\$4,423.08	NA
<b>B.Promotion</b>					
1	Supervisor, Facilities Maintenance	04/20/2025	Promotion	\$3,846.16	20.08%
2	Senior Railroad Civil Engineer	05/18/2025	Promotion	\$5,949.54	.80%
<b>C.Other Changes In Compensation</b>					
1	Director, Grants	04/07/2025	Additional Pay - Temporary	\$8,812.80	10%
2	Manager II	04/07/2025	Additional Pay - Temporary	\$6,523.41	10%
3	Senior Manager, Train Control Systems	04/07/2025	Additional Pay - Temporary	\$7,094.43	10%
4	Director, Sustainability	05/19/2025	Additional Pay - Temporary	\$8,308.85	10%
5	Manager I	05/25/2025	Additional Pay - Temporary	\$5,832.87	10%
6	Manager I	05/25/2025	Additional Pay - Temporary	\$5,832.87	10%
7	Compliance Officer II	04/13/2025	Job Reclassification	\$4,516.02	5%
8	Compliance Officer II	06/22/2025	Job Reclassification	\$4,431.20	5%
9	Finance Analyst II	04/13/2025	Return From Acting/Additional Pay	\$3,846.17	-9.09%

[metrolinktrains.com/meeting](http://metrolinktrains.com/meeting)

**ITEM ID:** 2025-284-0

**TRANSMITTAL DATE:** September 19, 2025

**MEETING DATE:** September 26, 2025

**TO:** Board of Directors

**FROM:** Paul Hubler, Chief Strategy Officer

**SUBJECT:** Grants Quarterly Update - 4th Quarter, Fiscal Year 2025

### **Issue**

Staff is providing an update of grant acquisition, reprogramming and closeout activity for the period of April 1, 2025 to June 30, 2025.

### **Recommendation**

Receive and file.

### **Strategic Commitment**

This report aligns with the Strategic Business Plan commitments of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing our over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. Seeking external grant funding helps to ensure reliable funding sources for maintaining the railroad in a state of good repair and adding capacity for increased reliability and future growth while reducing reliance on Member Agency contributions.
- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California.



**Background**

The Authority applies for grants from federal, state, regional and local entities to assist in funding its preventive maintenance, rehabilitation and new capital programs. These programs are comprised of projects that rehabilitate, enhance and expand the Metrolink rail system.

This report focuses exclusively on federal, state and regional-level grant acquisition, reprogramming and closeout activities undertaken by staff for the purposes of supporting the preventive maintenance, rehabilitation, and new capital programs. It pertains to grants that the Authority has secured through a formal application process and for which the Authority has a direct reporting relationship to the federal, state or regional level granting agency.

**Discussion**

**Grant Activity Summary for April 1, 2025 to June 30, 2025**

***Acquired (1)                      Reprogrammed (3)      Closed (0)***

\$52.6 million                      \$3.25 million                      -

With the addition of one state grant totaling \$52.6 million, the Authority currently manages 38 active federal grants totaling \$612.3 million, 21 active state grants totaling \$1.246 billion, and two active regional grants totaling \$146.7 million for a total portfolio of \$2.0 billion.

- Federal grants are summarized in Appendix A
- State grants are summarized in Appendix B
- Regional grants are summarized in Appendix C

**Grant Activity Discussion**

**Acquisition**

Metrolink was recently awarded funding from the California Transportation Commission the amount of \$52.6 million from the Solutions for Congested Corridors Program (SCCP) to transition to lower-emissions technologies to improve the rider experience and attract new riders.

**Reprogramming**

Reprogramming of projects from previously approved Rehabilitation and Capital Program budgets occurs when projects are completed with savings or when deferred or canceled projects cannot utilize the funds in a timely manner. Three reprogramming transactions were completed in the quarter, comprised of \$3.25 million in federal and local funds.

**Closure**

There were no grant closures during this period.

**Next Steps**

Any new grant acquisitions, reprogramming or closure activities during the next quarter will be

reported at the November 2025 meeting.

Prepared by: Jennifer Farinas, Manager, Grants

Approved by: Paul Hubler, Chief Strategy Officer

**Attachment(s)**

[Attachment A - Federal Funds](#)

[Attachment B - State Funds](#)

[Attachment C - Regional Funds](#)

APPENDIX A				
FEDERAL GRANTS				
GRANT PROGRAM	CURRENT PRIMARY GRANT USE	TOTAL GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE June 30, 2025
Section 5309	Orange Sub Signal Rehab	\$ 5,258,845	5,211,740	\$ 47,105
Section 5309	Non-Revenue Vehicles & Equipment, Orange Sub Signal Rehab	\$ 46,258,740	45,833,618	\$ 425,122
Section 5309	Signal and communication improvements and locomotive replacement	\$ 8,891,620	8,866,483	\$ 25,137
Section 5309	Locomotive replacement and rail car overhaul	\$ 21,228,712	21,187,159	\$ 41,553
Section 5337	Locomotive replacement and rail car overhaul	\$ 31,591,144	31,336,401	\$ 254,743
Section 5307	Locomotive replacement	\$ 12,106,922	11,679,108	\$ 427,814
Section 5307	Locomotive replacement and PTC	\$ 7,001,915	6,808,899	\$ 193,016
Section 5307	Locomotive replacement, signal and communication improvements	\$ 8,173,372	8,156,700	\$ 16,672
Section 5337 & 5307	FY 2017 Metrolink System Rehabilitation & Fare Collection System Upgrade	\$ 84,770,455	67,219,965	\$ 17,550,490
Section 5337	5337 - Metrolink High Priority State of Good Repair, including slope stabilization and tie replacement on the Orange Subdivision	\$ 8,867,332	8,553,409	\$ 313,923
Section 5307	Metrolink Passing Siding in South Orange County	\$ 2,556,000	2,300,185	\$ 255,815
CMAQ	Metrolink Anaheim Canyon Station Improvements	\$ 10,000,000	9,945,950	\$ 54,050
Section 5307	San Fernando Road Bike Path Signal Implementation	\$ 5,312,000	4,981,139	\$ 330,861
Section 5337	FY21 Metrolink Rehabilitation	\$ 19,022,852	10,892,519	\$ 8,130,333
Section 5337	San Juan Creek Bridge Replacement	\$ 35,724,000	19,254,483	\$ 16,469,517
Section 5337	FY22 Metrolink Rehabilitation	\$ 20,150,817	12,189,213	\$ 7,961,604
Section 5337	FY23 Metrolink Rehabilitation	\$ 45,975,523	12,964,259	\$ 33,011,264
Community Project Funding / Congressionally Directed Spending	Antelope Valley Line State of Good Repair	\$ 3,000,000	2,663,144	\$ 336,856
CMAQ	Arrow Commuter Rail Service	\$ 25,000,000	20,477,051	\$ 4,522,949
FEMA Transit Security Grant Program	Cybersecurity / Security Data Network	\$ 1,399,950	164,915	\$ 1,235,035
FRA CRISI	Upscaling Key PTC Onboard and Wayside Components	\$ 9,944,000	9,276,986	\$ 667,014
FRA CRISI	Leveraging PTC to Increase Capacity and Reduce Headways and Alternative Vendor Analysis	\$ 3,150,000	671,163	\$ 2,478,837
FRA CRISI	Burbank Corridor Speed & Safety Improvements	\$ 10,746,091	864,070	\$ 9,882,021
FRA CRISI	Burbank Corridor Speed & Safety Improvements (Supplemental)	\$ 7,634,757	-	\$ 7,634,757
FRA Fed-State Partnership	Rehabilitation of Four Rural Bridges	\$ 6,750,000	-	\$ 6,750,000
FRA Fed-State Partnership	Pacific Surfliner Corridor Rehabilitation and Service Reliability	\$ 31,800,000	-	\$ 31,800,000
FRA CRISI	Fullerton Junction Interlocking Project	\$ 30,000,000	-	\$ 30,000,000
FRA Trespassing Enforcement	Hot Spot Trespassing Enforcement Operations	\$ 112,795	-	\$ 112,795

APPENDIX A				
FEDERAL GRANTS				
GRANT PROGRAM	CURRENT PRIMARY GRANT USE	TOTAL GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE June 30, 2025
FHWA Commuter Authority Rail Safety Improvements	Rail-Highway Crossing Improvements City of El Monte	\$ 14,771,250	-	\$ 14,771,250
FHWA Commuter Authority Rail Safety Improvements	3 Rail-Highway Crossing Improvements Cities of Simi Valley & Los Angeles	\$ 12,525,834	-	\$ 12,525,834
USDOT Strengthening Mobility and Revolutionizing Transportation (SMART)	Intrusion Detection Planning/Prototyping	\$ 1,300,000	-	\$ 1,300,000
Community Project Funding / Congressionally Directed Spending	Wireless Crossing Nearside Station Stop (WCNSS) Installation	\$ 1,600,000	-	\$ 1,600,000
Community Project Funding / Congressionally Directed Spending	Intrusion Detection Planning/Prototyping	\$ 1,000,000	-	\$ 1,000,000
Surface Transportation Block Grant	San Clemente Emergency Track Stabilization	\$ 1,500,000	49,990	\$ 1,450,010
Section 5337	FY23 Metrolink Rehabilitation (RCTC Share)	\$ 7,824,945	4,894,913	\$ 2,930,032
Section 5307	FY23 Metrolink Rehabilitation (RCTC Share)	\$ 1,932,605	1,274,520	\$ 658,085
Section 5307 and 5337	FY24 Metrolink Rehabilitation	\$ 65,287,356	63,510,045	\$ 1,777,311
CMAQ	Locomotive Replacement	\$ 2,120,750	-	\$ 2,120,750
<b>TOTAL</b>		<b>\$ 612,290,582</b>	<b>\$ 391,228,027</b>	<b>\$ 221,062,555</b>

APPENDIX B				
STATE GRANTS				
GRANT PROGRAM	CURRENT PRIMARY GRANT USE	TOTAL GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE June 30, 2025
Prop 1A High Speed Rail Commuter Rail Connectivity	Rail Car Overhaul	20,207,000	18,951,545	1,255,455
State Cap and Trade Low Carbon Transportation Operations Program	Mobility-4-All Program / Student Adventure Pass	3,996,765	3,737,380	259,385
State Rail Assistance Program (FY18-20)	Track and signal upgrades at Los Angeles Union Station	11,083,638	10,500,000	583,638
State Rail Assistance Program (FY21-25)	Track and signal upgrades at Los Angeles Union Station	17,618,760	5,813,922	11,804,838
State Transit and Intercity Rail Program (Cycle 3, 2018)	SCORE Phase 1 Projects Led by Metrolink	403,919,000	142,089,645	261,829,355
State Transit and Intercity Rail Program (Cycle 3, 2018)	SCORE Phase 1 Projects Led by Member Agencies	471,789,000	N/A*	471,789,000
State Transit and Intercity Rail Program (Cycle 4, 2020)	Antelope Valley Line Capital & Service Improvements Led by Metrolink	62,200,000	-	62,200,000
State Transit and Intercity Rail Program (Cycle 4, 2020)	Antelope Valley Line Capital & Service Improvements Led by Metro	44,850,000	N/A*	44,850,000
State Transit and Intercity Rail Program (Cycle 5, 2022)	Perris Valley Line Capacity Improvements Led by RCTC	25,042,000	N/A*	25,042,000
FHWA Section 130	Palmdale Avenue P Safety Improvements	1,652,000	80,403	1,571,597
FHWA Section 130	Lancaster Avenue K Safety Improvements	1,077,000	72,193	1,004,807
FHWA Section 130	Lancaster Avenue J Safety Improvements	1,720,000	74,934	1,645,066
FHWA Section 130	Lancaster Avenue M Safety Improvements	990,000	74,166	915,834
FHWA Section 130	Palmdale Avenue R Safety Improvements	540,000	16,884	523,116
FHWA Section 130	50LR305- SECTION 130- NEWHALL AVE	682,500	-	682,500
Affordable Housing & Sustainable Communities	Signal Respacing in Orange County	8,000,000	4,708,239	3,291,761
State Transit and Intercity Rail Program (Cycle 6, 2023 Existing Projects)	El Monte Siding & Station Improvements; Fullerton Junction Reconfiguration & Fullerton to Esperanza 3rd Track; Simi Valley Double Track	106,900,000	-	106,900,000
State Transit and Intercity Rail Program (Cycle 6, 2023 New Projects)	Locomotive Modernization Study, Pilot and Implementation	10,000,000	-	10,000,000
State Cap and Trade Low Carbon Transportation Operations Program	Student Adventure Pass	3,999,537	3,999,537	-
State Transit and Intercity Rail Program (Cycle 7, 2024 New Projects)	Eastern Maintenance Facility Development	44,796,000	-	44,796,000
State Cap and Trade Low Carbon Transportation Operations Program	Student Adventure Pass	5,087,466	4,483,364	604,102
<b>TOTAL</b>		<b>1,246,150,666</b>	<b>194,602,214</b>	<b>1,006,148,351</b>

\* Billing activities are performed by other agencies. This information is not currently available.

APPENDIX C				
REGIONAL GRANTS				
GRANT PROGRAM	CURRENT PRIMARY GRANT USE	TOTAL GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE June 30, 2025
AQMD Carl Moyer FY23	Zero-Emission Locomotives	59,297,258	-	59,297,258
AQMD Carl Moyer FY23	Tier 4 Locomotives*	87,447,233	-	87,447,233
<b>TOTAL</b>		<b>146,744,491</b>	-	<b>146,744,491</b>

\* Contingent Award

[metrolinktrains.com/meeting](https://metrolinktrains.com/meeting)

**ITEM ID:** 2025-290-0

**TRANSMITTAL DATE:** September 19, 2025

**MEETING DATE:** September 26, 2025

**TO:** Board of Directors

**FROM:** Tom Schamber, Chief Financial Officer

**SUBJECT:** FY2024-25 Preliminary Working Capital Fund Report, Quarter Ending June 30, 2025

**Issue**

SCRRA Working Capital Fund Policy, FIN 9.7, as well as executed Member Agency MOUs related thereto, require quarterly reporting of Working Capital Fund (WCF) activity to the SCRRA Board of Directors. While the Policy has not yet been fully implemented and no advance or repayment activity has occurred as of the date of this report, quarterly reports shall be provided going forward in the interest of transparency. This quarterly report shall be expanded to include activity relating to the use and repayment of the WCF when formal implementation of the Policy and the Standard Operating Procedures has occurred.

**Recommendation**

Receive and file.

**Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair, investing in the development of our employees and maintaining fiscal sustainability.

**Background**

In April of 2024, the SCRRA Board of Directors approved the establishment of the \$50 million Working Capital Fund (WCF). Pursuant to the Policy, the Working Capital Fund goal shall be to begin a separation of Operating and Capital Funds, and to provide liquidity to fund the reimbursement cycle for grant-funded Capital Programs. Usage of the funds is limited under the Policy to advance fund reimbursable expenses for capital projects for which grants have been awarded.

### **Discussion**

Member Agencies were invoiced for their respective WCF allocation deposits, based upon Track Miles Owned, in June of 2024. As of June 30, 2025, \$50,000,000 has been collected and deposited in a segregated money market demand account at U.S. Bank specifically established for this purpose. Funds in this account are not commingled with operating funds, or are they used for the payment of advance-funded capital projects (typically referred to as TPAs) or for SCRRA operations or operating projects. Interest paid for Q4 and FY25 totaled \$419,349.96 and \$994,617.90, respectively. Further details of interest earned have been provided in Attachment A. Interest will be paid out to Member Agencies after the conclusion of each fiscal year.

### **Next Steps**

The Working Capital Fund report for the quarter ended September 30, 2025, will be provided in December of 2025.

Prepared by: Vivien Avella, Assistant Director, Finance

Approved by: Tom Schamber, Chief Financial Officer

### **Attachment(s)**

[Attachment A - Quarter Ended June 30, 2025](#)  
[Presentation - Preliminary FY2024-25 Working Capital Report Q4](#)



# ATTACHMENT A

	MEMBER AGENCY ALLOCATION OF INTEREST						TOTAL	
	LACMTA	OCTA	RCTC	SBCTA	VCTC			
Date of Deposit	2/11/2025	6/30/2024	7/25/2024	7/17/2024	4/16/2025			
Initial Working Capital Deposit	\$ 29,290,000.00	\$ 7,150,000.00	\$ 4,765,000.00	\$ 5,330,000.00	\$ 3,465,000.00	\$ 50,000,000.00		
Deposit Allocation/Based on Track Miles	59%	14%	10%	11%	7%	100%		
Interest Payment Date						Total Interest	Bank APY %	
7/31/2024	-	27,438.71	3,660.70	8,774.48	-	39,873.89	4.079%	
8/31/2024	-	24,943.62	16,572.44	18,553.75	-	60,069.81	4.169%	
9/30/2024	-	23,271.34	15,461.38	17,309.86	-	56,042.58	4.003%	
10/31/2024	-	22,648.59	15,047.63	16,846.64	-	54,542.86	3.754%	
11/30/2024	-	20,840.46	13,846.32	15,501.71	-	50,188.49	3.555%	
12/31/2024	-	20,587.88	13,678.50	15,313.83	-	49,580.22	3.386%	
1/31/2025	-	19,745.05	13,118.53	14,686.92	-	47,550.50	3.236%	
2/28/2025	46,049.21	17,876.17	11,876.86	13,296.77	-	89,099.01	3.235%	
3/31/2025	80,124.79	20,013.01	13,296.56	14,886.22	-	128,320.58	3.264%	
4/30/2025	81,101.10	20,256.87	13,458.58	15,067.61	4,776.55	134,660.71	3.407%	
5/31/2025	84,041.46	20,991.28	13,946.52	15,613.89	9,885.83	144,478.97	3.407%	
6/30/2025	81,558.41	20,371.09	13,534.47	15,152.57	9,593.75	140,210.28	3.407%	
Cumulative Interest Earned	\$ 372,874.97	\$ 258,984.07	\$ 157,498.48	\$ 181,004.25	\$ 24,256.12	\$ 994,617.90		
Cumulative % of Total Interest Earned	37%	26%	16%	18%	2%	100%		
Q4 ONLY	\$ 246,700.97	\$ 61,619.24	\$ 40,939.57	\$ 45,834.06	\$ 24,256.12	\$ 419,349.96		
Notes:								
Percentage of interest earned will not correspond to track miles/initial deposit allocation as deposits were received on different dates and accrue compound interest according to the original deposit date.								
On-going monthly interest is allocated according to the percentage of each Member's beginning month compounded principal balance vs. the total beginning month compounded principal balance.								



# METROLINK

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## Preliminary FY2024-25 Working Capital Fund (WCF) Report Quarter Ended June 30, 2025

*Receive and file.*

## WCF Summary Activity, Q4 FY25

- Activity to date includes only Member Agency funding deposits and interest income received

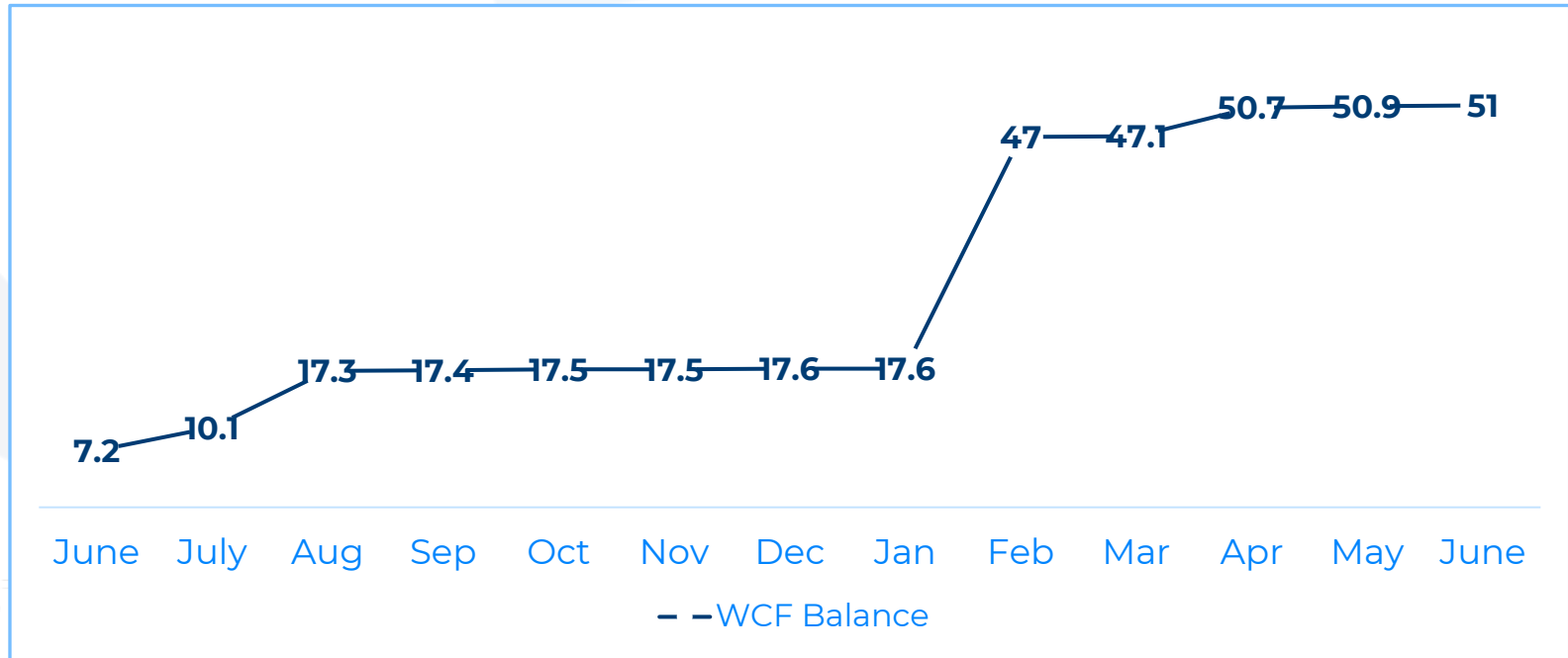
Breakdown of Activity	April	May	June	Cumulative Quarter Total
Beginning Month Balance	\$47,110,267.94	\$50,709,928.65	\$50,854,407.62	\$47,110,267.94
Total Capital Collections Received	-	-	-	-
Total Capital Expenses Paid	-	-	-	-
Deposits	3,465,000.00	-	-	3,465,000.00
Interest Received	134,660.71	144,478.97	140,210.28	419,349.96
Interest Paid to Member Agencies	-	-	-	-
Transaction Fees/Other/Adjustments	-	-	-	-
<b>Ending Month Balance</b>	<b>\$50,709,928.65</b>	<b>\$50,854,407.62</b>	<b>\$50,994,617.90</b>	<b>\$50,994,617.90</b>

# WCF Balance Trend

## June 2024 – June 2025

*\$ in Millions*

- Activity to date includes only Member Agency funding deposits and interest income received



## WCF Interest Income by Member Agency

as of June 30, 2025

Time Period	LACMTA	OCTA	RCTC	SBCTA	VCTC	TOTAL
Q4 25	\$246,700.97	\$61,619.24	\$40,939.57	\$45,834.07	\$24,256.12	\$419,349.96
FY 25	\$372,874.97	\$258,984.07	\$157,498.48	\$181,004.25	\$24,256.12	\$994,617.90
Cumulative To Date	\$372,874.97	\$258,984.07	\$157,498.48	\$181,004.25	\$24,256.12	\$994,617.90





**METROLINK**

Thank you.



[metrolinktrains.com/meeting](https://metrolinktrains.com/meeting)

**ITEM ID:** 2025-291-0

**TRANSMITTAL DATE:** September 19, 2025

**MEETING DATE:** September 26, 2025

**TO:** Board of Directors

**FROM:** Tom Schamber, Chief Financial Officer

**SUBJECT:** FY2024-25 Preliminary Quarterly Investment Report - Quarter Ended June 30, 2025

### **Issue**

The Authority's Annual Investment Policy requires the Treasurer to make a quarterly investment report to the Board of Directors. Section 53646 of the California Government Code encourages local agencies to file this report and provides requirements for report content and disclosures. This report is for the quarter ended June 30, 2025, and contains estimated information published prior to the conclusion of the Authority's fiscal year close and is subject to adjustment.

### **Recommendation**

Receive and file.

### **Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair, investing in the development of our employees and maintaining fiscal sustainability.

### **Background**

The objective of the Authority's investment strategy is to ensure that its funds are prudently

invested to preserve capital, provide necessary liquidity, and achieve a market-average rate of return through economic cycles.

The Authority's funds are held in a variety of qualified financial institutions as indicated in the table below. The Authority's main operating accounts are maintained with U.S. Bank. The Authority also maintains savings and investment accounts with U.S. Bank, the State of California's Local Agency Investment Fund (LAIF), and Bank of Montreal (BMO).

## **Discussion**

The Authority's total cash and investments declined approximately \$29.6 million from the prior quarter. This represents the payment of Q4 Operations and Capital expenses that is fairly typical in the final quarter of the year. The balance of \$203 million in total cash and investments compares favorably to \$156.2 million in the prior year's comparable quarter.

<b>Cash and Investment Portfolio as of June 30, 2025</b>		
<i>(\$ in millions)</i>		
<b>Restricted Funds</b>		
LAIF - State Funds	\$ 5.0	
LAIF - VCTC Local Funds	18.5	<u>23.5</u>
<b>Unrestricted Funds</b>		
U.S. Bank Operating Accounts	53.4	
U.S. Bank Working Capital Fund	51.0	
BMO Money Market-Board Threshold	50.0	
U.S. Bank Money Market-Reserved	<u>25.1</u>	<u>179.5</u>
<b>Total Estimated Net Cash and Investments</b>		<b><u>\$ 203.0</u></b>

## **Restricted Funds**

### **Local Agency Investment Fund (LAIF) State Grant Funds Account**

The balance in the Authority's LAIF state grant funds account of \$5 million is funded by various grants and accumulated interest earnings earmarked for existing Capital and State of Good Repair projects. The active projects are listed in Attachment B.

### **Local Agency Investment Fund (LAIF) Emergency Account**

The remaining cash balance in this LAIF account as of June 30, 2025, was \$18.5 million. As of this date, all funds in this account belong to VCTC.

## **Unrestricted Funds**

### **U.S. Bank Operating Accounts**

Approximately \$53.4 million in cash was available for use in U.S. Bank operating accounts as of June 30, 2025. This figure will generally reflect the reported bank statement balance less in-transit items, consistent with GAAP reporting. This estimated balance is preliminary and subject to year-end audit adjustments.

**BMO Money Market Demand Account - Board Threshold**

The Authority maintained a \$50.0 million principal balance in the BMO Money Market Demand Account (MMDA) for the quarter ending June 30, 2025.

**U.S. Bank Money Market Demand Account - Reserved Funds**

Management of the Authority has set aside funds related to on-going legal exposure, liquidated excess balances formerly held in the Fuel Hedge Program bank account, as well as proceeds received from locomotive asset sales. Segregated funds available plus accumulated interest totaled \$25.1 million as of the end of the quarter.

**U.S. Bank Money Market Demand Account - Working Capital Fund**

In FY24, the SCRRA Board approved a \$50 million Working Capital Fund (WCF) for the purpose of providing advance funding for Capital Program expenses. Member Agencies were invoiced for their respective WCF allocation deposits in June of 2024. As of June 30, 2025, \$50,000,000 has been collected and deposited in a segregated money market demand account at U.S. Bank. Total interest of \$994,617.90 has been paid through the end of June. Interest earned will be paid directly to Member Agencies after the conclusion of each fiscal year.

**Available Cash Analysis**

In addition to restricted LAIF funds and other reserved cash, the Authority has pending liabilities against remaining cash balances. These particular liabilities are subject to refund and adequate liquidity must be kept available for that purpose. After consideration of both restricted/reserved funds and additional cash claims, SCRRA's net liquidity, or available cash as of June 30, 2025, was \$59.2 million. This represents a modest increase of \$3.9 million as compared to \$55.3 million for the previous quarter end. The June available cash balance exceeds the requirement of \$50 million per the Investment Policy. Staff monitors SCRRA liquidity on a daily basis and adjusts to address and properly fund operations as needed.

**Available Cash Analysis June 30, 2025**

*Does not include LAIF, reserved accounts  
(\$ in millions)*

<b>Cash Category:</b>	
Net Operating Cash	\$ 103.4
<u>Less Prior Claims on Cash:</u>	
Insurance Proceeds Held for Member Agencies	(2.8)
TPA Advance Deposits	(19.4)
Member Agency Operating Surplus	(18.6)
Member Agency Capital Surplus	<u>(3.3)</u>
<b>Available Cash to Spend:</b>	<b>\$ 59.2</b>

**Interest Earned**

Total interest earned and paid in Q4 FY25 was \$1,957,546, for an increase of \$116,844 versus the prior quarter. Interest earned is a function of cash balances held throughout the

quarter as well as fluctuating yields on investments. The weighted average yield on investments in the quarter was 3.4%. The overall interest income increase was largely due to the impact of final sizable deposits made to the WCF.

A detailed list of interest received in Q4 FY25 by account is shown in Attachment A. It should be noted that interest shown represents actual cash received on all funds in SCRRA custody, which will differ from those shown in the SCRRA accrual based operating statement and budget. LAIF and WCF interest do not accrue to SCRRA's operating statement, are for the direct benefit of external parties. All other interest received is considered income to SCRRA and is reflected as such on the SCRRA Operating Statements.

### **Investment Portfolio Compliance**

The composition of the investment portfolio complies with all provisions of both the Authority's Annual Investment Policy and California Government Code Section 53600, et sec.

Code Section 53646 requires all local agencies reporting on a quarterly basis indicate the sufficiency of available monies to fund expenses for the next six months or provide an explanation as to why sufficient money shall, or may, not be available. As of June 30, 2025, SCRRA cannot confirm sufficiency to adequately fund the next six months of its operations and capital program. SCRRA heavily relies upon external subsidies to fund its on-going operating expenses. While operational subsidies are provided for in the Authority's annual budgeting process, receipt of these subsidies can be significantly delayed. While the Agency maintains operating reserves in the form of the \$50 M Board Threshold, this figure represents less than two months of operating expenses, per the Adopted FY26 Budget. In addition, operations funding is concurrently leveraged to advance-fund grant reimbursable capital project expenses that have historically exceeded over \$100 million per fiscal year. The cumulative effect of these factors creates on-going liquidity concerns and impairs the Authority's ability to provide assurance that adequate funding exists for the next six-month period, a disclosure which is expressly required by Code Section 53646.

### **Next Steps**

The next Investment Report for the quarter ended September 30, 2025, will be provided to the Board in November of 2025.

Prepared by: Vivien Avella, Assistant Director, Finance  
Diana Gregana, Accountant II, Grants Accounting  
Jeffrey Golfo, Finance Analyst I, Accounts Receivable

Approved by: Tom Schamber, Chief Financial Officer

### **Attachment(s)**

[Attachment A - FY25 Quarterly Investment Report - Investment Balances and Interest Earned](#)  
[Attachment B - FY25 Quarterly Investment Report - State Fund Projects](#)  
[Presentation - FY25 Preliminary Quarterly Investment Report - Quarter Ended June 30, 2025](#)

**Attachment A - FY2024-25 Quarterly Investment Report - Quarter Ended June 30, 2025**  
**Detailed Bank/Investment Balances and Interest Comparison**

Account	Purpose	<u>This Quarter, 06/30/25 (1)</u>			<u>Last Quarter, 03/31/25 (2)</u>			<u>Prior Year, 06/30/24 (2)</u>			Change vs. Last Q	Change vs. Last FY
		Ending Balance	Interest Paid	Yield	Ending Balance	Interest Paid	Yield	Ending Balance	Interest Paid	Yield		
<b><u>Restricted</u></b>												
LAIF - State Grant Funds	Various	\$ 5,044,410	\$ 213,410	4.48%	\$ 17,953,999	\$ 188,504	4.62%	\$ 17,759,442	\$ 245,587	4.30%	\$ 24,906	\$ (32,177)
LAIF - VCTC Local Funds	VCTC Funds	18,503,335	205,323	4.48%	18,632,012	214,204	4.62%	17,998,706	195,726	4.30%	(8,881)	9,597
<b><u>Unrestricted</u></b>												
US Bank, Money Market	Working Capital Fund	50,994,618	419,350	3.41%	47,110,268	264,970	3.26%	7,150,040	-	4.00%	154,380	419,350
US Bank, Money Market	Reserved	25,111,156	170,636	2.79%	25,112,520	94,238	2.79%	9,227,020	83,539	3.71%	76,397	87,097
US Bank, Demand Deposit	Main Checking	53,364,241	530,903	3.15%	73,749,173	634,334	3.15%	54,032,838	668,038	3.56%	(103,431)	(137,136)
Bank of Montreal, Money Market	Board Threshold	50,005,963	417,924	3.41%	50,007,997	444,451	3.41%	50,010,735	496,543	4.08%	(26,527)	(78,619)
Total		\$ 203,023,722	\$ 1,957,546	3.39%	\$ 232,565,969	\$ 1,840,702	3.42%	\$ 156,178,780	\$ 1,689,434	3.93%	\$ 116,844	\$ 268,112

(1) 06.30.25 estimated, fiscal year remains open.

(2) Amounts may reflect adjustments from prior reports subsequent to completion of G/L, bank reconciliations, and fiscal year closes.

Attachment B - FY2024-25 Quarterly Investment Report  
Quarter Ended June 30, 2025

List of State Fund Projects and Funds Deposited		06/30/25 Balance
1	RYRM	\$ 1,426,628.66
2	LCTOP STUDENT ADVENTURE PASS	462,974.96
3	LCTOP FARE DISCOUNT	283,963.77
	Sub-Total	<u>\$ 2,173,567.38</u>
	Unallocated <sup>1</sup>	<u>\$ 2,870,842.24</u>
	Total	<u><u>\$ 5,044,409.63</u></u>

<sup>1</sup>The total unallocated is programmed as follows: \$0.510M for fare reduction and \$2.360M for rehabilitation of tracks, signals, bridges and related assets. Funds are allocated to approved projects as milestone invoices are received.





# METROLINK

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## **FY2024-25 Preliminary Quarterly Investment Report Quarter Ended June 30, 2025**

*Receive and file.*

# Total SCRRA Cash and Investments

## June 30, 2025

Cash Category \$ in millions	Estimated Balance 6.30.25	Estimated Balance 3.31.25	Change
<b><u>Restricted Funds</u></b>			
LAIF State Grant Funds/VCTC	\$23.5	\$36.6	\$(13.1)
<b><u>Unrestricted Funds</u></b>			
US Bank Operating Account	53.4	73.7	(20.4)
BMO MMDA – Operating Threshold	50.0	50.0	0.0
US Bank MMDA – Reserved	25.1	25.1	0.0
US Bank MMDA - WCF	<u>51.0</u>	<u>47.1</u>	<u>3.9</u>
<b>Total Cash and Investments</b>	<b>203.0</b>	<b>\$232.6</b>	<b>\$(29.6)</b>



# SCRRA Available Cash Analysis

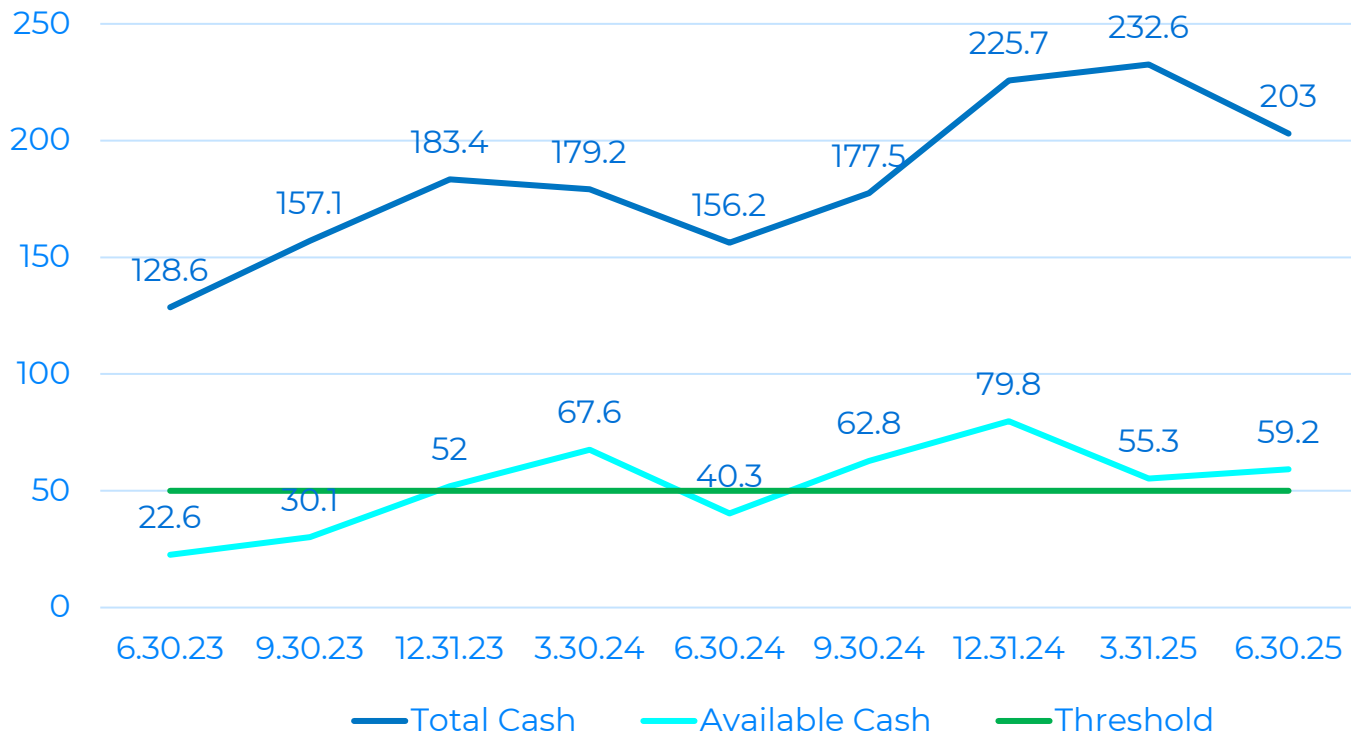
*Does not include restricted/reserved funds*

Cash Category Breakdown (\$ in millions)	April	May	June
Operating Cash	\$111.7	\$72.6	\$53.4
Board Threshold	<u>50.0</u>	<u>50.0</u>	<u>50.0</u>
Cash Before Claims:	161.7	122.6	103.4
Less: Claims on Cash	<u>(59.5)</u>	<u>(43.1)</u>	<u>(44.2)</u>
<b>Available Cash to Spend:</b>	<b>\$102.2</b>	<b>\$79.5</b>	<b>\$59.2</b>

*Estimated preliminary figures, subject to completion of fiscal year end close.*



## Trend Comparison of SCRRRA Cash Balances Q4 FY23 – Q4 FY25 \$ in millions







## Q4 FY25 Interest Income Received

Category of Funds	Interest Q4 FY25	Interest Q3 FY25	Change
<b><u>Restricted Funds</u></b>			
LAIF – State Funds/VCTC	\$418,733	\$402,708	\$16,025
<b><u>Unrestricted Funds</u></b>			
US Bank Concentration	530,903	634,334	(103,431)
US Bank MMDA/Reserved	170,636	94,238	76,398
US Bank MMDA/WCF	419,350	264,970	154,380
BMO MMDA/Board Threshold	<u>417,924</u>	<u>444,451</u>	<u>(26,527)</u>
<b>Total Interest Received</b>	<b>\$1,957,546</b>	<b>\$1,840,702</b>	<b>\$116,844</b>



## Required Quarterly Investment Report Disclosures (3)

### California Government Code Section 53646:

- (1) Compliance with Investment Policy:
  - There are no known instances of non-compliance for the quarter.
- (2) Six-Month Cash Sufficiency:
  - SCRRA cannot confirm sufficiency to fund next six months.
    - Code Section 53646 Required Explanation:
      - Operating Funds/Board Threshold used to fund advance Capital Program outlays with delayed reimbursement.
      - Operations support is partially derived from external grants with potentially delayed/unknown date of receipt

### SCRRA Statement of Investment Policy:

- (1) \$50 M Board Threshold
  - Available cash above threshold has been met.





**METROLINK**

Thank you.

[metrolinktrains.com/meeting](https://metrolinktrains.com/meeting)

**ITEM ID:** 2025-302-0

**TRANSMITTAL DATE:** September 19, 2025

**MEETING DATE:** September 26, 2025

**TO:** Board of Directors

**FROM:** Tom Schamber, Chief Financial Officer

**SUBJECT:** FY2024-25 Preliminary Quarterly Accounts Receivable Status Report - Quarter Ended June 30, 2025

### **Issue**

This report presents an update on the Authority's Accounts Receivable for the quarter ended June 30, 2025. The report covers outstanding receivables, unbilled balances, and provides a status related to billing and collection efforts.

### **Recommendation**

Receive and file.

### **Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair, investing in the development of our employees and maintaining fiscal sustainability.

### **Background**

The Authority's primary funding sources include passenger fares, revenues from dispatching and maintenance-of-way, operating and capital funding support from Member Agencies, and Federal, State and local funding grants.

In FY24, the Board approved funding advances for the Capital Program in the form of a \$50



million Working Capital Fund (WCF), in order to provide needed liquidity in the cost-reimbursement based grants collections cycle. As of June 30, 2025, all deposits have been received.

## **Discussion**

### **Accounts Receivable (A/R) Balances**

As of June 30, 2025, the total outstanding accounts receivables balance, as detailed further in Attachment A, was \$25.4 million, of which \$22.4 million was current and \$3.0 million was past due. This \$25.4 million compares to \$26.2 million for the previous quarter, or a decrease in receivables of \$.8 million. An \$11.4 million reduction in past due balances and was mostly offset by brisk Q4 billing activity, as shown by the reduction of unbilled balances at quarter end.

75% of past due balances relate to unpaid Member Agency rehab and capital program reimbursable expenses. Staff continues to work with Member Agencies and other grantors to address unpaid balances. All Member Agency WCF deposits and FY25 Member Agency Support payments had been received by June 30, 2025.

### **Unbilled Balances/Pending Capital Billing**

On June 30, 2025, total expenses paid out by the Authority and subject to grantor reimbursement related to the Capital Program (unbilled balances) were estimated at \$25.9 million. This represents a decrease of \$5.1 million from the prior quarter. Reductions in SCORE billing backlog due to recent staff augmentation and increased billing activity represented the majority of the improvement. The level of unbilled balances is informed by the: (1) volume and timing of Capital Program expenses, (2) existence of supporting documentation to bill grantors, (3) completion of all grant requirements, (4) and staff resources.

Staff has fully eliminated all legacy unbilled balances as cited in Internal Audit's Report No. 2023-06-IA, dated April 30, 2024, regarding MS289-22 Work Directives. The majority of SCRRA total unbilled balances aged 360+ days relates to a single Capital Program project and is pending delayed grant funding from the Federal Highway Administration.

### **San Clemente Unbilled Balances**

San Clemente operating projects are tracked in a different manner versus state of good repair and capital projects and are therefore presented separately. Total unbilled balances for the current three reimbursable San Clemente projects were \$.2 million as of June 30, 2025. This represents a \$4.8 million reduction from the prior quarter. After significant delays, SCRRA received executed grant documentation and was able to bill substantially all balances on the Mariposa project in Q4. Approximately 99% of cumulative expenses on all San Clemente projects since inception have now been billed.

## **Next Steps**

The Accounts Receivable report for the quarter ended September 30, 2025, will be provided in November of 2025.

Prepared by: Vivien Avella, Assistant Director of Finance  
Nancy Perez, Assistant Director of Finance  
Edison Abrenica, Senior Finance Analyst

Approved by: Tom Schamber, Chief Financial Officer

**Attachment(s)**

Attachment A - FY2024-25 Quarterly AR Status-Qtr Ended June 30  
Presentation - FY2024-25 Preliminary Quarterly Accounts Receivables Report - Quarter  
Ended June 30, 2025

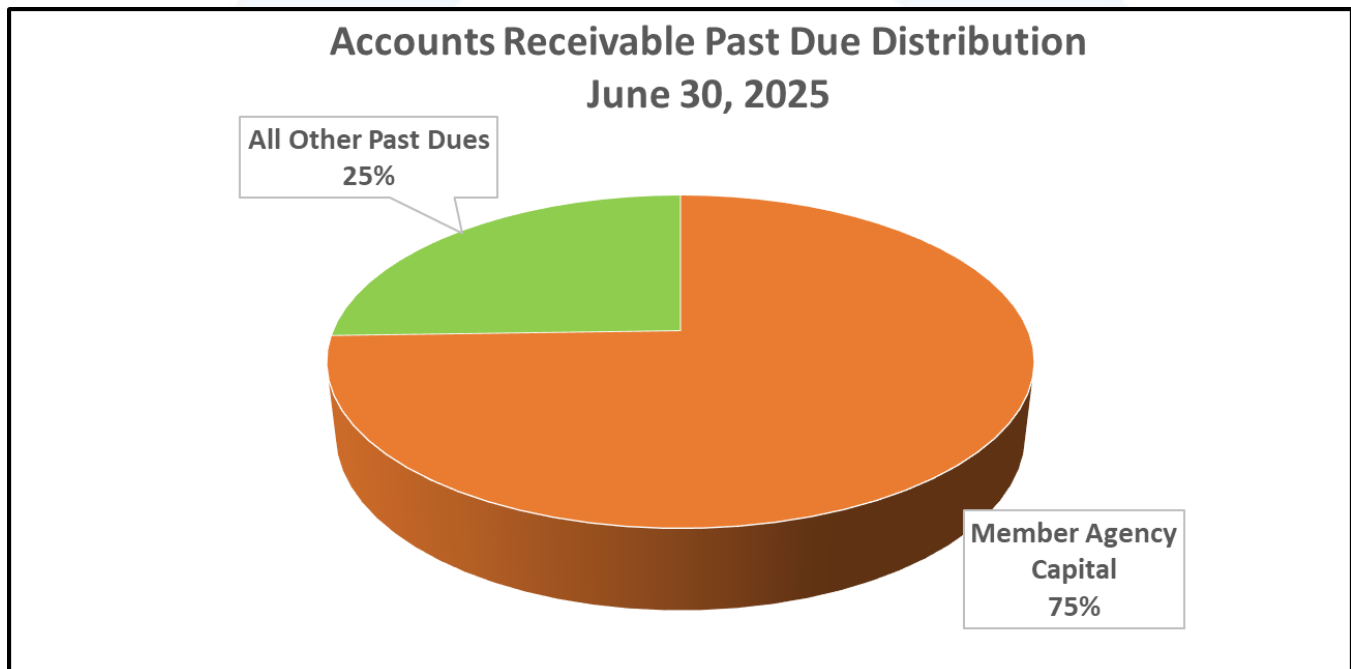


## FY2024-25 Quarterly Accounts Receivable Status Report – Quarter Ended June 30, 2025

### Billed Accounts Receivable

The charts and tables below provide summary breakdowns of A/R balances by category and aging status for the quarter ending June 30, 2025. All amounts are preliminary and subject to FYE close entries. The tables and charts contained herein do not reflect billing and collections activity experienced after June 30.

The following chart provides information on delinquent accounts by account and by category. Member Agency past due A/R balances comprise 75% of total past dues.



The following table provides a detailed breakdown of A/R balances by category and aging status for the quarter ending June 30, 2025.

Detailed A/R Aging Report By Category as of June 30, 2025								
(\$ in millions)								
	Total	Current	Past Due					Total Past Due
			1-30 Days	31-60 Days	61-90 Days	91-180 Days	Over 180 Days	
Member Agency Capital/Other								
L.A. County Metro (LACMTA)	\$ 4.77	\$ 2.82	\$ 0.19	\$ -	\$ 0.04	\$ 1.72	\$ -	\$ 1.95
Orange County Transportation Authority (OCTA)	0.30	0.01	-	-	-	-	0.29	0.29
Ventura County Transportation Comm (VCTC)	0.19	0.19	-	-	-	-	-	-
San Bernardino County Trans Authority (SBCTA)	0.63	0.63	0.00	-	-	-	-	0.00
Riverside County Transportation Comm (RCTC)	0.08	0.08	-	-	-	-	-	-
Subtotal	5.98	3.73	0.19	-	0.04	1.72	0.29	2.25
All Other	19.46	18.69	0.36	0.41	-	-	(0.00)	0.77
Total	\$ 25.44	\$ 22.42	\$ 0.55	\$ 0.41	\$ 0.04	\$ 1.72	\$ 0.29	\$ 3.02
%	100.0%	88.1%	2.2%	1.6%	0.2%	6.8%	1.1%	11.9%

## Unbilled Expenses

The following is a table of Capital Program expenses paid and awaiting billing to grantors, by vendor.

CAPITAL PROGRAM UNBILLED AGING, VENDORS WITH BALANCES OVER \$500K							
Vendor Name	1-30	31-60	61-90	91-180	181-360	360 +	Grand Total
HERZOG CONTRACTING CORPORATION	\$ 2,135,624	\$ 133,779	\$ (119)	\$ 456,689	\$ 70,008	-	\$ 2,795,982
BALFOUR BEATTY INFRASTRUCTURE, INC	914,527	518,974	172,941	514,816	20,900	199,929	2,342,088
FLATIRON DRAGADOS WEST LLC	2,338,995	-	-	-	-	-	2,338,995
FY25 INDIRECT COSTS	593,795	530,408	270,455	318,424	317,307	(304,219)	1,726,169
HDR ENGINEERING, INC.	107,930	712,832	241,806	347,147	161,981	-	1,571,696
LACMTA	9,784	2,336	1,414,318	-	19,193	-	1,445,632
KIMLEY-HORN & ASSOCIATES, INC	263,359	564,052	552	27,041	385,408	199,310	1,439,722
AECOM TECHNICAL SERVICES, INC.	504,321	316,744	37,148	95,063	256,365	45,363	1,255,004
METEORCOMM LLC	1,089,823	40,826	1,332	76,687	37,020	-	1,245,687
TALGO SYSTRA JOINT VENTURE	-	922,620	194,085	27,615	-	-	1,144,320
RAM INDUSTRIAL SERVICES, LLC	591,847	147,073	35,358	115,804	94,729	-	984,812
HILL INTERNATIONAL, INC.	462,222	13,834	289,555	92,517	76,639	2,303	937,070
RAILPROS FIELD SERVICES, INC.	-	129,562	352,628	174,238	50,765	43,935	751,127
PACIFIC RAILWAY ENTERPRISES, INC.	277,043	144,139	64,213	106,246	77,601	30,186	699,428
RAIL PROS, INC.	94,194	478,453	32,467	17,626	(860)	-	621,880
CUSTOM TRUCK ONE SOURCE, L.P. DBA CUS	-	548,289	-	432	432	-	549,153
All Other Vendors (>100)	1,335,262	823,237	488,956	522,667	394,034	448,647	4,012,803
<b>Grand Total</b>	<b>10,718,727</b>	<b>6,027,159</b>	<b>3,595,695</b>	<b>2,893,011</b>	<b>1,961,524</b>	<b>665,455</b>	<b>\$ 25,861,569</b>





Historically, unbilled balances on operating projects have not been separately reported and have not been significant. Shown below are unbilled balances related to the three San Clemente operating projects where no advance funding has been received. San Clemente projects are 99% billed as of FYE 2024-25.

PROJECT	PROJECT NAME	TOTAL PAID EXPENSES	TOTAL BILLED	TOTAL UN-BILLED EXPENSES	% BILLED
205305	SAN CLEMENTE TRACK WORK MP206.8(#1)	\$8,052,815	\$8,042,370	\$10,445	99.9%
205306	SAN CLEMENTE LANDSLIDE MP204.6 (#2)	3,071,684	3,042,276	29,408	99.0%
205307	SAN CLEMENTE LANDSLIDE MP204.2 (#3)	5,575,334	5,410,703	164,631	97.0%
<b>Grand Total</b>		<b>\$16,699,832</b>	<b>\$16,495,349</b>	<b>\$204,483</b>	<b>98.8%</b>





# METROLINK

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## **FY2024-25 Preliminary Accounts Receivables Report Quarter Ended June 30, 2025**

*Receive and file.*



# Accounts Receivables as of June 30, 2025\*

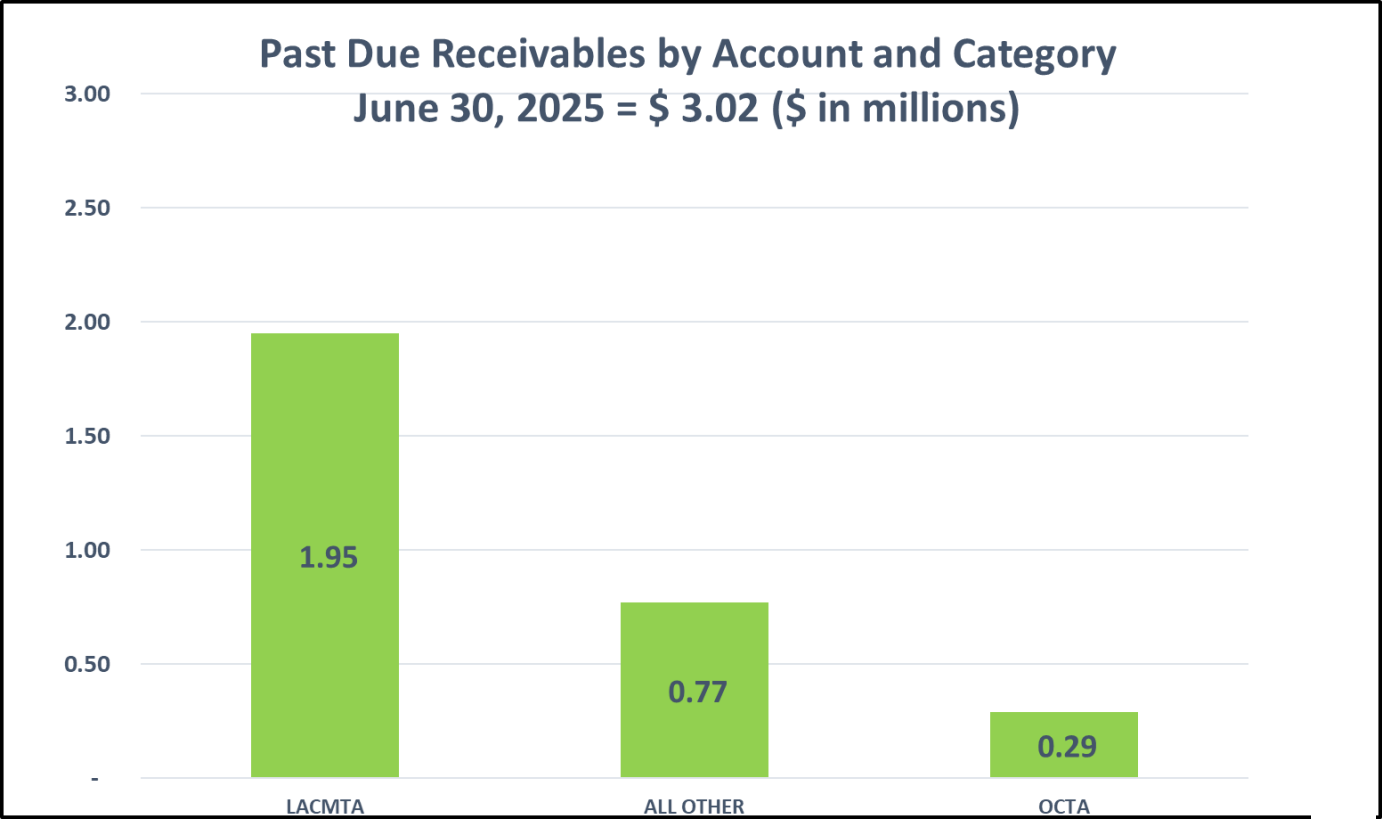
Total Billed Receivables = \$ 25.4 M (\$ in millions)

Receivables Category	Current	Total Past Due	Total
Member Agency	\$3.7	\$2.2	\$5.9
Other	<u>18.7</u>	<u>.8</u>	<u>19.5</u>
Totals as of June 30, 2025	22.4	3.0	25.4
<u>Prior Quarter Comparison</u>			
Total as of March 31, 2025	<u>11.8</u>	<u>14.4</u>	<u>26.2</u>
Increase/(Decrease) Q425 vs. Q325	\$10.6	\$(11.4)	\$(.8)

\*Pending fiscal year end close entries.



# Accounts Receivables Past Due Graph





# Unbilled Balances as of June 30, 2025

Unbilled Capital Expenses Paid = \$25.9 million

CAPITAL PROGRAM UNBILLED AGING, VENDORS WITH BALANCES OVER \$500K								
Vendor Name	1-30	31-60	61-90	91-180	181-360	360 +	Grand Total	
HERZOG CONTRACTING CORPORATION	\$ 2,135,624	\$ 133,779	\$ (119)	\$ 456,689	\$ 70,008	-	\$	2,795,982
BALFOUR BEATTY INFRASTRUCTURE, INC	914,527	518,974	172,941	514,816	20,900	199,929		2,342,088
FLATIRON DRAGADOS WEST LLC	2,338,995	-	-	-	-	-		2,338,995
FY25 INDIRECT COSTS	593,795	530,408	270,455	318,424	317,307	(304,219)		1,726,169
HDR ENGINEERING, INC.	107,930	712,832	241,806	347,147	161,981	-		1,571,696
LACMTA	9,784	2,336	1,414,318	-	19,193	-		1,445,632
KIMLEY-HORN & ASSOCIATES, INC	263,359	564,052	552	27,041	385,408	199,310		1,439,722
AECOM TECHNICAL SERVICES, INC.	504,321	316,744	37,148	95,063	256,365	45,363		1,255,004
METEORCOMM LLC	1,089,823	40,826	1,332	76,687	37,020	-		1,245,687
TALGO SYSTRA JOINT VENTURE	-	922,620	194,085	27,615	-	-		1,144,320
RAM INDUSTRIAL SERVICES, LLC	591,847	147,073	35,358	115,804	94,729	-		984,812
HILL INTERNATIONAL, INC.	462,222	13,834	289,555	92,517	76,639	2,303		937,070
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PACIFIC RAILWAY ENTERPRISES, INC.	277,043	144,139	64,213	106,246	77,601	30,186		699,428
RAIL PROS, INC.	94,194	478,453	32,467	17,626	(860)	-		621,880
CUSTOM TRUCK ONE SOURCE, L.P. DBA CUS*	-	548,289	-	432	432	-		549,153
All Other Vendors (>100)	1,335,262	823,237	488,956	522,667	394,034	448,647		4,012,803
<b>Grand Total</b>	<b>10,718,727</b>	<b>6,027,159</b>	<b>3,595,695</b>	<b>2,893,011</b>	<b>1,961,524</b>	<b>665,455</b>	<b>\$</b>	<b>25,861,569</b>



# Unbilled Balances as of June 30, 2025

Unbilled San Clemente Operating Expenses Paid = \$.2 million

PROJECT	PROJECT NAME	TOTAL PAID EXPENSES	TOTAL BILLED	TOTAL UN-BILLED EXPENSES	% BILLED
205305	SAN CLEMENTE TRACK WORK MP206.8(#1)	\$8,052,815	\$8,042,370	\$10,445	99.9%
205306	SAN CLEMENTE LANDSLIDE MP204.6 (#2)	3,071,684	3,042,276	29,408	99.0%
205307	SAN CLEMENTE LANDSLIDE MP204.2 (#3)	5,575,334	5,410,703	164,631	97.0%
<b>Grand Total</b>		<b>\$16,699,832</b>	<b>\$16,495,349</b>	<b>\$204,483</b>	<b>98.8%</b>







**METROLINK**

Thank you.

[metrolinktrains.com/meeting](https://metrolinktrains.com/meeting)

**ITEM ID:** 2025-285-0

**TRANSMITTAL DATE:** September 19, 2025

**MEETING DATE:** September 26, 2025

**TO:** Board of Directors

**FROM:** Tom Schamber, Chief Financial Officer

**SUBJECT:** FY2024-25 Quarterly Fuel Purchase Program Update - Quarter Ending June 30, 2025

**Issue**

Staff is providing an update on the Authority's Fuel Purchase Program for the quarter ended June 30, 2025.

**Recommendation**

Receive and file.

**Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, object metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. Working together with our fuel purchase program partners we can provide better assurance we will meet our budgetary goals.

**Background**

The Agency's FY24 fuel budget is approximately 10.0% of the total Operating Budget. Given the volatility of fuel pricing, the Authority's actual fuel expense has ranged from \$18.6M to \$31.9M, accounting for 8.0% to 12.1% of the actual operating expenditures in the past four years (FY21-FY24).



Finance Policy FIN-11.1, Fuel Purchase Policy, was approved by the Board on December 11, 2020. This policy was implemented to minimize the budget risk resulting from the purchase of diesel fuel. In addition, it identifies how the fuel purchase program performance is monitored and reported to the Board. At the May 27, 2022, Board meeting, an update to the Fuel Purchase Program was made addressing the issue of purchasing contracts in light of the increase in diesel fuel costs.

The Board has requested that staff provide quarterly updates on our Fuel Purchase Program.

### **Discussion**

The primary function of the Fuel Purchase Program is to make the Agency's fuel costs predictable. On that basis, it is to be expected that the sale of positions may create a gain or loss depending on the movement of fuel contract prices.

Beginning in July 2024, Blue Lacy, LLC. assumed the day-to-day duties as the Authority's Fuel Hedge Advisor, replacing our previous advisor Linwood Capital, LLC. The Authority transferred \$11.2M of the funds in our hedging account to Metrolink's cash accounts during the month of February to take advantage lower investing fees. As of June 30, 2025, the Authority's hedging account had a value of \$2,660,272, an increase of \$350,716 from March 31, 2025, after transferring the excess funds. The futures account report for quarter ended June 30, 2025, provided by Blue Lacy, LLC is included in Attachment A. The performance of contract purchases against the spot market with the realized gains achieved by the program are included in Attachment B. A current fuel hedging and petroleum market update from Blue Lacy is included in Attachment C.

### **Next Steps**

Staff will provide a quarterly update for the first quarter of FY 2026 in October.

Prepared by: Alex Barber, Assistant Director, General Accounting

Approved by: Tom Schamber, Chief Financial Officer

### **Attachment(s)**

[Attachment A - Quarter Ended June 30 2025](#)

[Attachment B - Performance of Futures Purchased - Quarter Ended June 30 2025](#)

[Attachment C - Fuel Hedging Commentary](#)

## ATTACHMENT A

### BLUE LACY, LLC

	Quarter Ending March 31, 2025	Quarter Ending June 30, 2025
<b>Cumulative Fuel Expense (including brokerage fees)</b>	(4,085,173)	(3,787,149)
<b>Cumulative net cash from Metrolink to futures account</b>	(3,064,634)	(3,064,634)
<b>Contingent future fuel expense</b>	76,625	(338,805)
<b>Annual Interest Income</b>	233,543	233,543
<b>Account Value = cash asset after fuel expense minus contingent fuel expense</b>	2,309,556	2,660,272
<b>Cash asset after fuel expense</b>	2,386,181	2,087,923

<b>Annual Fuel Expense from futures</b>	633,253	931,277
<b>Annual Cash from Metrolink to futures account</b>	(11,208,861)	(11,208,861)
<b>Annual Cash from Metrolink to futures account less fuel expense</b>	(11,842,113)	(12,140,137)

BLUE LACY, LLC

HISTORICAL ANALYSIS: FY 2025

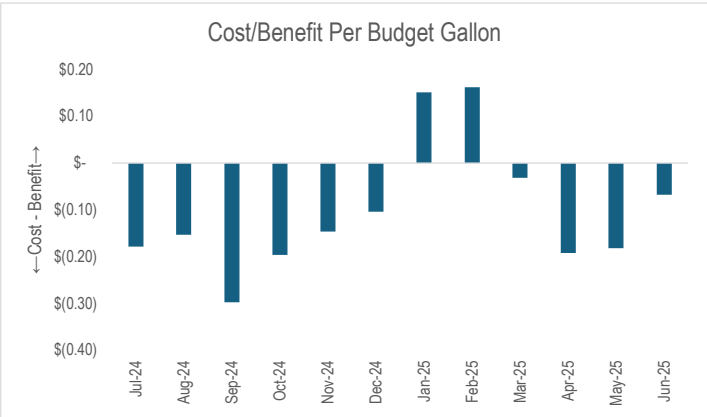
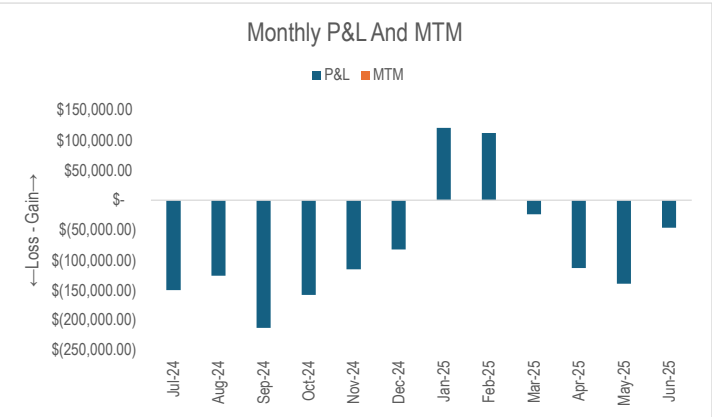
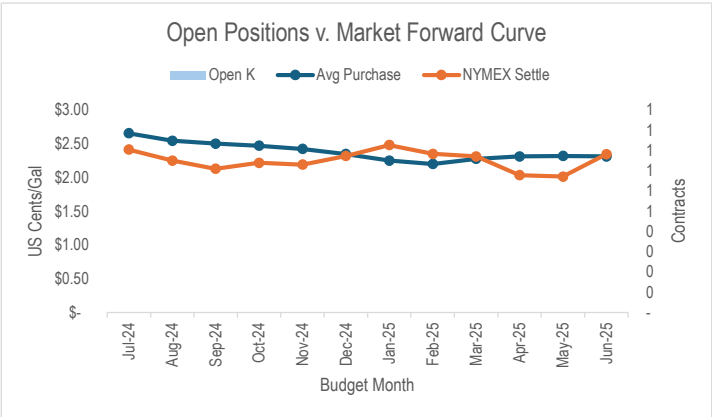
Disel Hedging Analysis

ATTACHMENT B

June 30, 2025

30-Jun			Supplier				Hedge Activity									MTM and P&L					ML Cost	
Budget			Purchased	Supplier	NYMEX		Avg										Per Gal	Per Gal				
Month	Days		Volume	w/Tax	Settle	Supplier Cost	Fut Month	Purchase	Beg K	ΔK	Δ Gal	Open K	Open Gal	Total Gal	% Hedged	MTM	P&L	Hedged	Purchased	Total	Per Gal	
Jul-24	31		839,579	\$ 3.12	\$ 2.32	\$ 2,701,832.43	Jan-25	\$ 2.35	14	(14)	(588,000)	-	-	588,000	70%	\$ -	\$ (81,792.52)	\$ (0.14)	\$ (0.10)	\$ 2,783,624.95	\$ 3.32	
Aug-24	31		820,268	\$ 2.93	\$ 2.48	\$ 2,667,694.61	Feb-25	\$ 2.25	13	(13)	(546,000)	-	-	546,000	67%	\$ -	\$ 120,324.72	\$ 0.22	\$ 0.15	\$ 2,547,369.89	\$ 3.11	
Sep-24	30		715,059	\$ 2.73	\$ 2.35	\$ 2,301,686.90	Mar-25	\$ 2.20	11	(11)	(462,000)	-	-	462,000	65%	\$ -	\$ 112,344.20	\$ 0.24	\$ 0.16	\$ 2,189,342.70	\$ 3.06	
Oct-24	31		803,412	\$ 2.95	\$ 2.31	\$ 2,538,068.91	Apr-25	\$ 2.28	12	(12)	(504,000)	-	-	504,000	63%	\$ -	\$ (23,567.88)	\$ (0.05)	\$ (0.03)	\$ 2,561,636.79	\$ 3.19	
Nov-24	30		786,205	\$ 3.00	\$ 2.04	\$ 2,387,730.78	May-25	\$ 2.31	13	(13)	(546,000)	-	-	546,000	69%	\$ -	\$ (112,884.80)	\$ (0.21)	\$ (0.14)	\$ 2,500,615.58	\$ 3.18	
Dec-24	31		787,073	\$ 2.85	\$ 2.02	\$ 2,220,706.93	Jun-25	\$ 2.32	14	(14)	(588,000)	-	-	588,000	75%	\$ -	\$ (139,391.12)	\$ (0.24)	\$ (0.18)	\$ 2,360,098.05	\$ 3.00	
Jan-25	31		794,747	\$ 3.20	\$ 2.35	\$ 2,416,715.44	Jul-25	\$ 2.31	14	(14)	(588,000)	-	-	588,000	74%	\$ -	\$ (45,748.12)	\$ (0.08)	\$ (0.06)	\$ 2,462,463.56	\$ 3.10	
Feb-25	28		693,124	\$ 3.13	\$ 2.28	\$ 2,092,264.79	#N/A	\$ 2.20	16	-	-	16	672,000	672,000	97%	\$ 49,383.60	\$ -	\$ 0.07	\$ 0.07	\$ 2,042,881.19	\$ 2.95	
Mar-25	31		747,663	\$ 2.82	\$ 2.25	\$ 2,180,569.72	#N/A	\$ 2.13	15	-	-	15	630,000	630,000	84%	\$ 77,994.00	\$ -	\$ 0.12	\$ 0.10	\$ 2,102,575.72	\$ 2.81	
Apr-25	30		587,712	\$ 2.83	\$ 2.24	\$ 1,703,086.26	#N/A	\$ 2.05	14	(1)	(42,000)	13	546,000	588,000	100%	\$ 103,389.00	\$ -	\$ 0.18	\$ 0.18	\$ 1,599,697.26	\$ 2.72	
May-25	31		767,996	\$ 2.78	\$ 2.22	\$ 2,186,571.90	#N/A	\$ 2.07	14	-	-	14	588,000	588,000	77%	\$ 87,859.80	\$ -	\$ 0.15	\$ 0.11	\$ 2,098,712.10	\$ 2.73	
Jun-25	30		675,638		\$ 2.19	\$ 1,482,620.03	#N/A	\$ 2.12	4	-	-	4	168,000	168,000	25%	\$ 13,129.20	\$ -	\$ 0.08	\$ 0.02	\$ 1,469,490.83	\$ 2.17	
FY 24-25	365		9,018,477	\$ 1.98	\$ 2.25	\$ 26,879,548.70		\$ 2.22	154	(92)	(3,864,000)	62	2,604,000	6,468,000	72%	\$ 331,755.60	\$ (170,715.52)	\$ (0.03)	\$ (0.03)	\$ 26,718,508.62	\$ 2.96	

BLUE LACY, LLC





3 July 2025

# Monthly ULSD Market Update

## Your 30-Second Brief

Crude storage shows mixed signals between supply origins/demand destinations

Diesel demand is stable, trades at a wide premium to oil, a supportive indication

Trader activity shows reactive nature of risk, and potential distillate focus



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**Disclaimer:** Commodity trading involves risk and, therefore, is not appropriate for all persons; failure to manage commercial risk by engaging in some form of hedging also involves risk. Past performance is not necessarily indicative of future results. There is no guarantee that hedge program objectives will be achieved. No representation is being made that any client will or is likely to achieve hedge profits similar to those discussed in this presentation. This report should not be considered advertisement or solicitation for a trading program, nor should it be construed as advice.

This report is not required to be, and has not been, filed with the Commission. The Commodity Futures Trading Commission does not pass upon the adequacy or accuracy of this commodity trading advisor disclosure. Consequently, the Commodity Futures Trading Commission has not reviewed or approved this report.

## Executive Summary

### If not for the mid-June conflict, would markets be focused on seasonal shifts?

In June, global onshore crude oil storage continued to rise, up 0.3% month-over-month (MoM) and 5% year-over-year (YoY), significantly outpacing the typical seasonal trend. This growth reflects a geographic rebalancing, with China adding over 17 million barrels and the U.S. and Saudi Arabia drawing down inventories, signaling shifting refining capacity and risk management strategies. OPEC+ quota adjustments are seen more as efforts to shape perception than to change supply fundamentals, with steady Saudi exports and total group flows remaining high. In the U.S., exports rose above 3.6 million bpd, but a recent drop in shipments led to a storage build, especially along the Gulf Coast, while Cushing inventories fell sharply to near-historic lows—conditions ripe for increased market volatility.

### Domestic diesel demand is sending positive signals.

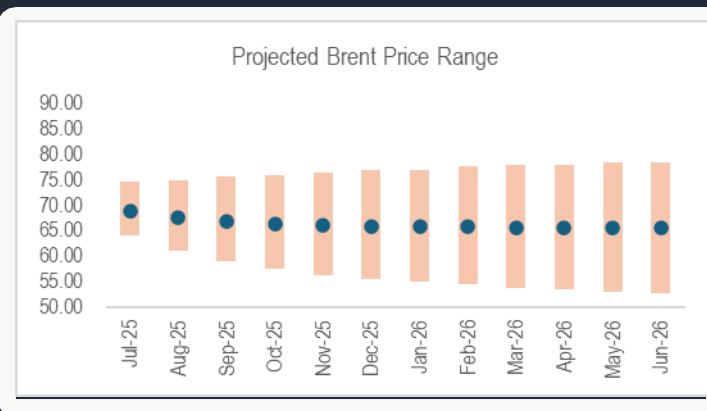
Rail traffic remained steady last week with over 490,000 freight cars loaded, in line with seasonal norms and suggesting rail operators have maintained consistent activity despite earlier spikes in diesel prices—positioning them well for a ramp-up in fall demand. This aligns with rising domestic diesel consumption, now above 4 million bpd for four consecutive weeks, driving significant

draws on inventories that are nearly 10 million barrels below any similar week in the past decade. Simultaneously, waterborne diesel exports hit 1.3 million bpd, nearly matching recent highs. With diesel spreads (cracks) widening—now over \$30 above Brent in the U.S.—refiners are incentivized to prioritize distillate production, reinforcing strength in the diesel market halfway through summer.

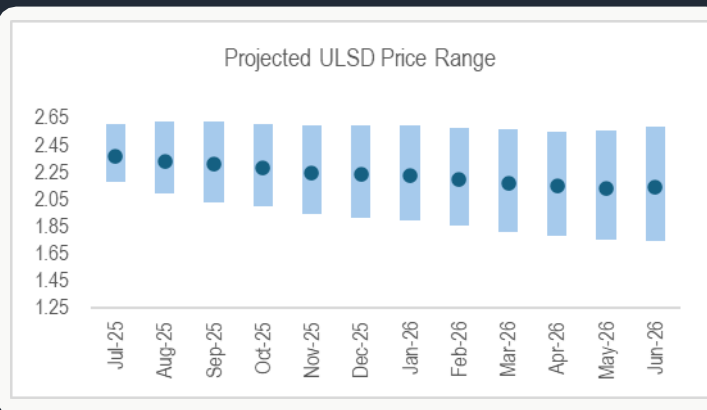
### CFTC shift, traders reactive.

Distillate fuels are gaining liquidity as traders shift attention to wide crack spreads and possible higher volatility because of a wide range of potential 2H2025 outcomes. Dollar exposure in crude is recovering and nuanced, with some specs seeing opportunity to reenter the long trade and others trading volatility actively. That likely contributes to sustained volatility, even without more geopolitical disruption. For distillates, it may create opportunities, especially for those with the ability to manage risk in its components. Wide crack spreads make owning length less attractive given the downside risk, but volatility has created opportunities, so long hedges should be situationally aware. For now, we seem to be comfortable at a higher prompt prices and steeper backwardation than pre-Israel/Iran, but deteriorating fundamentals have left a bearish drift in the market.

Summary: Similar to last month, fundamentals are mixed, but this appears to be a weaker sign unless we experience a pivot during July. With bouts of volatility driving reactive speculative trading, July's directional trend is as uncertain as June's.



*Higher vol, steeper backwardation, \$25/bbl calculated range*



*\$30 cracks don't seem sustainable, diesel may flirt with \$2.20 again in the next 60 days*

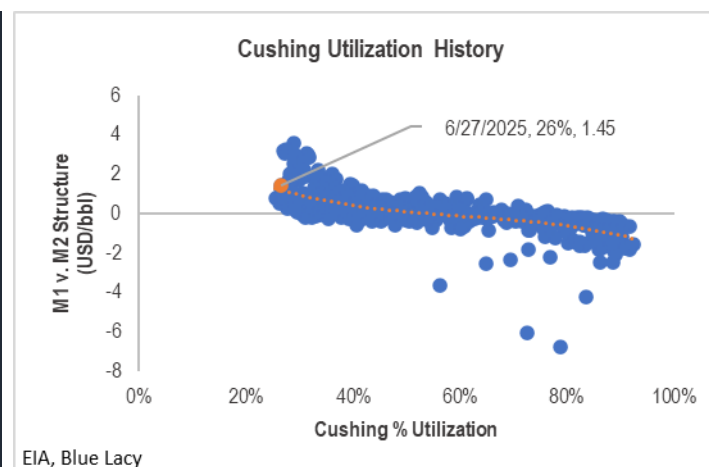
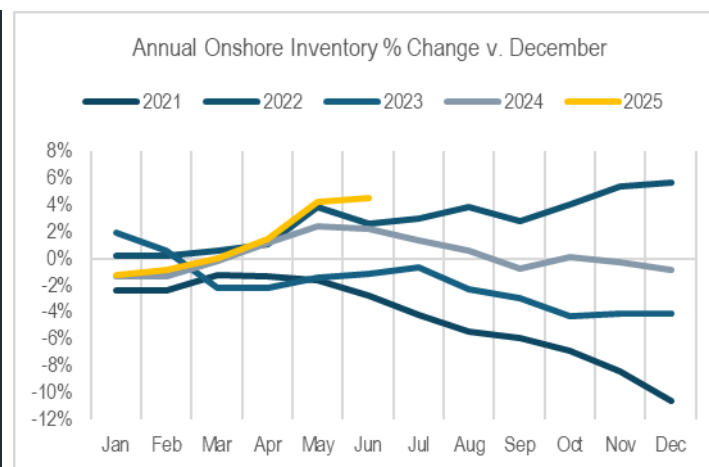
# Storage gains continue, and we're running out of seasonal excuses

**It's time.** Global onshore crude oil storage continued its rise in June, up ~0.3% MoM, bringing the annual rise to 5%, well ahead of the typical 2-3% seasonal rise of the recent 3 years. Under the headline is a continued shift in the center of inventory, aligning with refinery growth and mitigating supply risk. For example, Chinese stocks swelled by >17mm bbls (2%) MoM (+4% v. Dec, 7% YoY), while US stocks were down 10.5mm bbls on the month (3%). Likewise, Saudi stocks were drawn by ~6mm bbls on the month (6% MoM). July has been the inflection point in recent years, so if analysts are right about softening demand leading to builds, we should start to see it in the data.

**OPEC quota changes mostly about marking books to market.** OPEC meets again this weekend and there continues to be debate about what expanding quotas means. The best analogy I have heard is this, "OPEC changes are more about MTM books vs. reports. By lifting quota levels to encourage public perception of compliance, the cartel reclaims control of the narrative about its efforts." I'd take it further to say, OPEC leaders know the world has access to data that is more important than their

promised production levels, namely, storage and exports. Saudi crude exports were steady at around 6mm bpd on the month, contributing to steady OPEC+ departures of 25.85mm bpd. Combined crude/products from the cartel were down moderately from May, but remain higher YoY, consistently above 33mm bpd.

**US and exports.** For the US, it's all about capitalizing on export opportunities. Crude departures averaged >3.6mm bpd last month, up >250kbd MoM. When that number dips, storage rises. Case in point, the most recent EIA reporting week. The EIA estimates exports fell from 4.3mm bpd to 2.3. So even with ~200kbd of additional refinery runs, L48 storage was up 3.8mm bpd, completely driven by rising PADD 3 USGC levels, which were higher by >5mm bbls WoW. Cushing, in contrast, drew 1.5 million barrels from storage. That means barrels at the NYMEX pricing hub have fallen to 20.7mm bbls. Just twice since 2015 has the EIA reported a lower estimate of Cushing stocks in their weekly report...a good recipe for volatility.



*Global stocks rise, led by OECD and China, while suppliers like the US depend on exports to balance*

# Diesel demand steady, ready for seasonal lift, sends a positive signal

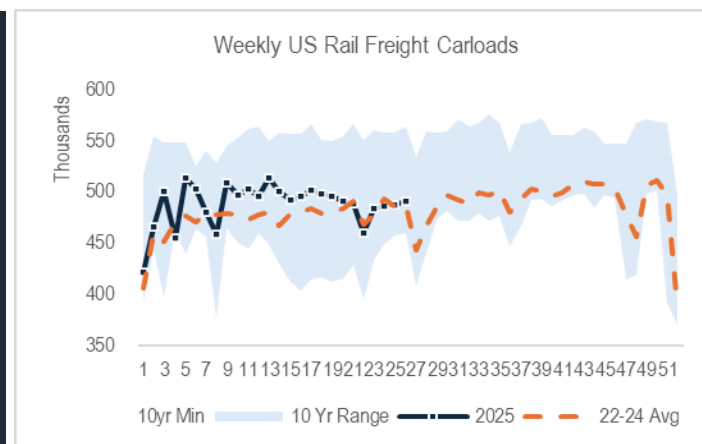
**Railcars loaded.** >490k freight cars were loaded last week, according to the AAR. Steady, not bullish numbers. Traffic typically hits its low in midsummer, before ramping into the fall, lagging the ocean traffic we've previously covered. Rail traffic has fallen toward the three-year average, after running hot during the first few months of the year, likely due to tariff front-running. Rail operators are thought to have held steady despite the spike in diesel prices, and this reports confirms that expectation, so as prices have fallen, operators should be ready to ramp up for fall demand.

**Domestic diesel delivered.** Steady traffic seems to align with reported diesel demand. The EIA estimates >4mm bpd of weekly demand for L48, rising for the fourth straight week and driving back-to-back draws from storage, even as exports dip and output rises. L48 stocks are about 10mm bbls lower than any similar week of the last ten years, having drawn 19.25 since the end of last year.

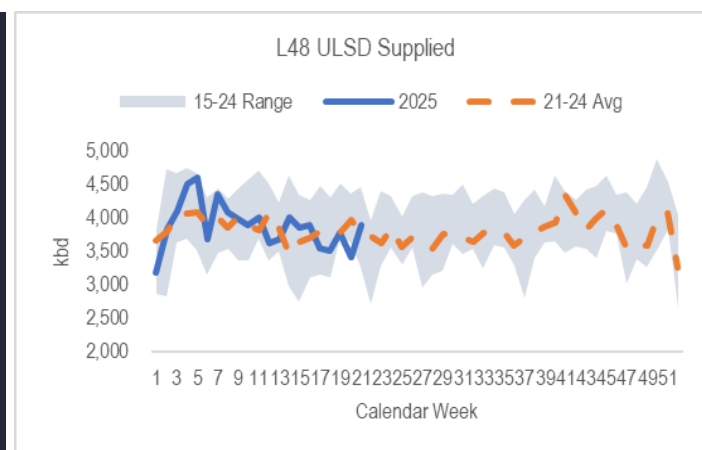
At the same time, departures of waterborne diesel cargoes rose for the fourth straight month, reaching 1,3mm bpd of net exports, nearly matching December's 12-month high.

With the curve steeply backward (at least for now) it's not all that surprising to see stocks drawing, a good sign so far for markets.

**Cracks widen.** Stable demand indicators may be why relative values have held up. Both regional spreads and cracks have widened as crude oil and diesel attempt to find a floor. As we enter the holiday weekend, diesel's premium over Brent trades above \$30, while in Europe and Asia the spread is \$21 and \$18, respectively. Diesel's crack is on pace to average \$30 for the week for the first time since 1Q2024. This should keep refiners running and focused on distillate production, and serving as the most supportive signal halfway through the summer.



*Rail traffic reverted toward the 3-yr avg but remains steady*



*Domestic diesel demand is holding up*

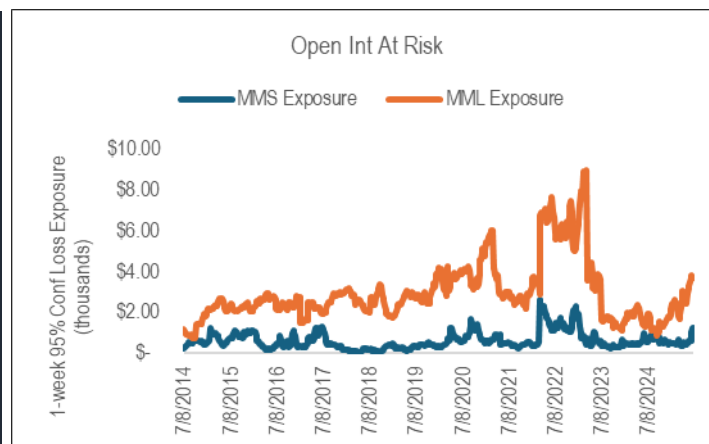
# Traders increasingly reactive to short term opportunities and focusing more on distillates

## Oil traders' reactive positioning fits the current risk regime, embracing volatility.

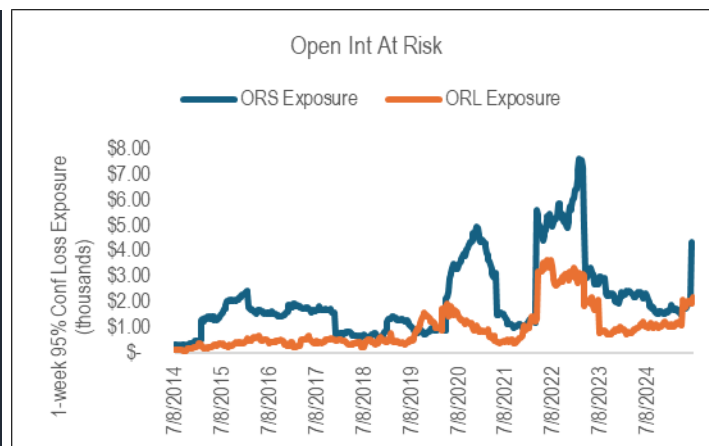
ICE-listed Money Managers (MM) cut long positions by >26k net lots last week, while the Other Reportable (OR) group added 42.5k. This imbalance highlights the reactive nature of the speculative group. Financial traders are actively managing risk within the risk regime. Dollar exposure among OR jumped to its highest in the last 12 months before the conflict and remains high in the 92<sup>nd</sup> percentile but is relatively flat. MM, typically assumed to be trend-dependent, has focused on repositioning long, rising from a record short. Dollar exposure is still well below the hyperactive, volatile 2022, but it is recovering opportunistically as traders respond to/possibly contribute to wild swings. For example, open interest fell in back-to-back weeks as the geopolitical risk-driven opportunity faded. I anticipate that this trend will continue for the remainder of the year, albeit possibly exacerbated by any additional disruptions, as we assess the evolving fundamental picture.

**Repositioning refocusing exposure to distillate fuels, with mixed signals.** We are also seeing more interest in fuels trading, in

particular distillates (diesel, jet). As with fundamental focus, these fuels have become better gauges of expected fundamentals than crude oil. Net speculative ULSD length nearly tripled WoW, growing for the third consecutive week, even as tensions cooled in the Middle East, as long traders slowly regain confidence. 53 traders held long positions in NYMEX ULSD last week (NYMEX reporting for end of June delayed by the holiday), starting the seasonal gain. Last year longs rose to 63 before the fall. Gasoil MM are joining the party, lifting net-length into a top quartile position of the last three years, but are dragged down by aggressive sellers among OR. Other Reportables hold nearly 350k net short gasoil contracts on ICE, pushing the position to its deepest net short on record with a straight month of selling.



*Money Managers lifted long exposure, riding rising prices*



*Other Reps have traded volatility, with less directional bias*



# Monthly Jet Fuel

## Strategic Takeaways



Fundamentals again showing potential weakness, with storage rising at destinations

Is this the first phase of the forecast bearish fundamental picture? China and ex-US OECD are building inventories at a time when you'd expect draws to resume. At this inflection point, one might fear traders affected by confirmation bias, selling and flattening the currently-backward curve.

Exporters, though, are still drawing storage, so we may still be working through late seasonal softness. Cushing storage has fallen back toward record lows without drawing much attention, as exports are the focus balancing item, as expected. That emphasizes flows between PADD 2 to PADD 3 and PADD 3 exports/storage changes.

Diesel looks OK

It isn't an outright bullish argument, but all things considered, diesel demand is holding up.

Rail freight loadings have fallen back to trend, but they look stable. With ag loadings typically rising in the fall, this should get additional seasonal support, so if tankers keep arriving, loading trains, then trucks, diesel demand should hold. The question, then, is of exports, which have been more impacted by volatile tanker rates than demand for barrels lately.

Reactive specs drive volatility, possibly create opportunities

Finally, this risk regime continues to be marked by bouts of volatility, i.e. – vol jumps. This likely continues, with increased opportunity in distillate fuels, as well.

Cracks have held up, even expanded, making it a less attractive trade for now, but jet hedgers in particular probably see opportunity in the fall. The relative value of diesel v. jet may be the defining variable of this trade, as refiners balance distillate supplies to capture margin.

Hedgers may also benefit from being extra risk-aware. The forecast range is wide, and its outcome is dependent on the ultimate fundamental picture. Retesting lows might be a gift of an opportunity to position long for bouts of volatility.



**Steve Sinos**

**Founder and Managing Partner**

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832-413-3124

## Founded on Experience

### Experience

#### Founded Blue Lacy in 2021

- Ten years as an independent consultant in energy market strategy and risk
- Expertise in markets, structured products, derivatives, and operations
- Independent work executed for clients around the world: USA, Canada, Mexico, Bolivia, Colombia, EU, South Africa, Dubai, Jordan, Australia, Malaysia, Brazil, Trinidad
- Broad experience for clients across the supply chain: E&P, supply/trading, midstream/refining, major consumers, and political/regulatory leaders
- Board member and startup advisor

#### Prior to Blue Lacy

- Twenty total years of experience with derivatives, structuring, risk management, trading, analysis, risk operations, and compliance
- Bank of Oklahoma, Energy Financial Solutions, Goldman Sachs, Wood Mackenzie

### Education

**University of Oklahoma,  
MBA Risk Management, Price  
Scholar; BBA, Finance, Cum Laude**

- Graduate assistant professor teaching derivatives and valuation
- Research assistant supporting index and ETF construction and public listing

**NYU, Stern School of Business,  
Hedge Fund Operations  
Management with Leon Metzger**

- Managerial design and operations of derivatives trading and compliance

**Columbia Graduate School  
of Business, Valuation  
with Bruce Greenwald**

[metrolinktrains.com/meeting](https://metrolinktrains.com/meeting)

**ITEM ID:** 2025-295-0

**TRANSMITTAL DATE:** September 19, 2025

**MEETING DATE:** September 26, 2025

**TO:** Board of Directors

**FROM:** Elisabeth Lazuardi, Director, Audit

**SUBJECT:** Fiscal Year 2025 Annual Audit Activities Review

### **Issue**

The Internal Audit Department (Internal Audit) is providing the Fiscal Year (FY) 2025 annual report to the Board as required by the Internal Audit Charter.

### **Recommendation**

Receive and file.

### **Strategic Commitment**

This report aligns with the strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. Through the audits performed in FY 2025, process improvements were made in various areas.

### **Background**

Internal Audit provides independent and objective assurance to the Authority. In conducting its day-to-day operations, Internal Audit is governed by the Board approved Internal Audit Charter and Internal Audit Policies. Internal Audit also follows the auditing standards:

- Government Auditing Standards (GAGAS) established by the U.S. Government Accountability Office; and
- The Institute of Internal Auditors' (IIA) Global Internal Audit Standards.

## **Discussion**

### **Reporting Organizational Independence**

Auditing standards require that internal auditors be independent in fact and appearance to the entities for which they perform audit services (GAO GAGAS Paragraph 3.03). The Internal Audit function is organizationally independent, reporting functionally to the Board, and administratively to the Chief Executive Officer (IIA GIAS 8.1). Staff is confirming our independence for Fiscal Year 2014-2025.

### **Fiscal Year 2025 Annual Internal Audit Plan and Audit Activities Summary**

1. External Audits – Served as audit liaison by coordinating and monitoring external audits, including those conducted by independent financial statement auditors and state and federal officials.
  - FY 2023-24 Annual Financial Report Audit and Single Audit. Please refer to Item 6.Q the Corrective Action Status Update - Fourth Quarter Ended June 30, 2025.
  - FY 2023-24 Agreed Upon Procedures – Annual National Transit Database (NTD)
  - FY 2023-24 Member Agency Memorandum of Understanding (MOU) Audit with Los Angeles Metropolitan Transportation Authority (LACMTA). Please refer to Item 6.Q the Corrective Action Status Update - Fourth Quarter Ended June 30, 2025.
  - FY 2022-2024 California Transportation Development Act (TDA) Triennial Performance Review.
2. Internal Audits and Contract Cost Analysis - Conducted internal audits and contract cost analysis in accordance with the Board approved Fiscal 2024-25 Annual Audit Plan. See Attachment A.
3. CEO Special Requests:
  - Assisted the Safety, Security, and Compliance Department in completing the System Safety Program internal safety audits as required by the 49 CFR Part 270. IA assisted performing the internal safety audits for these elements: Accident Reporting, Safety Data Acquisition, Risk Based Hazard Management, and Security Assessment.
4. Monitoring Corrective Action – Monthly follow-up on implementation of audit recommendations (internal and external audits) until all recommendations have been satisfactorily addressed. Activities included:
  - Review of support provided by management to close out corrective actions.
  - Meetings with management regarding pending items and deadlines; and
  - Quarterly updates to the Board of Directors on the status of corrective actions.
5. Internal Audit Department Projects - Conducted an agency-wide risk assessment, developed the FY 2025-26 Annual Audit Plan, updated Internal Audit Charter, Policies and Procedures, and Procedures Handbook to conform with the new Global Internal Audit Standard, and performed the annual internal quality assessment.
6. External Quality Assessment (Peer Review) - Participation in the peer review teams to review audit departments from other agencies to evaluate their compliance with the auditing standards.
7. Internal Audit Administration – Activities included
  - participation and preparation for board and staff meetings
  - on-going On-Call Audit Services contract management
  - annual departmental budget preparation and ongoing budget monitoring

- participation in panels and committees assisting other departments procurements, agencywide events, and employee recruitments
- attended trainings as part of the Continuing Professional Education required by the auditing standards.

### Internal Audit Productivity Fiscal Year 2024-25

Internal Audit has four full time auditor positions. The organizational structure is as follows: one (1) Director, two (2) Senior Auditors, and one (1) Auditor II. Table 1 shows the analysis of the total annual available and productive work hours, and Table 2 shows the allocation of the annual productive work hours for Internal Audit.

**Table 1: Total Annual Available and Productive Work Hours**

Item	Calculation for Projected Hours (4 FTEs)	Projected Hours FY 2024-25	Actual Hours FY 2024-25
Total Annual Available	2,080 Hours (per FTE) X 4 FTEs	8,320	8,352
Less: Vacation and Other Leaves of Absence	30 days (240 hours per FTE) x 4 FTEs	(960)	(1,211)
Less: Holidays	12 days (96 hours per FTE) x 4 FTEs	(384)	(384)
<b>Total Annual Productive Work Hours</b>		<b>6,976</b>	<b>6,757</b>

**Table 2: Allocation of the Annual Productive Work Hours**

Audit Activity	<i>Projected</i> Productive Work Hours FY2024-25	%	<i>Actual</i> Productive Work Hours FY 2024-25	%
(1) External Audits	250	4%	102	2%
(2) Internal Audits and Cost Analysis	2,750	39%	2,187	32%
(3) Special Requests	350	5%	618	9%
(4) Monitoring (Corrective Action Tracking)	300	4%	318	5%
(5) Internal Audit Department Projects	900	13%	1,044	15%
(6) External Quality Control Review (Peer Review)	50	1%	89	1%
(7) Internal Audit Administration	2,376	34%	2,399	36%
<b>Total Annual Productive Work Hours</b>	<b>6,976</b>	<b>100%</b>	<b>6,757</b>	<b>100%</b>

### Next Steps

Internal Audit will report on the Board approved FY26 Audit Plan status on a quarterly basis.

Prepared by: Claudia Casasola, Auditor II



Approved by: Elisabeth Lazuardi, Director, Audit

**Attachment(s)**

[Attachment A - IA Status Update FY25 Q4 Annual Audit Plan](#)

**SCRRA Internal Audit Department  
FY 2025 - Q4 Audit Plan Update**

**ATTACHMENT A**

Ref #	Audit Activity	Auditable Unit	Preliminary Objective	(A) Planned Staff Hours	(B) Staff Hours FY2025 YTD	(C)=(A)-(B) Under (Over)	Status
<b>FY 2025 NEW AUDITS</b>							
1	FY2025 Fuel Purchase Program (Annual Audit)	Finance, CPMM	Evaluate compliance to the Board approved Fuel Purchase Policy FIN-11.1 and identify best practices recommendations to the policy. *Outsourced	100	0	100	Not Initiated Target Initiation Date: <del>May 2025</del> August 2025
2	Contract Expiration Performance Audit	CPMM	Evaluate whether contracts are administered effectively to prevent contract overruns and ordering from expired contracts.	450	89	361	In Progress - Fieldwork Target Completion Date: <del>July 2025</del> September 2025
3	Deactivation of employee badges	Security, HR	Evaluate whether the controls in place over the employees' badges deactivation are designed adequately and operating efficiently.	350	726	-376	Completed - Corrective action tracking
4	Third-party agreements (TPA) projects administration	Engineering, Finance	Evaluate the adequacy and effectiveness of Third-Party projects oversight	450	128	322	In Progress - Fieldwork Target Completion Date: October 2025
<b>CARRIED FORWARD AUDITS FROM FY 2024</b>							
5	Contract OP151-21 Amtrak Management Audit	Operations, CPMM	Evaluate process related to contract management of contract OP151-21 Amtrak.	400	303	97	Completed - Corrective action tracking
6	Project Management Office Module Performance Audit	PMO	Identify persistent control gaps and improvements that could be incorporated into the design and implementation of the new PMIS, rather than recommending extensive changes to the current PMO Project Module	400	258	142	Completed - Corrective action tracking
7	Invoice submission to Accounts Payable	Finance and agencywide	Assess efficiency and effectiveness of the invoice submission process, evaluate contractor compliance with invoice submission requirements.	300	322	-22	Completed
8	FY2024 Fuel Purchase Program (Annual Audit)	Finance, CPMM	Evaluate compliance to the Board approved Fuel Purchase Policy FIN-11.1 and identify best practices recommendations to the policy. *Outsourced	50	69	-19	Completed
<b>ONGOING ENGAGEMENTS</b>							
9	Pre-award & Incurred Cost Analysis	Various cost proposals & contracts incurred costs	Contract cost analysis requested by CPMM related to proposed costs, incurred costs, contract closeouts, or other matters as needed. *Outsourced	250	292	-42	On going
<b>Total Hours (Internal Audits + Cost Analysis)</b>				<b>2,750</b>	<b>2,187</b>	<b>563</b>	

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**ITEM ID:** 2025-283-0

**TRANSMITTAL DATE:** September 19, 2025

**MEETING DATE:** September 26, 2025

**TO:** Board of Directors

**FROM:** Elisabeth Lazuardi, Director, Audit

**SUBJECT:** Corrective Action Status Update - Fourth Quarter Ended June 30, 2025

**Issue**

The Internal Audit Department (Internal Audit) provides the Board with a quarterly report on the status of the corrective actions of prior audits.

**Recommendation**

Receive and file.

**Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. By monitoring the status of corrective actions, we are providing transparency as to the status of business process improvements agency wide.

**Background**

At the July 28, 2017 Board meeting, the Board directed Internal Audit to provide quarterly updates on corrective actions on internal and external audits.

## Discussion

For the fourth quarter ended June 30, 2025, there were 8 items implemented and verified, 4 items implemented pending verification, no item past due, and 17 items not yet due.

The reporting of the corrective actions contains two attachments. Attachments A and B reflect all internal and external audits completed through June 30, 2025. The status of the corrective actions for these audits has been updated through the transmittal date of this report.

Attachment A: Corrective Action Outstanding Items. The attachment includes items that were not yet due, past due, or implemented pending verification as of June 30, 2025. Corrective actions related to external audit findings will remain on Attachment A until the external auditors clear those findings.

Attachment B: Corrective Action Closed Items. The attachment includes items that were implemented and verified or closed.

Table 1 below summarizes the activities from Attachments A and B up through the Fourth Quarter of FY 2025.

Table 1. Corrective Action Activities for Q4 FY 2025

Report Name	Report Date	Implemented Verified or Closed	Implemented Pending Verification	Past Due	Not Yet Due
<b>Audit Reports Issued during Q4 FY 2025</b>					
2024-03-IA_Invoice Submissions to Accounts Payable	4/29/2025	2			
2024-06-IA Contract OP151-21 – National Railroad Passenger Corporation (Amtrak)	6/3/2025	1			4
<b>Audit Reports Issued Prior to Q4 FY 2025</b>					
2025-05-IA Deactivation of Employee Badges	2/25/2025	1			5
2024-14-IA PMO Baseline	1/13/2025				3
2025-10 EA LACMTA MOU FY 2024	2/18/2025		1		
2025-09-EA ACFR & Single Audit FY2024	12/15/2024				1
2023-06-IA MS289-22 Work Directives	4/30/2024	2			
2024-02-IA Shared Use Agreements Revenue Billing Process	3/27/2024	1			
2024-05-IA Contractor's Physical Access Deactivation Audit	12/21/2023				1
2023-05-IA HR Recruitment and Selection Process	6/22/2023	1			2
2022-04-IA DBELO & LC Monitoring Service	1/17/2023		1		1

2021-12-CA Bench Contract – Vendor Selection Process	1/04/2022		2		
<b>Total Q4 FY 2025</b>		<b>8</b>	<b>4</b>	<b>0</b>	<b>17</b>

*Notes:*

DBELO & LC: Disadvantaged Business Enterprise Liaison Officer & Labor Compliance

ACFR: Annual Comprehensive Financial Report

### **Next Steps**

Internal Audit will continue reporting on the status of the corrective actions.

Prepared by: Claudia Casasola, Auditor II

Approved by: Elisabeth Lazuardi, Director, Audit

### **Attachment(s)**

[Attachment A - Q4 FY2025 - Outstanding Items](#)

[Attachment B - Q4 FY2025 - Closed Items](#)



## CORRECTIVE ACTION - OUTSTANDING ITEMS (as of 6/30/2025)

ATTACHMENT A

PROJECT #	PROJECT NAME	REC#	RECOMMENDATION	CORRECTIVE ACTION PLAN	DEPT	QTRLY DUE DATE	STATUS
INTERNAL AUDITS							
2024-06-IA	Contract OP151-21 – National Railroad Passenger Corporation (Amtrak)	1	Internal Audit recommends that the Contracts and Procurement develop standardized solicitation and contract templates (based on contract type) with agency-approved terms. Any modifications to these templates in executed contracts must be approved by Director, CPMM and Legal.	CPMM to work with Legal to develop new solicitation and contract templates.	CPMM	FY26-Q4	Not Yet Due
2024-06-IA	Contract OP151-21 – National Railroad Passenger Corporation (Amtrak)	2	Internal Audit recommends that the Contracts and Procurement implement a contract management system to track key dates, send automated alerts, and store contract documents, ensuring compliance and preventing missed deadlines.	CPMM to collaborate with IDTS to implement a Contract Lifecycle Management (CLM) system. Funding in the FY27 budget is needed.	CPMM IDTS	FY27-Q4	Not Yet Due
2024-06-IA	Contract OP151-21 – National Railroad Passenger Corporation (Amtrak)	3	We recommend that CPMM formally communicate the delineation of responsibilities between Contract Administrators, Contracts Managers, and Project Management staff to ensure clarity and accountability in contract oversight. This communication could be standardized and delivered at the time a contract is finalized, such as through a notification or checklist provided to both the Project Manager and Contract Administrator.	CPMM will create a notice that explains Project Manager and Contract Administrator responsibilities to be issued for New Procurements.	CPMM	FY26-Q2	Not Yet Due
2024-06-IA	Contract OP151-21 – National Railroad Passenger Corporation (Amtrak)	4	We recommend that Finance research and evaluate the feasibility of implementing agency-wide training programs on Federal Cost Principles requirements to improve staff understanding, reduce the risk of noncompliance, and help prevent future overpayments. This training should be designed to support staff involved in administering future federally funded contracts.	Finance will examine the feasibility of implementing an agency-wide training program on Federal Cost Principles to improve staff understanding and support compliance with federally funded contracts. a) Finance will assess feasibility of an agency-wide Federal Cost Principles training program. b) If feasible, Finance will develop and roll out the training.	Finance	4a. FY26-Q2 4b. FY26-Q4	Not Yet Due
2025-05-IA	Deactivation of Employee Badges	1a	The HR and the Safety Departments should develop HR standard operating procedures for actively managing employee and board member badges; determine if the procedures should be centralized in the SSC Department and included in SOP 3000.09 (The HR Department).	a. HR will develop a standard operating procedure for managing employees' and board members' badges to address this finding and will work with the other departments mentioned above to ensure clear roles and responsibilities.	Human Resources	<del>FY25-Q4</del> FY26-Q2	Not Yet Due
2025-05-IA	Deactivation of Employee Badges	1b	Update the SOP 3000.09 to clarify the roles and responsibilities for issuing and monitoring badges for employees and IDTS Contractors, and ensure compliance with SOP 3000.09. (The SSC Department)	b. The SSC Department will update the SOP 3000.09 to manage all contractors' and consultants' badges, including IDTS contractors, and ensure compliance with the revised SOP 3000.09.	Safety, Security, and Compliance	<del>FY25-Q4</del> FY26-Q2	Not Yet Due

## CORRECTIVE ACTION - OUTSTANDING ITEMS (as of 6/30/2025)

## ATTACHMENT A

PROJECT #	PROJECT NAME	REC#	RECOMMENDATION	CORRECTIVE ACTION PLAN	DEPT	QTRLY DUE DATE	STATUS
2025-05-IA	Deactivation of Employee Badges	2b	Create clear instructions for filling out the necessary PremiSys fields for employee and board member records.	HR, SSC, and IDTS will follow the recommendations provided by the audit team.	Human Resources Safety, Security, and Compliance	<del>FY25-Q4</del> FY26-Q2	Not Yet Due
2025-05-IA	Deactivation of Employee Badges	2c	Establish a procedure in the HR SOP (Recommendation 1a) to review the badge records at least every six months, including PremiSys reports, and manually verify unmatched records to resolve discrepancies.	HR, SSC, and IDTS will follow the recommendations provided by the audit team.	Human Resources Safety, Security, and Compliance	<del>FY25-Q4</del> FY26-Q2	Not Yet Due
2025-05-IA	Deactivation of Employee Badges	3	The HR and the Safety Departments should establish standard operating procedures to document the collection and destruction of badges, keep records, and perform regular audits to verify compliance.	a. HR will use current technology to track ID badges and create a process to document the collection and destruction of badges. b. SSC will update SOP 3000.09 for tracking returned badges and destruction of badges.	Human Resources Safety, Security, and Compliance	<del>FY25-Q4</del> FY26-Q2	Not Yet Due
2024-14-IA	PMO Baseline Performance Audit	1	Update the outdated SOPs to reflect current practices, ensure alignment with other departments, in preparation for integration with the new Project Management Information System (PMIS).	<u>1b. Refine Existing SOPs with the Consultant</u> Work with the consultant to refine and draft updated SOPs, ensuring alignment with PMIS implementation.	PMO	<del>FY25-Q4</del> FY26-Q3	1b. Not Yet Due
2024-14-IA	PMO Baseline Performance Audit	2	Secure a full-time estimator and scheduler to improve budget accuracy and project efficiency as noted in the Gap Analysis	2a. - Develop draft thresholds for using external consultants for cost estimation. - Establish draft thresholds for when a scheduler may be needed.  2b. - Update Standard Operating Procedures (SOPs) to reflect new processes for estimators and schedulers. - Integrate PMIS scheduling procedures into SOPs.	PMO	<del>FY25-Q4</del> FY26 - Q2 2b. <del>FY25-Q4</del> FY26-Q3	2a. Not Yet Due 2b. Not Yet Due

## CORRECTIVE ACTION - OUTSTANDING ITEMS (as of 6/30/2025)

## ATTACHMENT A

PROJECT #	PROJECT NAME	REC#	RECOMMENDATION	CORRECTIVE ACTION PLAN	DEPT	QTRLY DUE DATE	STATUS
2024-05-IA	Contractors' Physical Access Deactivation Audit	3	Review the configuration of key fields in PremiSys for proper access card management.	The SSC Department, in collaboration with IDTS, will review the configuration of key fields in PremiSys.	Security, Safety and Compliance	<del>FY24-Q3</del> <del>FY24-Q4</del> FY26-Q2	Not Yet Due - Procurement to purchase a new system is in progress. The key fields will be reconfigured to address the audit finding. A mitigation process is in place while waiting for the upgrade: As of 4/25/24 SOC staff was instructed to not process the badge form if not filled out completely. Security Supervisor & SCRR Manager to conduct quarterly audits to verify the info in PremiSys is complete.
2023-05-IA	Performance Audit: HR Recruitment and Selection Process	1.1	Include Pay Transparency Rule statement in the employee handbook and on the career website page.	HR to update policies and procedures to reflect the suggestions. HR to work with IT to update the Careers page to include the Pay Transparency Rule statement.	Human Resources	<del>FY24-Q2</del> <del>FY24-Q3</del> <del>FY24-Q4</del> <del>FY25-Q2</del> <del>FY25-Q4</del> FY26-Q1	Not Yet Due Pay transparency rule statement posted in the Career site. Pay transparency rule statement will be included in the revised P&P
2023-05-IA	Performance Audit: HR Recruitment and Selection Process	1.2	Update the Record Retention Policy as noted.	The Chief Technology Officer is in the process of procuring a vendor to review the Agency's Record Retention rules (in all departments) and has included an annual subscription service so we are always in conformance with any retention changes in law, rules and regulations.	Human Resources, IDTS	<del>FY24-Q2</del> <del>FY24-</del> <del>FY24-Q4 (retain a consultant)</del> <del>FY25-Q4</del> FY26-Q1	Not Yet Due Record Retention Policy update is in progress
2022-04-IA	Performance Audit: External DBELO (Disadvantaged Business Enterprise Liaison Officer) and Labor Compliance Monitoring Services Invoice Processing Controls	1	Management within Finance, Program Delivery, Special Projects, DBELO, and CPMM correct current DBE/LC work order processing defects to assure that work orders are adequately priced, costs are correctly charged, and invoices are paid in a timely fashion.	d. Team to identify corrective actions for any identified defects. e. Document (Manual, SOP, etc.), implement, create training module and monitor new DBE/LC process	DBELO CPMM Program Delivery	d. Implemented pending verification e. <del>FY22-Q4</del> <del>FY23-Q2</del> <del>FY23-Q4</del> <del>FY24-Q1</del> <del>FY24-Q2</del> <del>FY24-Q3</del> <del>FY24-Q4</del> <del>FY25-Q2</del> <del>FY25-Q4</del> FY26-Q4	d. Implemented - Pending Verification e. Not Yet Due - A new procurement for the DBE and LC monitoring services and a new process development is underway

## CORRECTIVE ACTION - OUTSTANDING ITEMS (as of 6/30/2025)

## ATTACHMENT A

PROJECT #	PROJECT NAME	REC#	RECOMMENDATION	CORRECTIVE ACTION PLAN	DEPT	QTRLY DUE DATE	STATUS
2021-12-CA	Contract Audit: Bench Contract – Vendor Selection Process	1	CPMM Develop a formal SOP of the CTO process for distribution to the Agency	CPMM will develop a formal SOP of the CTO process for distribution to the Agency.	CPMM	Implemented pending verification	Implemented pending verification
2021-12-CA	Contract Audit: Bench Contract – Vendor Selection Process	6	In coordination with the Senior Management, CPMM develop appropriate amounts in which notification will be provided to Senior Management or a secondary approval by Senior Management on large CTOs. The procedures manual should be updated accordingly.	CPMM will develop the appropriate amount in which notifications will be provided to Senior Management. Furthermore, CPMM will issue a quarterly report which shows large dollar CTOs that were awarded the during the quarter. The procedures manual will be updated accordingly.	CPMM	Implemented pending verification	Implemented pending verification
EXTERNAL AUDITS							
2025-09-EA	EXTERNAL AUDIT: ANNUAL COMPREHENSIVE FINANCIAL REPORT (ACFR)/SINGLE AUDIT	2024-001	<p>SCRRA did not properly review unbilled accrued receivables, resulting in \$1,004,053 of unallowable costs being recorded and later adjusted.</p> <p>The external Auditors recommended that SCRRA should Strengthen procedures over unbilled accrued receivables to ensure balances and related revenues are accurately recorded.</p>	SCRRA will implement adding a step in the AR accrual process of validating all projects on the accrual spreadsheet against unbilled expenditures. The check will include all projects on the accrual journal to ensure an accurate accrual including the validation of prior year unbilled expenditures.	Finance	FY26-Q1	Not Yet Due
2025-10-EA	EXTERNAL AUDIT: LACMTA MOU FOR FY 2024	2024-001	We recommend that SCRRA implement a policy to strictly monitor the adherence of the responsible parties to the compliance requirements of the Memorandum of Understanding.	Metrolink will focus on the timely submission of work orders to the vendors, review invoice billing from the vendors timely, and submit to Metrolink Accounts Payable in order to meet all applicable deadlines of the Metro MOU.	Operations	Implemented - Pending Verification By External Auditor	Implemented - Pending Verification by External Auditor

# CORRECTIVE ACTION - CLOSED ITEMS (as of 6/30/2025)

# ATTACHMENT B

PROJECT #	PROJECT NAME	REC#	RECOMMENDATION	CORRECTIVE ACTION PLAN	DEPARTMENT	STATUS
INTERNAL AUDITS						
2024-03-IA	Invoice Submissions to Accounts Payable	1	Management should review Oracle R12 date fields to ensure only relevant fields are used for financial reporting, with clear definitions and consistency across systems. This can be achieved by: a) Standardizing essential date fields and limiting unnecessary ones b) Defining the purpose of each field to prevent inconsistent use c) Aligning Oracle R12 and ApplicationXtender date fields through improved integration	AP will request i.) the list of date fields used in Oracle R12 and ApplicationXtender and ii.) the current definitions for each field. AP will update process documentation, request removal of unnecessary fields, and train staff on proper usage.	Finance	Implemented - verified Internal Audit confirmed Finance and IT hid two unnecessary date fields in Oracle R12 and updated documentation with definitions for the remaining fields.
2024-03-IA	Invoice Submissions to Accounts Payable	2	Legal should work with Finance to update the invoice cover sheet by: a) Adding a "Final Review Date" column to show when Legal's review is complete b) Using this date as the invoice date in Oracle R12 and ApplicationXtender so AP aging reflects finalization, not issue date	Legal will add a Final Invoice Date after completing its review, ensure consistency across the invoice, cover sheet, and ApplicationXtender, and confirm the approach with Finance. Legal will also notify vendors by email when an invoice is finalized.	Legal	Implemented - verified Internal Audit confirmed Legal updated its invoice cover sheet, coordinated with Finance, and notified firms of finalized invoices for the April 18, 2025 payment.
2025-05-IA	Deactivation of Employee Badges	2d	Implement the badge management process for IDTS contractors by SOP 3000.09. (The IDTS Department)	HR, SSC, and IDTS will follow the recommendations provided by the audit team.	IDTS	Implemented - verified. IA verified upon review of new SOP and distribution of the same.
2024-06-IA	Contract OP151-21 – National Railroad Passenger Corporation (Amtrak)	5	We recommend that Operations obtain and review the contractor's methodology for billing fringe benefit and FELA costs prior to the close-out of the contract to assess whether the methodology was reasonable and aligned with contract requirements.	Operations has requested the Contractor provide billed FELA and Fringe rates from the contract start date, which has been received and provided to the Audits team for review. Operations will request the Contractor to reconcile billed versus actual FELA and Fringe costs from the contract start to present for review.	Operations	Implemented - Verified Operations obtained a formal response from the contractor on April 29, 2025, outlining the methodology used to calculate FELA and Fringe Benefits. On June 2, 2025, Operations further requested a reconciliation of Fringe Benefit and FELA costs to actual expenses incurred from FY2021 through the date of the request.

# CORRECTIVE ACTION - CLOSED ITEMS (as of 6/30/2025)

# ATTACHMENT B

PROJECT #	PROJECT NAME	REC#	RECOMMENDATION	CORRECTIVE ACTION PLAN	DEPARTMENT	STATUS
2023-06-IA	MS289-22 Work Directives	3	<u>Develop an "Invoice Review Desk Manual."</u> We recommend that the Contract Manager oversee and coordinate the documentation of end-to-end invoice procedures into an "Invoice Review Desk Manual." This manual will guide employees through the step-by-step process of handling invoices under Contract MS289-22, including elements related to cost validation, as detailed in recommendations 6 and 7.	BA team will create SOP for invoice review specific to Herzog Work directives. Will share SOP with finance, grants, engineering and PMs for approval and concurrence. In conjunction with Recommendation 6, the following milestones will guide our efforts to update the SOP:  <u>Milestone 4:</u> The reviewed and finalized SOP will be implemented.	Operations	Implemented - verified Internal Audit was provided the supporting email implementing the SOP.
2023-06-IA	MS289-22 Work Directives	6	Update cost validation processes to ensure actual costs are verified.	<u>Payroll Rate Reconciliation:</u> The cost validation process for payroll rate reconciliation and labor compliance will be documented in SOP (see corrective action 3). <u>Equipment Rate Validation:</u> The cost validation process for equipment rate validation will be documented in SOP (see corrective action 3). <u>Best pricing requirement for Materials and Equipment Purchases:</u> Will be improved by requesting contractor to submit evidence of best effort to achieve best pricing. BAs will verify that evidence is submitted. If additional resources are required to execute the validation process effectively, we will consider either hiring a payroll specialist or engaging consultants to address the identified control gaps.	Operations	Implemented - verified Internal Audit was provided the supporting email (with applicable procedures) implementing the SOP
2023-05-IA	Performance Audit: HR Recruitment and Selection Process	3	Provide training on the ADA every 24 months and maintain training records of topics covered, dates of training and attendance.	HR to work together to source applicable training for all supervisors and above.	Human Resources	Implemented - Verified  IA reviewed the ADA courses and the trained staff list.



CORRECTIVE ACTION - CLOSED ITEMS (as of 6/30/2025)

PROJECT #	PROJECT NAME	REC#	RECOMMENDATION	CORRECTIVE ACTION PLAN	DEPARTMENT	STATUS
2024-02-IA	Shared Use Agreements Revenue Billing Process	1	Establish an SUA SOP which includes the roles and responsibilities of the Railroad & Real Estate Department (RRE) staff related to the calculation of the SUA revenue, review, approval and to ensure invoice accuracy.	a. RRE staff will develop SUA SOPs for the revenue processes for the relevant SUAs.  b. We will formalize the oversight role for the SUA revenue billing process in the new established SOP. (from Recommendation #2)	Railroad & Real Estate Department	Implemented - Verified Received the new SOP (SUA Revenues SOP Manual 2025-8-18 v5.0) and reviewed the controls over the invoicing review process. It meets the recommendation. The Finance A/R Unit will update its Desk Manual in accordance with the SUA Revenues SOP.

[metrolinktrains.com/meeting](https://metrolinktrains.com/meeting)

**ITEM ID:** 2025-313-0

**TRANSMITTAL DATE:** September 19, 2025

**MEETING DATE:** September 26, 2025

**TO:** Board of Directors

**FROM:** Tom Schamber, Chief Financial Officer

**SUBJECT:** FY26 Monthly Report of Ridership, Revenue, and Financial Results for July 2025

### **Issue**

Our strategy is to transform Metrolink into a regional provider of transit for every purpose. Primary among the initiatives to accomplish this transformation is the Optimized Service Schedule, which began on October 21, 2024. FY26 will be the first full year of the Optimized Service. This report covers monthly reporting on Ridership, Revenue, and Financial Operating Performance for the one month ended July 31st, 2025, with an emphasis on "By Line" performance. This more nuanced view may help point the way to future success.

### **Recommendation**

Receive and file.

### **Strategic Commitment**

This report aligns with the Strategic Business Plan commitments of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on Member Agency support while bringing our system into a state of good repair and investing in the development of our employees. Providing current and accurate information to our Board enhances their oversight, and ability to provide direction based on factual data.
- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by

understanding their needs and finding new and innovative ways to bring them on board. Our close monitoring of our ridership is a reflection of our unflagging concern for ridership trends, and to ensure our actions are serving their needs, understanding their needs and finding new and innovative ways to bring them on board. Our close monitoring of our ridership is a reflection of our unflagging concern for ridership trends, and to ensure our actions are serving their needs.

## **Background**

For FY26, Sperry Capital/KPMG was again engaged to provide additional expertise to our ridership forecasting. Sperry Capital/KPMG provided an analysis to determine the change in ridership and revenue that can be expected as a result of our Optimized Service Schedule. Employment, fares, gas prices, service levels, and seasonal factors were taken into consideration in compiling this forecast.

Year-to-Date actual Ridership and Revenue are shown with comparisons to last year and to the forecast, both Systemwide and by each Line.

Revenue, shown as Pro-Forma Farebox Revenue, includes Farebox Revenue plus all Farebox subsidies. Note that in presentations from prior years, only the Student Adventure Pass subsidy was included in revenue.

Expenses as adopted in the FY26 Operating Budget will be shown in comparison to the actual expenditures and to last year.

### **Board Adopted Operating Budgets for FY26**

On June 27, 2025, the SCRRA Board of Directors adopted the FY26 Operating Budget for Metrolink. The Budget reflected Operating Revenue of \$76.9M, Expenses of \$352.4M, and Member Agency Support of \$275.5M. Additionally, the Board adopted the FY26 Operating Budget for Arrow Service, which reflects Operating Revenue of \$690K, Expenses of \$18.2M, and Member Agency Support of \$17.5M.

## **Discussion**

### **Ridership**

For the month of July 2025, FY26 ridership was forecast at 652.3K boardings, while the actual boardings were 553.3K, below forecast by 99.0K or 15%, and lower than last year by 34K or 6%.

### **Revenue**

For the July 2025, the Authority's Proforma Farebox Revenue is budgeted at \$4.0M, while the actual Proforma Farebox Revenue is \$3.5M, under budget by \$0.5M or 13%, and less than last year by \$0.1M or 3%.

### **Ridership and Revenue by Line**

Results by Line for ridership show that only two lines have increased ridership over last year: the Ventura Line and the Orange County Line. To some degree, increases or lack thereof are related to the proportion of ridership that was attributed to the Student Adventure Pass. There

are certainly other factors to be considered (increase in the number of trains), and a close review of those factors will be included in future reports.

Results by Line for revenue show Proforma Farebox Revenue for four lines increasing over last year: Ventura County Line, Orange County Line, IEOC Line, and 91 Line. Again, this appears to be related to some degree to the proportion of last year's revenue, which was attributed to the Student Adventure Pass.

The charts also include the number of trains on each line. This is important from a financial point of view because it provides insight into the revenue production of each train. As an example, the San Bernardino Line runs 76 trains with revenue of \$859K - or \$11.3K per train, while the Orange County Line runs 42 trains with revenue of \$866K or \$20.6K per train. This simplified analysis does not take into account train miles, additional repairs related to topography, etc., but this is a start into an in-depth analysis of what will affect our Farebox return ratio, a critical element to reducing Member Agency support requirements.

### Operating Results

The Metrolink Operating Statement is based on accruals not actuals.

- Operating Revenue is \$5.5M, \$0.1M or 1.2% under budget, and \$0.2M or 3.0% greater than last year.
- Expenses are \$26.7M, below budget by \$1.7M or 6%, and greater than last year by \$3.8M or 16.5%.
- Support required is \$21.2M, below budget by \$1.6M, or 7.0%, greater than last year by \$3.6M or 20.7%.

The Metrolink Operating Statement for the period ended July 31, 2025 is attached for further review.

### Cash Issues

#### Outstanding Receivables

As of July 31, 2025, Metrolink had \$44.9M of past due receivables outstanding. 93% of this amount was unpaid Member Agency Support. Annual MOUs are under review.

#### Available Cash

As of July 31, 2025, cash available was \$83.7M, which exceeds the \$50.0M threshold established by the Board.

### Arrow Service

#### Ridership

For July 2025, Arrow Service ridership was forecasted at 12K boardings, while the actual ridership is 8K boardings, 4k or 35% under forecast, and 3K or 38% less than last year.

In July 2025, Arrow Service Proforma Farebox Revenue was budgeted at \$32.4K, Actual farebox revenue was \$20.3K, under budget by \$12.1K or 37%, and less than last year by \$10.8K or 35%.

### Operating Results

The Arrow Service July 2025 Operating Statement is based on accruals not actuals.

- The July 2025 Operating Statement for Arrow Service is based on accruals, not actuals.
- Expenses are \$1.3M, below budget by \$220K or 14.9%, and over last year by \$47.4K or 3.9%.
- Support required is \$1.2M, below budget by \$207K or 14.5%, and over last year by \$58K or 5%.

The Arrow Service Operating Statement for the period ended July 31, 2025, is attached for further review.

### **Next Steps**

Staff will continue to provide monthly reporting.

Prepared by: Christine Wilson, Assistant Director, Finance

Approved by: Tom Schamber, Chief Financial Officer

### **Attachment(s)**

[Attachment A - Metrolink July Operating Statement](#)

[Attachment B - Arrow July Operating Statement](#)

[Presentation - July 2025 Financial Results](#)

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY							
PRELIMINARY OPERATING STATEMENT							
FOR THE ONE MONTH ENDING JULY 31, 2025							
	Current Year				Prior Year		
	<u>FY26</u>	<u>FY26</u>	<u>VARIANCE FROM</u>		<u>FY25</u>	<u>VARIANCE FROM</u>	
	<u>BUDGET</u>	<u>ACTUAL</u>	<u>ADJUSTED BUDGET</u>	<u>OVER/(UNDER)</u>	<u>ACTUAL</u>	<u>PRIOR YEAR</u>	<u>ACTUAL</u>
			<u>AMOUNT</u>	<u>%</u>		<u>AMOUNT</u>	<u>%</u>
Operating Revenue							
Farebox Revenue	3,578,891	3,035,029	(543,862)	(15.20%)	2,782,762	252,267	9.07%
SB Line Fare Reduction	28,119	28,119	(0)	(0.00%)	39,511	(11,391)	(28.83%)
Mobility 4 All	0	52,622	52,622	0	65,962	(13,340)	(20.22%)
Student Youth Discount Grant	207,882	175,457	(32,425)	(15.60%)	0	175,457	0.00%
Student Adventure Pass	0	0	0	0	514,647	(514,647)	(100.00%)
Other Train Subsidies	213,785	224,018	10,233	4.79%	217,493	6,525	3.00%
Special Trains	0	0	0	0	11,020	(11,020)	(100.00%)
Subtotal Pro Forma Farebox	4,028,677	3,515,246	(513,431)	(12.74%)	3,631,395	(116,150)	(3.20%)
Dispatching	188,058	218,662	30,604	16.27%	210,255	8,407	4.00%
Other Revenues	239,387	640,565	401,178	167.59%	404,069	236,496	58.53%
MOW Revenues	1,126,707	1,139,795	13,088	1.16%	1,110,200	29,595	2.67%
Total Operating Revenues	5,582,829	5,514,268	(68,561)	(1.23%)	5,355,919	158,349	2.96%
Operating Expenses							
Operations & Services							
Train Operators	4,553,279	4,553,279	(0)	(0.00%)	3,981,351	571,928	14.37%
Train Dispatch	314,911	311,109	(3,802)	(1.21%)	322,247	(11,138)	(3.46%)
Equipment Maintenance	2,688,161	2,688,459	298	0.01%	2,636,208	52,251	1.98%
Materials	1,263,353	1,235,266	(28,087)	(2.22%)	1,597,845	(362,579)	(22.69%)
Fuel	2,652,575	2,546,405	(106,170)	(4.00%)	2,400,000	146,405	6.10%
Non-Sched Rolling Stock Repairs	0	0	0	0	40,000	(40,000)	(100.00%)
Operating Facilities Maintenance	425,931	347,556	(78,375)	(18.40%)	60,635	286,921	473.19%
Other Operating Train Services	92,926	24,685	(68,241)	(73.44%)	11,974	12,711	106.15%
Security - LA Sheriffs	1,148,733	1,020,022	(128,711)	(11.20%)	987,945	32,077	3.25%
Security - SB Sheriffs	274,179	39,500	(234,679)	(85.59%)	0	39,500	0.00%
Security - Guards	473,530	488,000	14,470	3.06%	443,778	44,222	9.97%
Supplemental Security	20,903	0	(20,903)	(100.00%)	0	0	0.00%
Public Safety Program	5,578	300	(5,278)	(94.62%)	300	0	0.00%
Passenger Relations	164,864	152,369	(12,495)	(7.58%)	166,056	(13,687)	(8.24%)
TVM Maint/Revenue Collection	502,934	387,064	(115,870)	(23.04%)	377,427	9,637	2.55%
Marketing	304,230	279,691	(24,539)	(8.07%)	39,494	240,198	608.20%
Media & External Communications	24,449	0	(24,449)	(100.00%)	0	0	0.00%
Utilities / Leases	236,950	220,396	(16,554)	(6.99%)	191,088	29,307	15.34%
Transfers to Other Operators	241,000	283,885	42,885	17.79%	222,193	61,692	27.77%
Amtrak Transfers	57,316	58,730	1,414	2.47%	61,502	(2,772)	(4.51%)
Station Maintenance	581,669	406,962	(174,707)	(30.04%)	361,557	45,405	12.56%
Rail Agreements	610,913	599,276	(11,637)	(1.90%)	516,042	83,234	16.13%
Special Trains	0	0	0	0	58,296	(58,296)	(100.00%)
Subtotal Operations & Services	16,638,384	15,642,953	(995,430)	(5.98%)	14,475,937	1,167,016	8.06%
Maintenance-of-Way							
MoW - Line Segments	4,336,174	4,164,858	(171,316)	(3.95%)	3,486,476	678,381	19.46%
MoW Labor & Benefits	250,363	253,221	2,858	1.14%	222,749	30,472	13.68%
Overhead MoW Expenses	383,095	520,953	137,858	35.99%	280,504	240,449	85.72%
MoW - Extraordinary Maintenance	69,063	69,062	(1)	(0.00%)	53,357	15,705	29.43%
Subtotal Maintenance-of-Way	5,038,695	5,008,094	(30,601)	(0.61%)	4,043,087	965,008	23.87%
Administration & Services							
Ops Salaries & Benefits	995,591	925,024	(70,566)	(7.09%)	920,590	4,435	0.48%
Ops Non-Labor Expenses	942,981	874,560	(68,422)	(7.26%)	531,316	343,244	64.60%
Indirect Administrative Expenses	2,277,029	2,386,827	109,798	4.82%	1,557,497	829,330	53.25%
Ops Professional Services	181,235	176,401	(4,834)	(2.67%)	179,244	(2,843)	(1.59%)
Subtotal Administration & Services	4,396,836	4,362,812	(34,024)	(0.77%)	3,188,647	1,174,165	36.82%
Contingency	4,168	0	(4,168)	(100.00%)	2,500	(2,500)	(100.00%)
Total Operating Expenses	26,078,083	25,013,860	(1,064,223)	(4.08%)	21,710,171	3,303,689	15.22%
Insurance Expense (Recoveries)							
Liability/Property/Auto/Misc	1,566,992	1,308,489	(258,503)	(16.50%)	1,256,224	52,265	4.16%
Net Claims / SI	153,396	65,000	(88,396)	(57.63%)	(247,682)	312,682	(126.24%)
Claims Administration	183,838	142,503	(41,335)	(22.48%)	170,041	(27,538)	(16.19%)
Subtotal Insurance Expense (Recoveries)	1,904,226	1,515,992	(388,234)	(20.39%)	1,178,583	337,409	28.63%
Total Expenses	27,982,309	26,529,852	(1,452,457)	(5.19%)	22,888,754	3,641,098	15.91%
2028 Olympic	116,752	12,349	(104,403)	(89.42%)	0	12,349	0.00%
CFR Compliance	41,684	7,208	(34,477)	(82.71%)	0	7,208	0.00%
Outside 20	240,956	118,564	(122,391)	(50.79%)	0	118,564	0.00%
Total Expenses	28,381,701	26,667,973	(1,713,728)	(6.04%)	22,888,754	3,779,219	16.51%
Net Loss	(22,798,872)	(21,153,705)	1,645,167	(7.22%)	(17,532,835)	(3,620,870)	20.65%
Member Subsidies	22,798,872	22,798,872	0	0.00%	21,215,842	1,583,030	7.46%
Surplus / (Deficit)	(0)	1,645,167	1,645,167	n/a	3,683,007	(2,037,840)	(55.33%)



**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**  
**ARROW SERVICE**  
**PRELIMINARY OPERATING STATEMENT**  
**FOR THE ONE MONTH ENDING JULY 31, 2025**

	Current Year				Prior Year		
	<u>FY26</u>	<u>FY26</u>	<u>VARIANCE FROM</u>		<u>FY25</u>	<u>VARIANCE FROM PRIOR</u>	
	<u>BUDGET</u>	<u>ACTUAL</u>	<u>BUDGET</u>	<u>OVER/(UNDER)</u>	<u>ACTUAL</u>	<u>YEAR ACTUAL</u>	<u>OVER/(UNDER)</u>
			<u>AMOUNT</u>	<u>%</u>		<u>AMOUNT</u>	<u>%</u>
<b>Operating Revenue</b>							
Farebox Revenue	28,475	18,570	(9,905)	(34.79%)	18,576	(7)	(0.04%)
Mobility 4 All	809	341	(468)	(57.86%)	684	(343)	(50.15%)
Student Youth Discount Grant	3,124	1,414	(1,711)	(54.75%)	0	1,414	0.00%
SB Students Free	0	0	0	0	0	0	0.00%
Student Adventure Pass	0	0	0	0	11,908	(11,908)	(100.00%)
<b>Subtotal Pro Forma Farebox</b>	<b>32,408</b>	<b>20,324</b>	<b>(12,084)</b>	<b>(37.29%)</b>	<b>31,168</b>	<b>(10,844)</b>	<b>(34.79%)</b>
MOW Revenues	21,220	20,520	(700)	(3.30%)	20,602	(82)	(0.40%)
<b>Total Operating Revenues</b>	<b>53,628</b>	<b>40,844</b>	<b>(12,783)</b>	<b>(23.84%)</b>	<b>51,770</b>	<b>(10,926)</b>	<b>(21.10%)</b>
<b>Operating Expenses</b>							
<b><u>Operations &amp; Services</u></b>							
Train Operators	345,658	345,658	(0)	(0.00%)	349,845	(4,187)	(1.20%)
Train Dispatch Fee	11,539	11,539	(0)	(0.00%)	332	11,207	3,378.46%
Equipment Maintenance	352,551	320,025	(32,526)	(9.23%)	280,000	40,025	14.29%
Materials	115,906	28,854	(87,052)	(75.11%)	13,316	15,538	116.69%
Fuel	36,291	34,472	(1,819)	(5.01%)	39,617	(5,145)	(12.99%)
Operating Facilities Maintenance	38,459	27,316	(11,143)	(28.97%)	3,981	23,334	586.07%
Other Operating Train Services	1,458	0	(1,458)	(100.00%)	0	0	0.00%
Security - SB Sheriffs	191,808	229,672	37,864	19.74%	218,735	10,937	5.00%
Security - Guards	23,038	23,000	(38)	(0.16%)	22,405	595	2.65%
Public Safety Program	1,389	0	(1,389)	(100.00%)	0	0	0.00%
Passenger Relations	1,159	2,862	1,703	146.94%	2,862	(0)	(0.01%)
TVM Maint/Revenue Collection	8,420	8,639	219	2.60%	8,178	461	5.64%
Marketing	16,670	0	(16,670)	(100.00%)	0	0	0.00%
Media & External Communications	364	0	(364)	(100.00%)	0	0	0.00%
Utilities / Leases	29,295	9,118	(20,177)	(68.87%)	37,329	(28,210)	(75.57%)
Transfers to Other Operators	833	739	(94)	(11.32%)	0	739	0.00%
<b>Subtotal Operations &amp; Services</b>	<b>1,174,839</b>	<b>1,041,893</b>	<b>(132,945)</b>	<b>(11.32%)</b>	<b>976,600</b>	<b>65,293</b>	<b>6.69%</b>
<b><u>Maintenance-of-Way</u></b>							
MoW Fee	136,184	136,184	(0)	(0.00%)	99,757	36,427	36.52%
MoW - Extraordinary Maintenance	8,912	8,912	(0)	(0.00%)	0	8,912	0.00%
<b>Subtotal Maintenance-of-Way</b>	<b>145,096</b>	<b>145,096</b>	<b>(0)</b>	<b>(0.00%)</b>	<b>99,757</b>	<b>45,339</b>	<b>45.45%</b>
<b><u>Administration &amp; Services</u></b>							
Ops Salaries & Benefits	52,656	28,952	(23,703)	(45.02%)	66,989	(38,037)	(56.78%)
Ops Non-Labor Expenses	21,815	14,891	(6,924)	(31.74%)	18,199	(3,307)	(18.17%)
Indirect Administrative Expenses	73,312	16,473	(56,839)	(77.53%)	40,326	(23,853)	(59.15%)
Ops Professional Services	632	3,617	2,985	472.34%	1,953	1,665	85.25%
<b>Subtotal Administration &amp; Services</b>	<b>148,415</b>	<b>63,933</b>	<b>(84,481)</b>	<b>(56.92%)</b>	<b>127,466</b>	<b>(63,533)</b>	<b>(49.84%)</b>
<b>Total Operating Expenses</b>	<b>1,468,349</b>	<b>1,250,922</b>	<b>(217,427)</b>	<b>(14.81%)</b>	<b>1,203,823</b>	<b>47,099</b>	<b>3.91%</b>
<b><u>Insurance Expense (Recoveries)</u></b>							
Liability/Property/Auto/Misc	8,705	8,705	0	0.00%	8,705	0	0.00%
Net Claims / SI	771	0	(771)	(100.00%)	0	0	0.00%
Claims Administration	417	0	(417)	(100.00%)	0	0	0.00%
<b>Subtotal Insurance Expense (Recoveries)</b>	<b>9,893</b>	<b>8,705</b>	<b>(1,188)</b>	<b>(12.01%)</b>	<b>8,705</b>	<b>0</b>	<b>0.00%</b>
<b>Total Expenses</b>	<b>1,478,242</b>	<b>1,259,627</b>	<b>(218,615)</b>	<b>(14.79%)</b>	<b>1,212,528</b>	<b>47,099</b>	<b>3.88%</b>
CFR Compliance	1,360	305	(1,055)	(77.57%)	0	305	0.00%
<b>Total Expenses</b>	<b>1,479,602</b>	<b>1,259,932</b>	<b>(219,670)</b>	<b>(14.85%)</b>	<b>1,212,528</b>	<b>47,404</b>	<b>3.91%</b>
<b>Net Loss</b>	<b>(1,425,974)</b>	<b>(1,219,088)</b>	<b>206,886</b>	<b>(14.51%)</b>	<b>(1,160,758)</b>	<b>(58,330)</b>	<b>5.03%</b>
<b>Member Subsidies</b>	<b>1,425,974</b>	<b>1,425,974</b>	<b>(0)</b>	<b>(0.00%)</b>	<b>1,258,654</b>	<b>167,319</b>	<b>13.29%</b>
<b>Surplus / (Deficit)</b>	<b>0</b>	<b>206,886</b>	<b>206,886</b>	<b>0</b>	<b>97,896</b>	<b>108,990</b>	<b>111.33%</b>

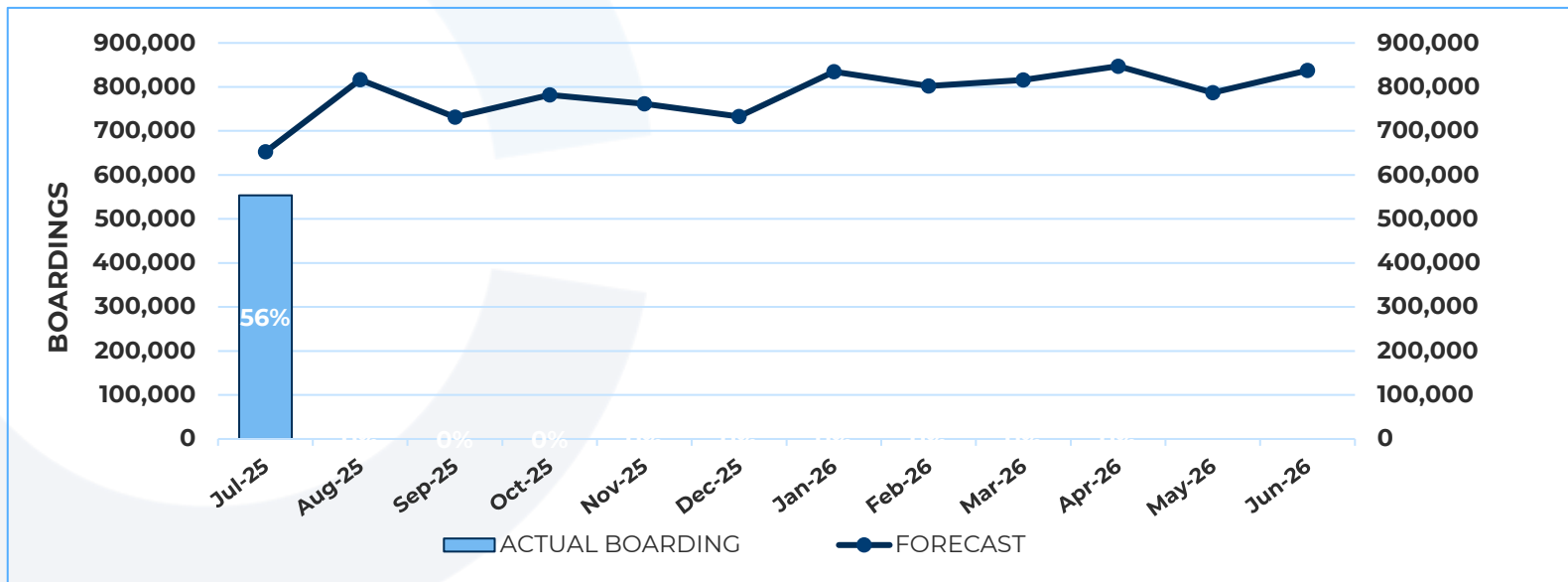


**METROLINK**

**July 2025 – Financial Results**

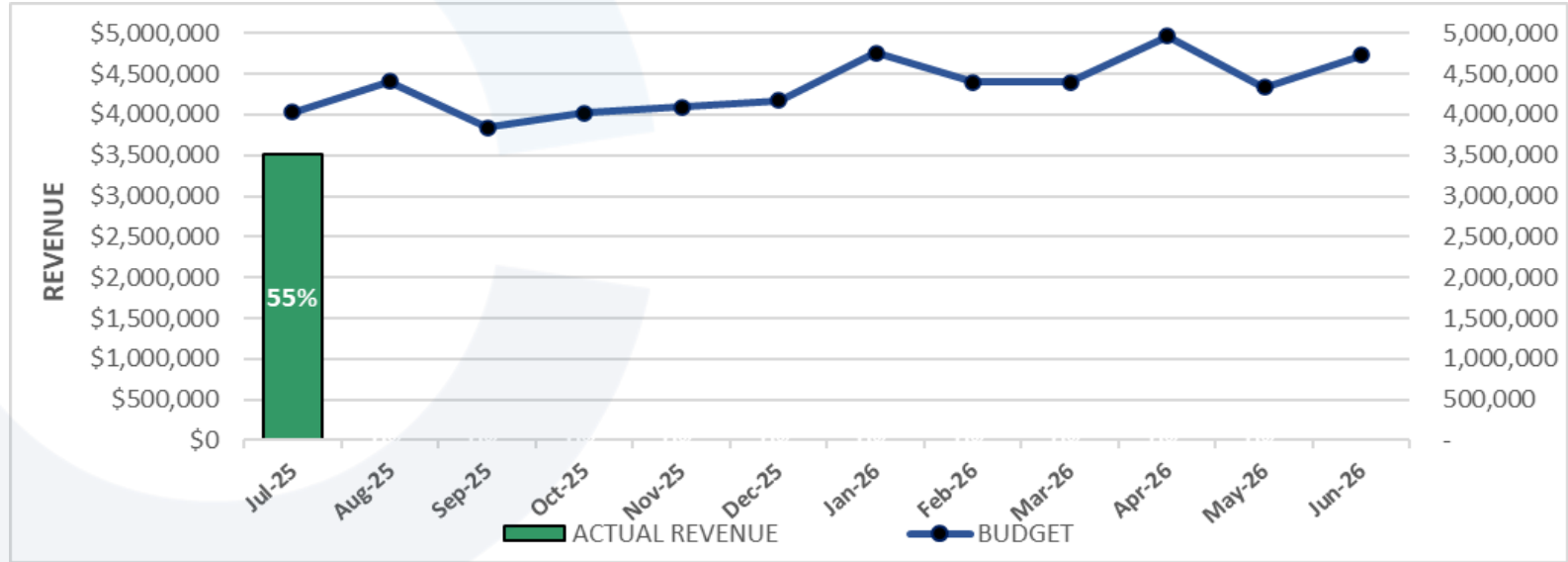
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# Systemwide FY26 Forecast vs Actual & Recovery % Ridership



PERIOD	FORECAST		ACTUAL		
	BOARDINGS	RECOVERY	BOARDINGS	VARIANCE	RECOVERY
JULY-25	652,288	66%	553,336	(98,952)	56%

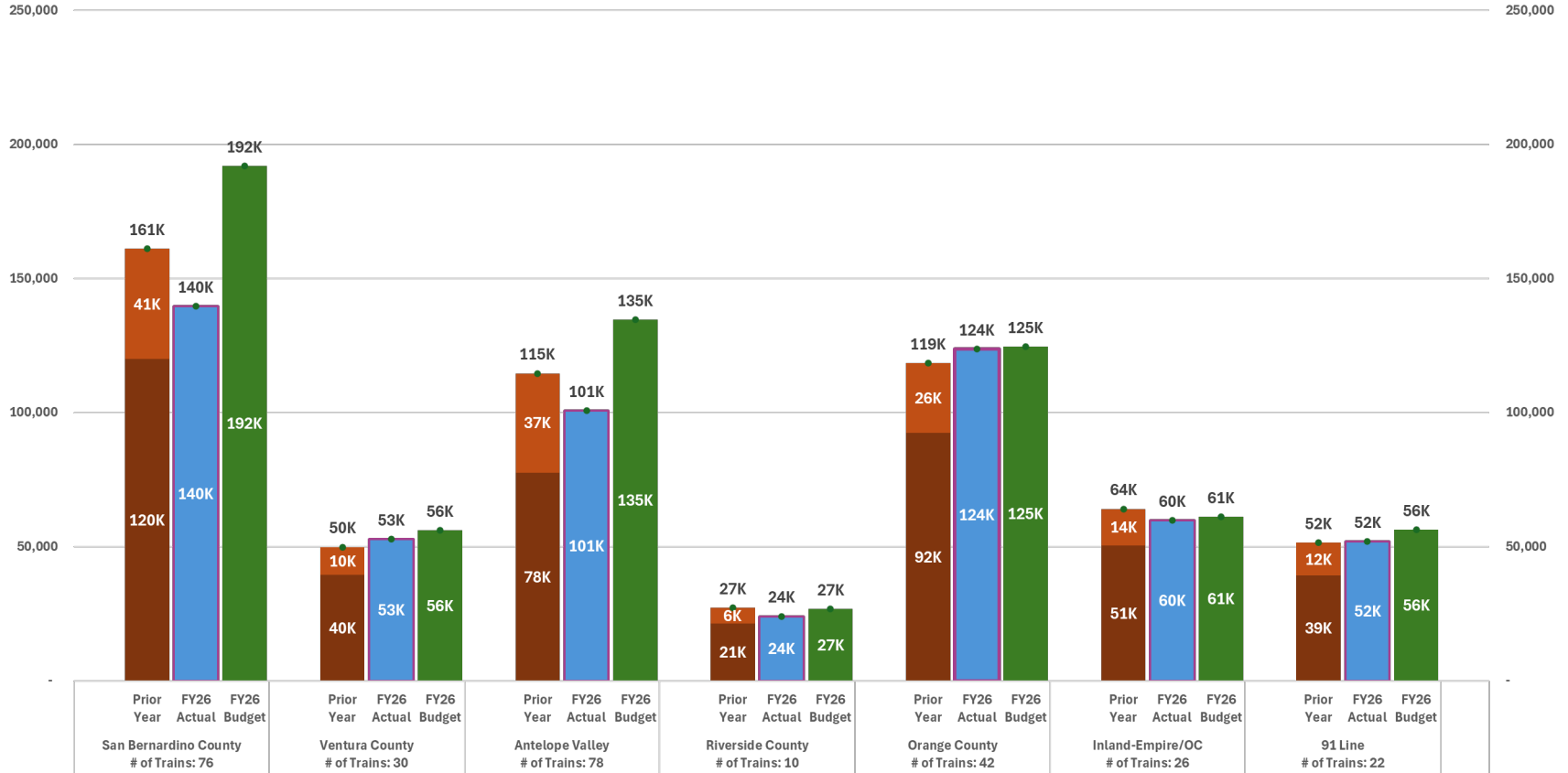
# Systemwide FY26 Forecast vs Actual & Recovery % Pro Forma Farebox Revenue



PERIOD	BUDGET		ACTUAL		
	REVENUE	RECOVERY	REVENUE	VARIANCE	RECOVERY
JULY-25	4,028,677	63%	3,515,246	(513,431)	55%

# FY26 Proforma Ridership - YTD July 2025

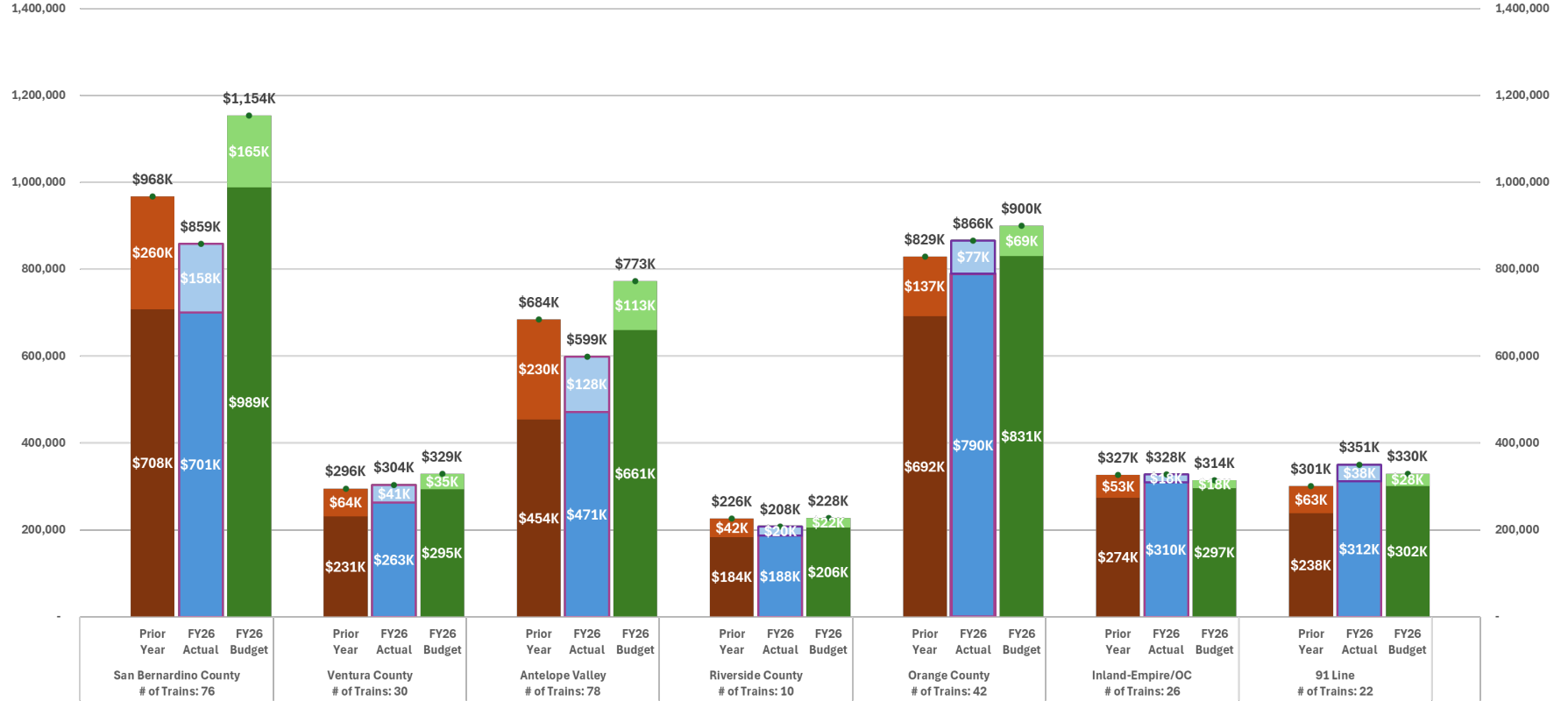
## by Line



Upper portion of Bar = Subsidy Revenue  
Lower Portion of Bar = Farebox Revenue

## FY26 Proforma Farebox Revenue - YTD July 2025

### by Line

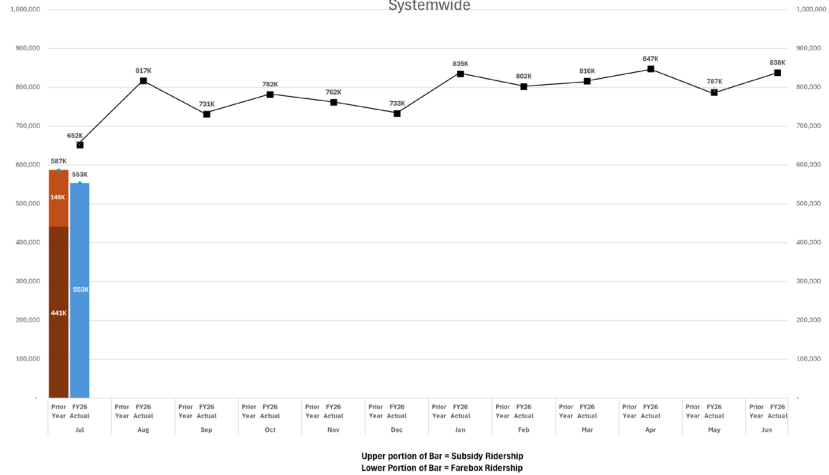


Upper portion of Bar = Subsidy Revenue  
Lower Portion of Bar = Farebox Revenue

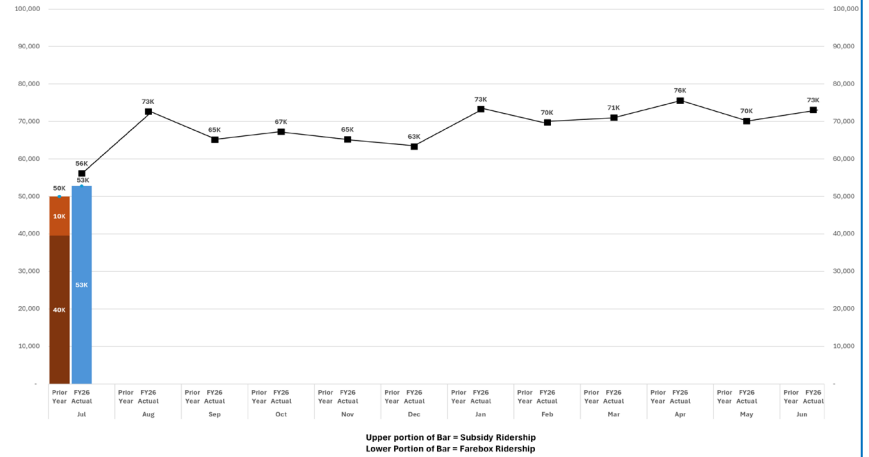


# FY26 Budget vs Actual vs Last Year Ridership by Line

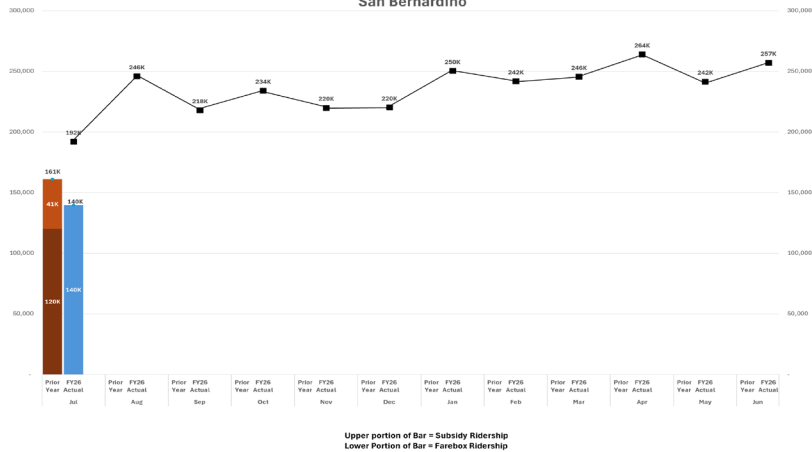
FY26 Proforma Ridership - YTD July 2025  
Systemwide



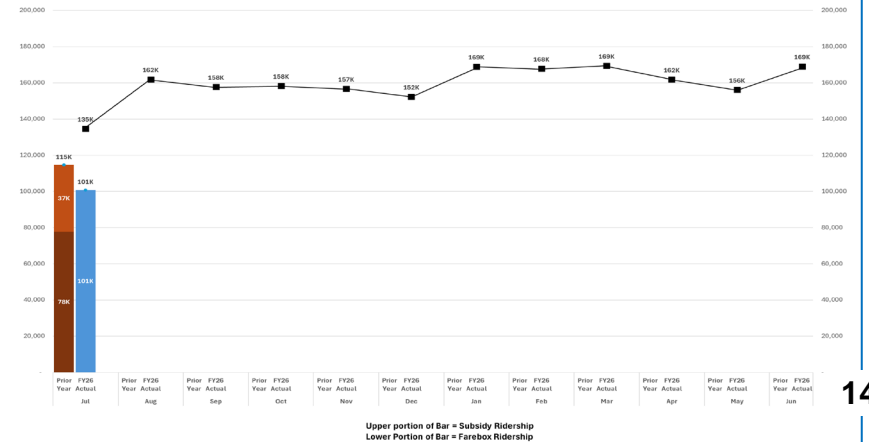
FY26 Proforma Ridership - YTD July 2025  
Ventura



FY26 Proforma Ridership - YTD July 2025  
San Bernardino

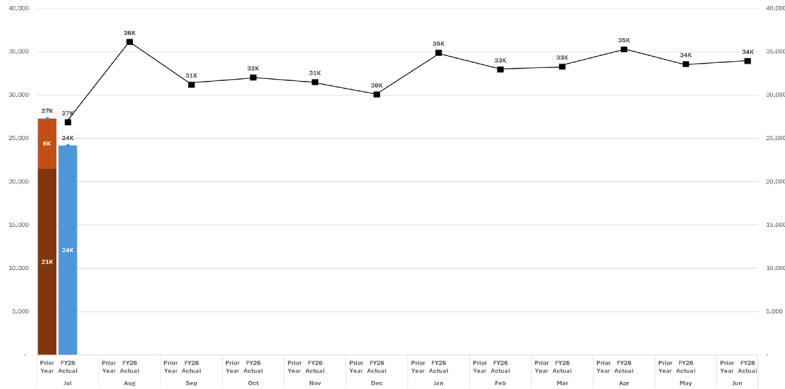


FY26 Proforma Ridership - YTD July 2025  
Antelope Valley



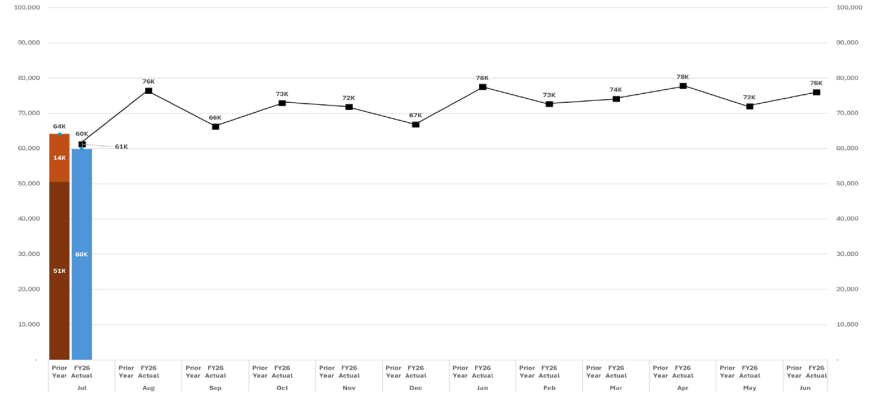
## FY26 Budget vs Actual vs Last Year Ridership by Line

FY26 Proforma Ridership - YTD July 2025  
Riverside



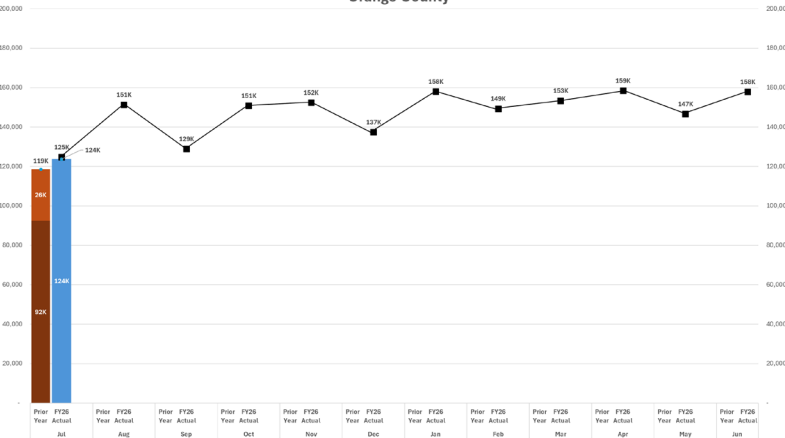
Upper portion of Bar = Subsidy Ridership  
Lower Portion of Bar = Farebox Ridership

FY26 Proforma Ridership - YTD July 2025  
Inland-Empire/OC



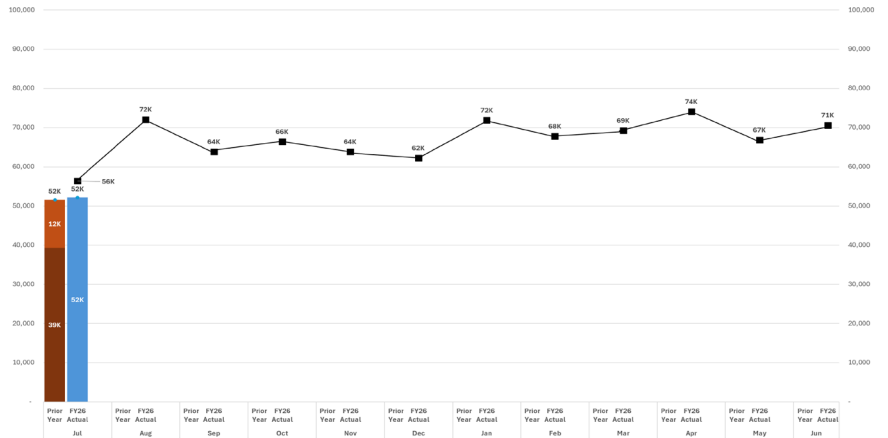
Upper portion of Bar = Subsidy Ridership  
Lower Portion of Bar = Farebox Ridership

FY26 Proforma Ridership - YTD July 2025  
Orange County



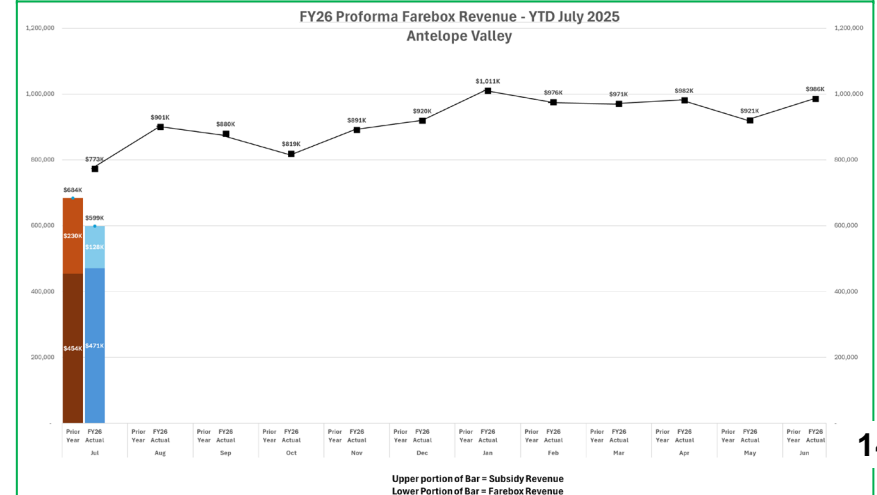
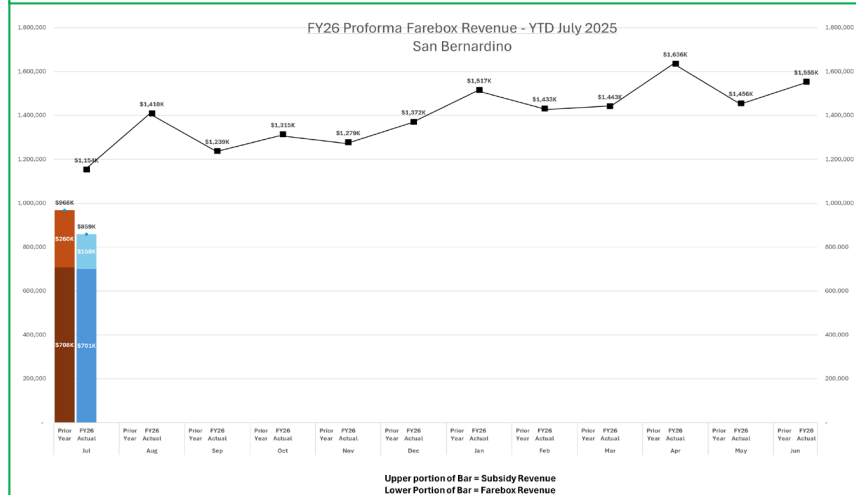
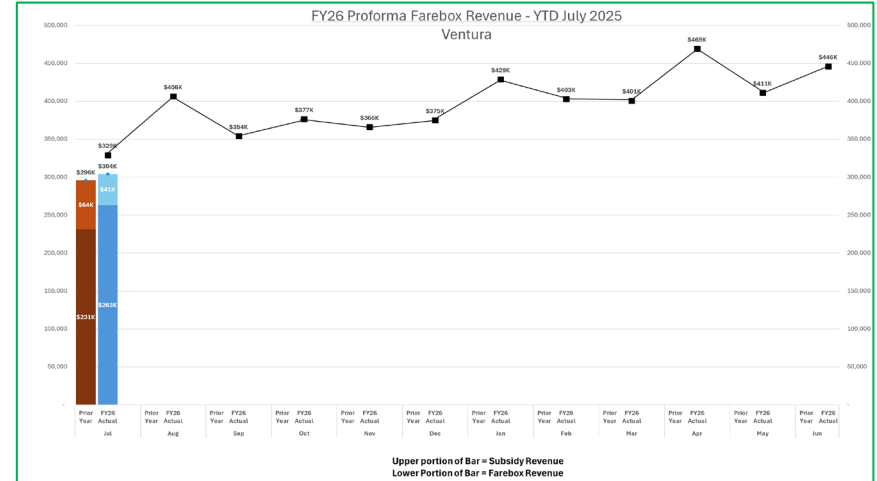
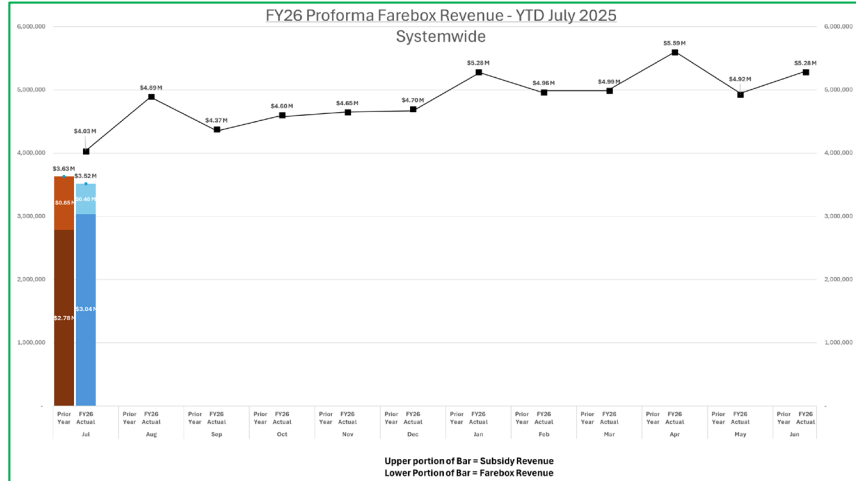
Upper portion of Bar = Subsidy Ridership  
Lower Portion of Bar = Farebox Ridership

FY26 Proforma Ridership - YTD July 2025  
91/PVL

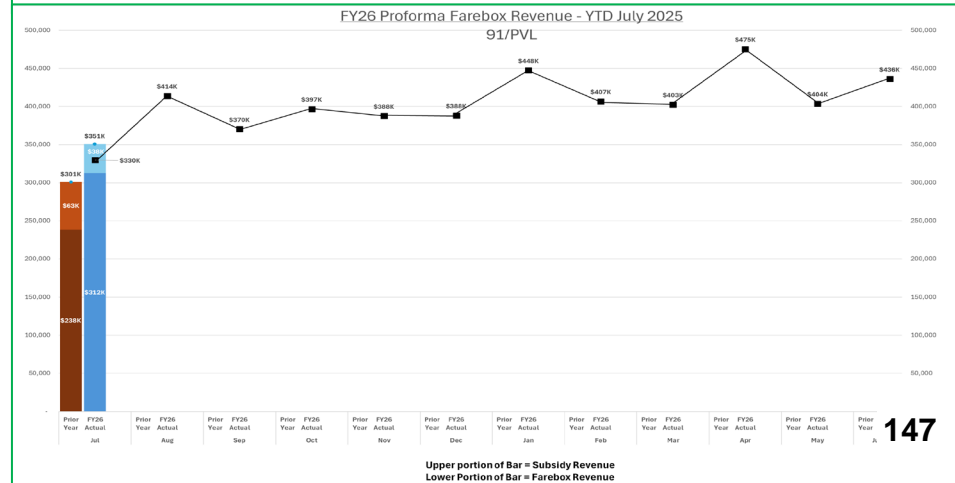
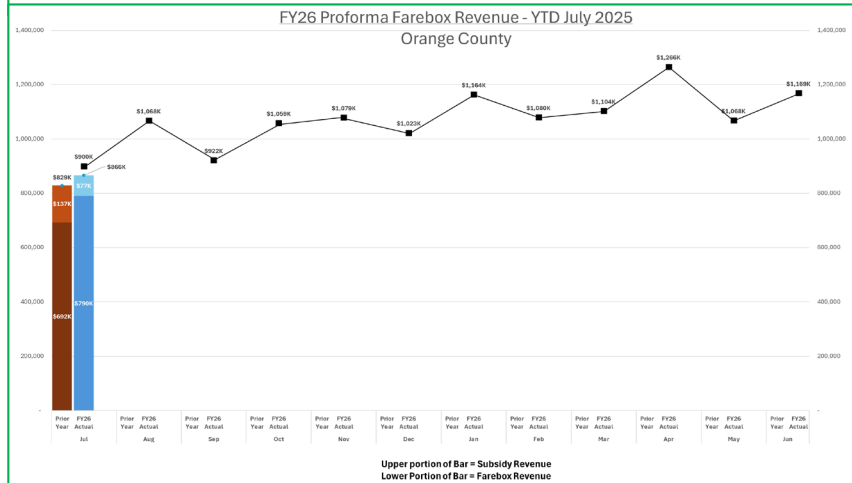
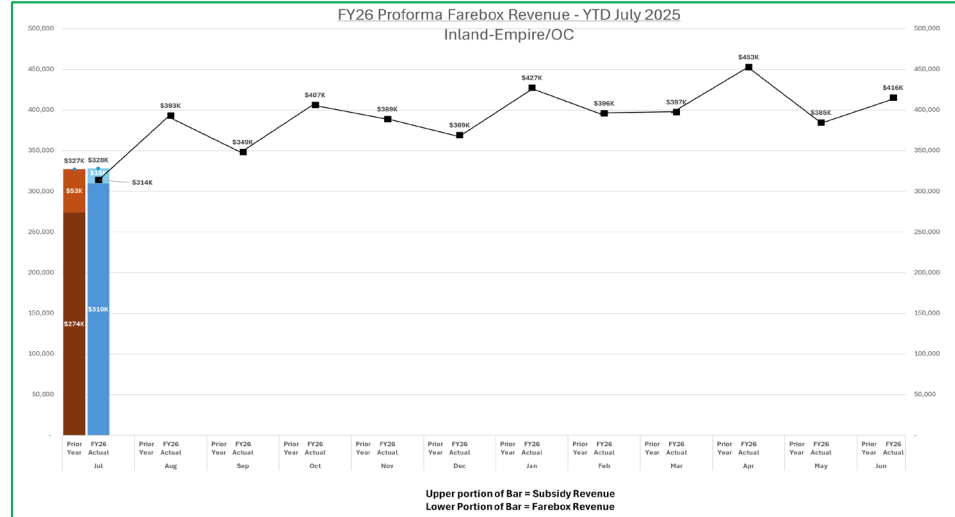
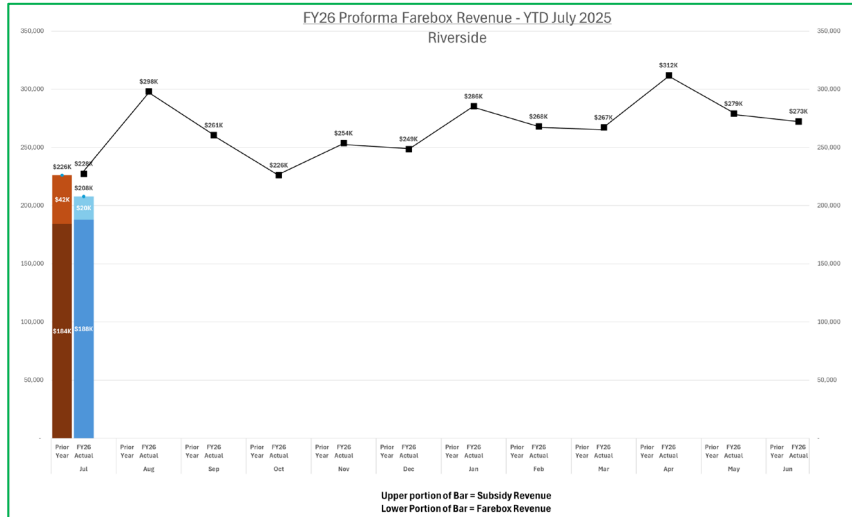


Upper portion of Bar = Subsidy Ridership  
Lower Portion of Bar = Farebox Ridership

# FY26 Budget vs Actual vs Last Year Revenue by Line



# FY26 Budget vs Actual vs Last Year Revenue by Line





# Financial Results for July 2025

## SUMMARY:

- Total Expenses are under budget by \$1.7M or 6%
- Overall Member Agency Support Required is currently in Surplus by \$1.6M

**Total Operating Revenue \$5.5M or \$0.1M Under Budget**

**Total Expenses \$26.7M or \$1.7M Under Budget**

Major Categories below budget:

- Insurance/Legal below budget by \$0.4M
- SB Sheriffs below budget by \$0.2
- Station Maintenance below budget by \$0.2M
- LA Sheriffs below budget by \$0.1
- TVM/Rev Collection below budget by \$0.1M
- Fuel below budget by \$0.1M
- Misc others below by \$0.6M

## Notes:

These Expenses are based on Accruals not Actuals

# FY2025-26 Metrolink Operating Statement

## Revenues

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY PRELIMINARY OPERATING STATEMENT FOR THE ONE MONTH ENDING JULY 31, 2025								
	Current Year				Prior Year			
	<u>FY26</u> <u>BUDGET</u>	<u>FY26</u> <u>ACTUAL</u>	<u>VARIANCE FROM</u> <u>ADJUSTED BUDGET</u> <u>OVER/(UNDER)</u>		<u>FY25</u> <u>ACTUAL</u>	<u>VARIANCE FROM</u> <u>PRIOR YEAR</u> <u>ACTUAL</u>		
			<u>AMOUNT</u>	<u>%</u>		<u>AMOUNT</u>	<u>%</u>	
<b>Operating Revenue</b>								
Farebox Revenue	3,578,891	3,035,029	(543,862)	(15.20%)	2,782,762	252,267	9.07%	
SB Line Fare Reduction	28,119	28,119	(0)	(0.00%)	39,511	(11,391)	(28.83%)	
Mobility 4 All	0	52,622	52,622	0	65,962	(13,340)	(20.22%)	
Student Youth Discount Grant	207,882	175,457	(32,425)	(15.60%)	0	175,457	0.00%	
Student Adventure Pass	0	0	0	0	514,647	(514,647)	(100.00%)	
Other Train Subsidies	213,785	224,018	10,233	4.79%	217,493	6,525	3.00%	
Special Trains	0	0	0	0	11,020	(11,020)	(100.00%)	
<b>Subtotal Pro Forma Farebox</b>	<b>4,028,677</b>	<b>3,515,246</b>	<b>(513,431)</b>	<b>(12.74%)</b>	<b>3,631,395</b>	<b>(116,150)</b>	<b>(3.20%)</b>	
Dispatching	188,058	218,662	30,604	16.27%	210,255	8,407	4.00%	
Other Revenues	239,387	640,565	401,178	167.59%	404,069	236,496	58.53%	
MOW Revenues	1,126,707	1,139,795	13,088	1.16%	1,110,200	29,595	2.67%	
<b>Total Operating Revenues</b>	<b>5,582,829</b>	<b>5,514,268</b>	<b>(68,561)</b>	<b>(1.23%)</b>	<b>5,355,919</b>	<b>158,349</b>	<b>2.96%</b>	



# FY2025-26 Metrolink Operating Statement Operating Expenses

**METROLINK**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY PRELIMINARY OPERATING STATEMENT FOR THE ONE MONTH ENDING JULY 31, 2025							
	Current Year				Prior Year		
	<u>FY26 BUDGET</u>	<u>FY26 ACTUAL</u>	<u>VARIANCE FROM ADJUSTED BUDGET</u>		<u>FY25 ACTUAL</u>	<u>VARIANCE FROM PRIOR YEAR ACTUAL</u>	
			<u>OVER/(UNDER)</u>			<u>AMOUNT</u>	<u>%</u>
			<u>AMOUNT</u>	<u>%</u>			
<b>Operating Expenses</b>							
<b><u>Operations &amp; Services</u></b>							
Train Operators	4,553,279	4,553,279	(0)	(0.00%)	3,981,351	571,928	14.37%
Train Dispatch	314,911	311,109	(3,802)	(1.21%)	322,247	(11,138)	(3.46%)
Equipment Maintenance	2,688,161	2,688,459	298	0.01%	2,636,208	52,251	1.98%
Materials	1,263,353	1,235,266	(28,087)	(2.22%)	1,597,845	(362,579)	(22.69%)
Fuel	2,652,575	2,546,405	(106,170)	(4.00%)	2,400,000	146,405	6.10%
Non-Sched Rolling Stock Repairs	0	0	0	0	40,000	(40,000)	(100.00%)
Operating Facilities Maintenance	425,931	347,556	(78,375)	(18.40%)	60,635	286,921	473.19%
Other Operating Train Services	92,926	24,685	(68,241)	(73.44%)	11,974	12,711	106.15%
Security - LA Sheriffs	1,148,733	1,020,022	(128,711)	(11.20%)	987,945	32,077	3.25%
Security - SB Sheriffs	274,179	39,500	(234,679)	(85.59%)	0	39,500	0.00%
Security - Guards	473,530	488,000	14,470	3.06%	443,778	44,222	9.97%
Supplemental Security	20,903	0	(20,903)	(100.00%)	0	0	0.00%
Public Safety Program	5,578	300	(5,278)	(94.62%)	300	0	0.00%
Passenger Relations	164,864	152,369	(12,495)	(7.58%)	166,056	(13,687)	(8.24%)
TVM Maint/Revenue Collection	502,934	387,064	(115,870)	(23.04%)	377,427	9,637	2.55%
Marketing	304,230	279,691	(24,539)	(8.07%)	39,494	240,198	608.20%
Media & External Communications	24,449	0	(24,449)	(100.00%)	0	0	0.00%
Utilities / Leases	236,950	220,396	(16,554)	(6.99%)	191,088	29,307	15.34%
Transfers to Other Operators	241,000	283,885	42,885	17.79%	222,193	61,692	27.77%
Amtrak Transfers	57,316	58,730	1,414	2.47%	61,502	(2,772)	(4.51%)
Station Maintenance	581,669	406,962	(174,707)	(30.04%)	361,557	45,405	12.56%
Rail Agreements	610,913	599,276	(11,637)	(1.90%)	516,042	83,234	16.13%
Special Trains	0	0	0	0	58,296	(58,296)	(100.00%)
<b>Subtotal Operations &amp; Services</b>	<b>16,638,384</b>	<b>15,642,953</b>	<b>(995,430)</b>	<b>(5.98%)</b>	<b>14,475,937</b>	<b>1,167,016</b>	<b>150%</b>

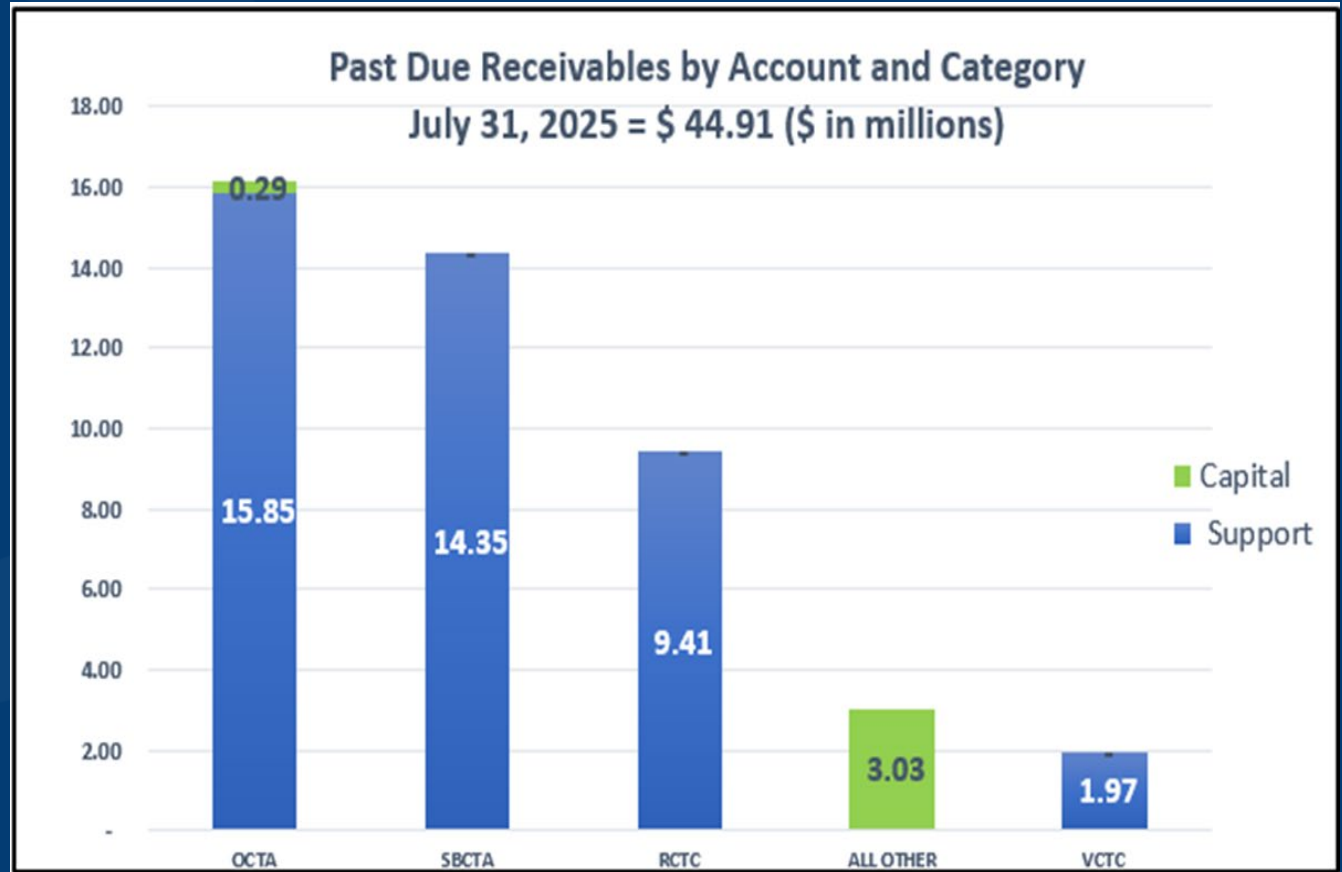
# FY2025-26 Metrolink Operating Statement Operating Expenses

METROLINK

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY							
PRELIMINARY OPERATING STATEMENT							
FOR THE ONE MONTH ENDING JULY 31, 2025							
	Current Year				Prior Year		
	FY26 BUDGET	FY26 ACTUAL	VARIANCE FROM ADJUSTED BUDGET		FY25 ACTUAL	VARIANCE FROM PRIOR YEAR	
			OVER/(UNDER)			ACTUAL	
			AMOUNT	%		AMOUNT	%
Maintenance-of-Way							
MoW - Line Segments	4,336,174	4,164,858	(171,316)	(3.95%)	3,486,476	678,381	19.46%
MoW Labor & Benefits	250,363	253,221	2,858	1.14%	222,749	30,472	13.68%
Overhead MoW Expenses	383,095	520,953	137,858	35.99%	280,504	240,449	85.72%
MoW - Extraordinary Maintenance	69,063	69,062	(1)	(0.00%)	53,357	15,705	29.43%
Subtotal Maintenance-of-Way	5,038,695	5,008,094	(30,601)	(0.61%)	4,043,087	965,008	23.87%
Administration & Services							
Ops Salaries & Benefits	995,591	925,024	(70,566)	(7.09%)	920,590	4,435	0.48%
Ops Non-Labor Expenses	942,981	874,560	(68,422)	(7.26%)	531,316	343,244	64.60%
Indirect Administrative Expenses	2,277,029	2,386,827	109,798	4.82%	1,557,497	829,330	53.25%
Ops Professional Services	181,235	176,401	(4,834)	(2.67%)	179,244	(2,843)	(1.59%)
Subtotal Administration & Services	4,396,836	4,362,812	(34,024)	(0.77%)	3,188,647	1,174,165	36.82%
Contingency	4,168	0	(4,168)	(100.00%)	2,500	(2,500)	(100.00%)
Total Operating Expenses	26,078,083	25,013,860	(1,064,223)	(4.08%)	21,710,171	3,303,689	15.22%
Insurance Expense (Recoveries)							
Liability/Property/Auto/Misc	1,566,992	1,308,489	(258,503)	(16.50%)	1,256,224	52,265	4.16%
Net Claims / SI	153,396	65,000	(88,396)	(57.63%)	(247,682)	312,682	(126.24%)
Claims Administration	183,838	142,503	(41,335)	(22.48%)	170,041	(27,538)	(16.19%)
Subtotal Insurance Expense (Recoveries)	1,904,226	1,515,992	(388,234)	(20.39%)	1,178,583	337,409	28.63%
Total Expenses	27,982,309	26,529,852	(1,452,457)	(5.19%)	22,888,754	3,641,098	15.91%
2028 Olympic	116,752	12,349	(104,403)	(89.42%)	0	12,349	0.00%
CFR Compliance	41,684	7,208	(34,477)	(82.71%)	0	7,208	0.00%
Outside 20	240,956	118,564	(122,391)	(50.79%)	0	118,564	0.00%
Total Expenses	28,381,701	26,667,973	(1,713,728)	(6.04%)	22,888,754	3,779,219	16.51%
Net Loss	(22,798,872)	(21,153,705)	1,645,167	(7.22%)	(17,532,835)	(3,620,870)	20.65%
Member Subsidies	22,798,872	22,798,872	0	0.00%	21,215,842	1,583,030	7.46%
Surplus / (Deficit)	(0)	1,645,167	1,645,167	n/a	3,683,007	(2,037,840)	(55.32%)

# Accounts Receivable Update

## Past Due

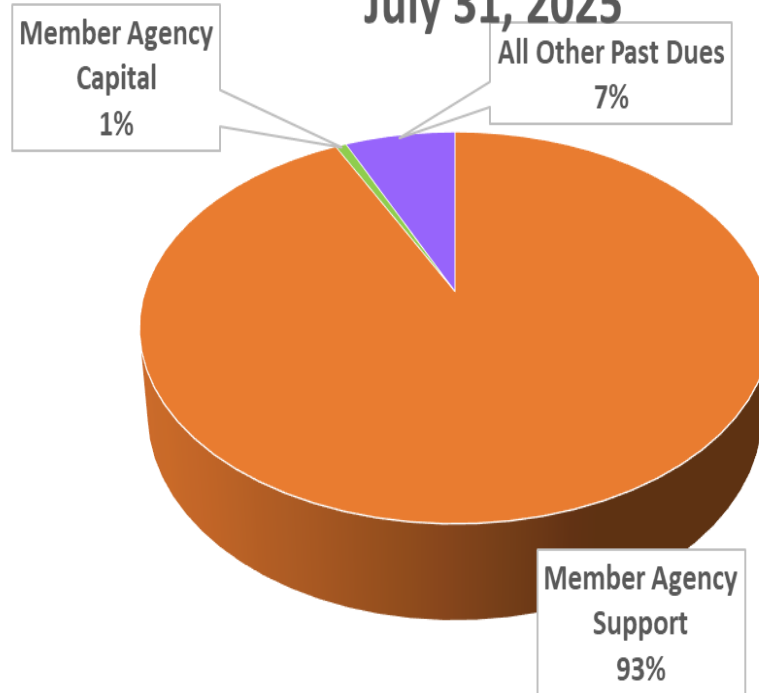


# Accounts Receivable Update

## Past Due

### Accounts Receivable Past Due Distribution

July 31, 2025

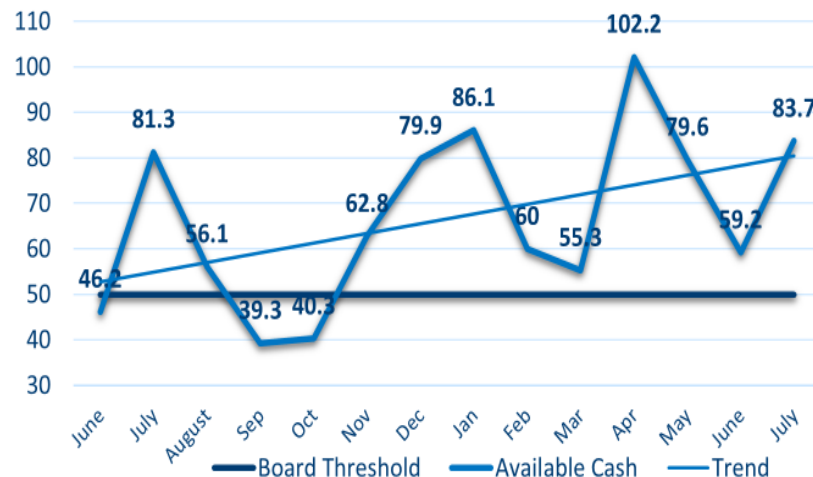


# Cash Position

## Summary Available Cash, July 2025

Cash Breakdown (\$ in millions)	Apr	May	June	July
Operating Cash	\$ 111.7	\$ 72.7	\$ 53.4	\$78.3
Board Threshold	<u>50.0</u>	<u>50.0</u>	<u>50.0</u>	<u>50.0</u>
Unrestricted Cash Before Claims:	161.7	122.7	103.4	128.3
Less: Claims on Cash	<u>(59.5)</u>	<u>(43.1)</u>	<u>(44.2)</u>	<u>(44.6)</u>
Available Cash to Spend:	\$ 102.2	\$ 79.6	\$ 59.2	\$ 83.7

**Available Cash Trend (June 2024 – July 2025)**  
\$ in millions



**METROLINK**

Estimated preliminary figures. Minor rounding errors may be present. Available cash does not include monies restricted or reserved for other purposes.

# Arrow Service



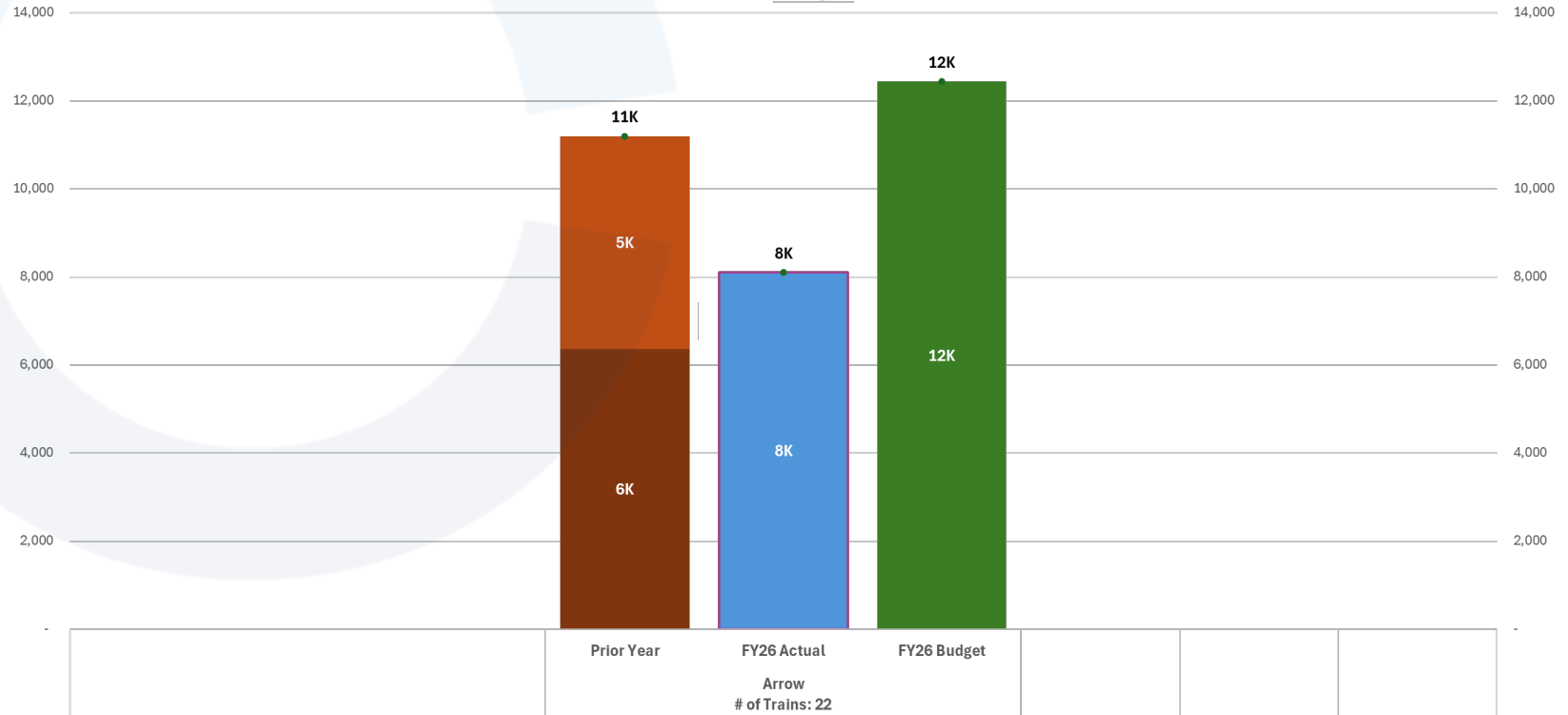
METROLINK



# Arrow FY26 Budget vs Actual vs Last Year Ridership by Line

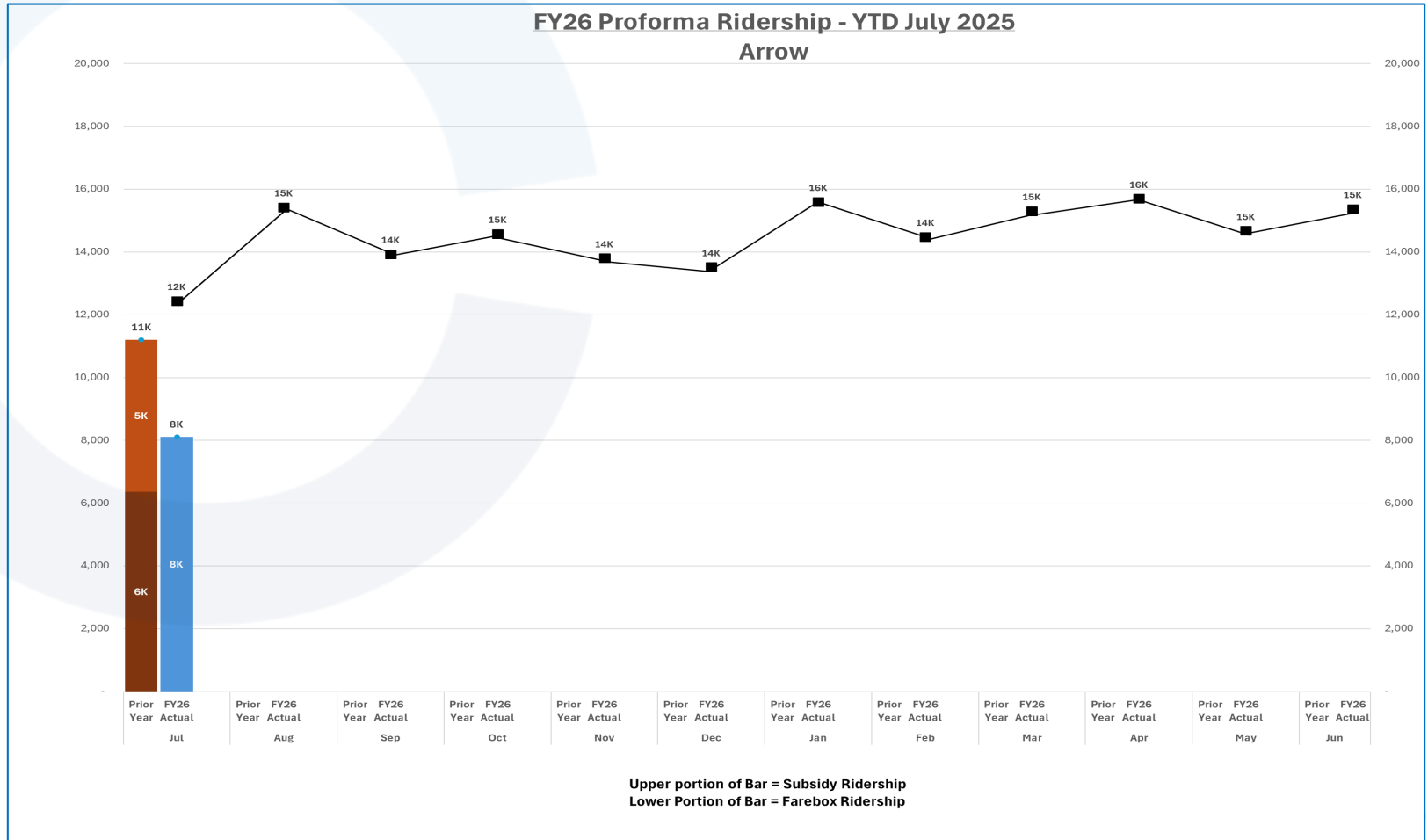
## FY26 Proforma Ridership - YTD July 2025

### Arrow



Upper portion of Bar = Subsidy Ridership  
Lower Portion of Bar = Farebox Ridership

# Arrow FY26 Budget vs Actual vs Last Year Ridership by Line



# FY26 Budget vs Actual vs Last Year Revenue by Line

FY26 Proforma Farebox Revenue - YTD July 2025

Arrow

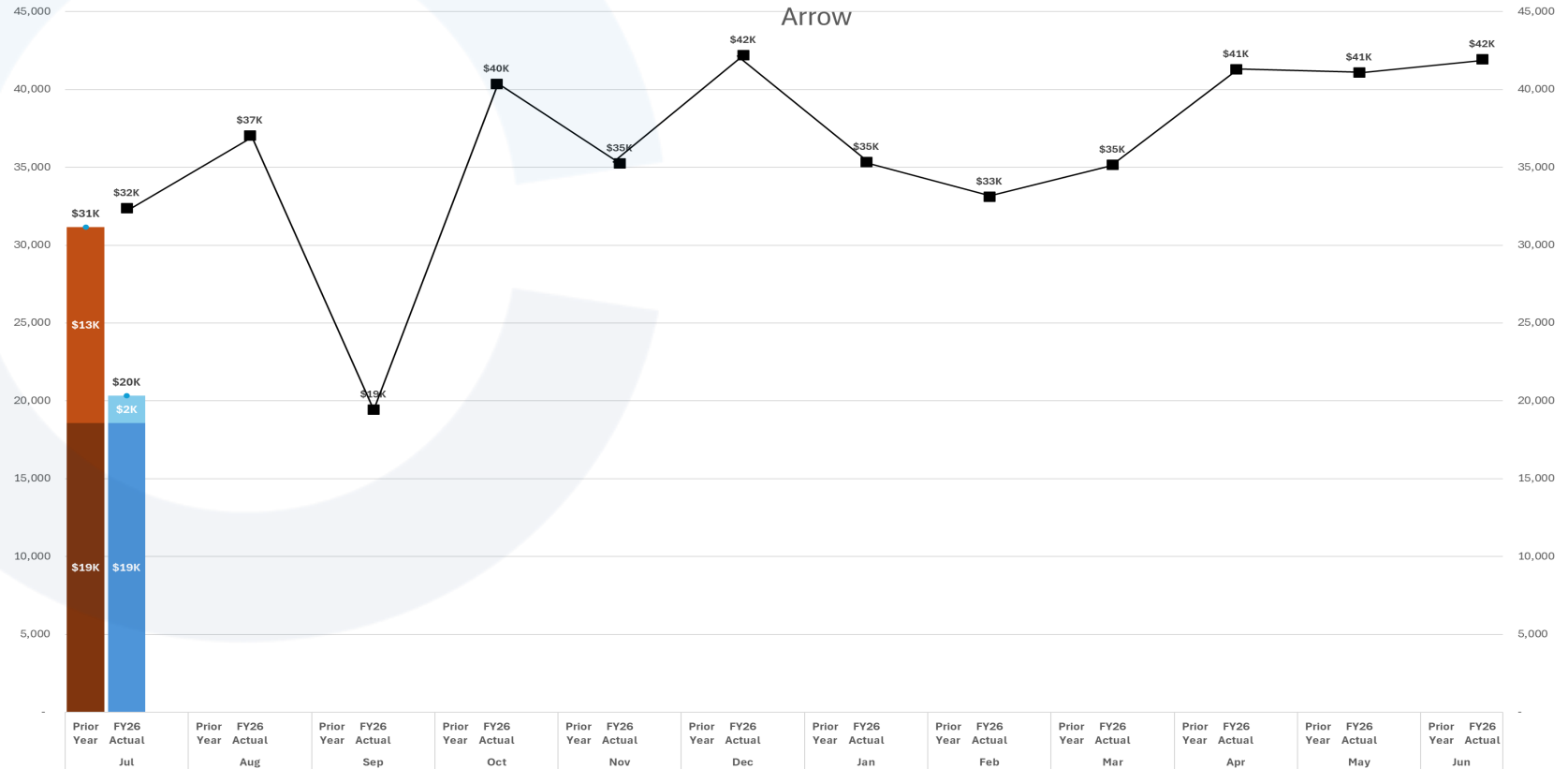


Upper portion of Bar = Subsidy Revenue  
Lower Portion of Bar = Farebox Revenue

# FY26 Budget vs Actual vs Last Year Revenue by Line

FY26 Proforma Farebox Revenue - YTD July 2025

Arrow



Upper portion of Bar = Subsidy Revenue  
Lower Portion of Bar = Farebox Revenue

# FY26 Arrow Service Financial Results

## Financial Results for July 2025

**Operating Revenue** is \$41K or \$13K  
under budget

**Total Expenses** are \$1.3M or \$0.2M  
under budget

**Support** is \$1.4M or \$0.2M under budget





**METROLINK**

Thank you.



[metrolinktrains.com/meeting](http://metrolinktrains.com/meeting)

**ITEM ID:** 2025-288-0

**TRANSMITTAL DATE:** September 19, 2025

**MEETING DATE:** September 26, 2025

**TO:** Board of Directors

**FROM:** Tom Schamber, Chief Financial Officer

**SUBJECT:** Quarterly Report of Contracts Awarded and Third-Party Agreements Executed Under the Chief Executive Officer's Authority

**Issue**

The Board of Directors approved the Authority's revised Procurement and Contracting Policies (Revised Policies) on November 8, 2019. Section 3 of the Revised Policies requires the Chief Executive Officer (CEO) to provide a quarterly report to the Board with a list of contracts awarded above \$250,000 and under the CEO's contract award authority of \$500,000.

**Recommendation**

Receive and file.

**Strategic Commitment**

This report aligns with the strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. Increasing the CEO's authority to \$500,000 has allowed for the expedited award of contracts and TPAs.

**Background**

On July 26, 2019, the Board authorized the CEO to execute Third-Party Agreements (TPAs)

with other public agencies and Contracts with third parties up to \$500,000. Upon its approval of the Revised Policies the Board also requested that the CEO provide a quarterly report to the Board with a list of contracts awarded under the CEO's new authority level and between \$250,000 and \$500,000. This requirement is included in Section 3 of the Revised Policies.

This report meets these Board report requirements for the fourth quarter of FY 2025, which covers April 1, 2025 through June 30, 2025.

### **Discussion**

In the reporting period, the CEO awarded the following contracts valued between \$250,000 and \$500,000:

#### **A. Contracts**

- PA164-26: Brandmovers - SoCal Explorer Metrolink Loyalty Program - \$355,000 - 4/4/25
- PO989-25: Progress Rail - Purchase of HVAC Units for F125 - \$275,000 - 4/9/25
- LI309-25: Carahsoft - Carahsoft - Boomi Integration (EDI & PMIS) - \$465,548.74 - 4/30/25
- SP632-25: Industrial Waste Utilization - Railroad Waste Removal Services - \$310,437.66 - 5/22/25

#### **B. TPAs - None**

### **Next Steps**

In November, staff will present the report covering the first FY26 quarter of contracts awarded and TPAs executed by the CEO from July 1, 2025, through September 30, 2025.

Prepared by: Salima Mulji, Business Analyst I  
Angelos Kastrisianakis, Sr. Manager, Contracts and Compliance

Approved by: Tom Schamber, Chief Financial Officer



[metrolinktrains.com/meeting](http://metrolinktrains.com/meeting)

ITEM ID: 2025-300-0

TRANSMITTAL DATE: September 19, 2025

MEETING DATE: September 26, 2025

TO: Board of Directors

FROM: Paul Hubler, Chief Strategy Officer

SUBJECT: September Legislative Update

#### Issue

Staff provides a regular monthly update on current legislative affairs.

#### Recommendation

Receive and file.

#### Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving. This commitment is met by sharing news, information and the Authority's legislative priorities with elected officials.
- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California. This commitment is met by encouraging federal, state and local support for Authority priorities.

#### Background

Staff continues to engage with community, local, state, and federal stakeholders concerning Metrolink service and relevant policy initiatives.

## **Discussion**

### **Local**

#### *Meetings and Events with Local Elected Offices*

Throughout August, Metrolink's Community Relations team continued its work to strengthen partnerships with local stakeholders, support community engagement, and address safety and accessibility concerns with local elected offices in the region.

On August 13, representatives from Metrolink's Community Relations, Safety, and Maintenance of Way teams met with staff from Los Angeles County Supervisor Lindsey Horvath's office to discuss issues of homelessness along the right-of-way (ROW) and how, collectively, we can work together to address the needs of this community. The meeting also included discussion of safety enhancements along the ROW, with particular emphasis on improvements at the Sun Valley station.

On August 19, Metrolink's Community Relations and Planning teams met with staff from Los Angeles City Councilmember Imelda Padilla's office to discuss the Sun Valley station. The discussion focused on ways to improve station visibility, address safety concerns, and identify strategies to increase ridership at the station.

In addition to these meetings, Metrolink staff and executive leadership, including CEO Darren Kettle, joined regional partners and local elected officials for a ribbon cutting ceremony on August 12 to celebrate recent improvements at the Moreno Valley/March Field Station.

#### *Participation in Community Events*

Metrolink staff participated in several regional events throughout the month to raise awareness of Metrolink services and corporate partnership opportunities. These events offer the opportunity to engage and connect with local elected officials, nonprofit organizations and businesses in our service area.

On August 21, staff participated in the California Hispanic Chamber of Commerce Convention at the Pomona Fairplex. At the exhibitor booth, information on Metrolink service was shared in addition to details on our Corporate Partner Program. The information highlighted opportunities for companies and organizations to provide transit benefits to their employees.

On August 28, staff attended the Valley Industry Commerce Association (VICA) Local Officeholders Luncheon. The event featured local elected officials representing the City of Los Angeles and other Valley cities.

### **State**

#### *Metrolink Participates in Senate Hearing on LOSSAN Corridor*

On July 10, Paul Hubler, Metrolink's Chief Strategy Officer, testified before the California State Senate Subcommittee on LOSSAN Rail Corridor Resiliency at a hearing titled Transforming

Passenger Rail in Southern California: Progress, Challenges and the Path Forward. Speaking alongside representatives from the San Diego Association of Governments and the Legislative Analyst's Office, Hubler reported early results from Metrolink's October 2024 schedule. He touted the 24% increase in boardings year-over-year and the record-breaking weekend boardings in March. Paul also stressed the critical need for sustained state funding—particularly from Cap-and-Trade programs like TIRCP, LCTOP, and SB 125—to support both operations and capital projects, positioning Metrolink as a key player in meeting California's climate and mobility goals.

#### Letter Distributed Outlining Regional Cap & Trade Priorities

Metrolink joined its member agencies LA Metro, OCTA, SBCTA, RCTC, and VCTC in signing a letter distributed to state legislative leaders listing a series of recommendations for how best to reauthorize cap-and-trade. If the Legislature provides long-term, guaranteed minimum funding to high-speed rail, as suggested by the Governor's "cap-and-invest" proposal, the letter signatories ask that a proportionate share of that funding be directed to Southern California. Additionally, the signatories recommend the legislature maintain or increase the share of cap-and-trade funding directed towards the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP). Finally, the signatories urge that any reauthorization provide a flexible dedicated funding source for regional rail agency operations, a critical tool for meeting the State's climate goals.

## Federal

On Wednesday, August 7, CEO Darren Kettle welcomed Congressman David Rouzer (R-NC) aboard the San Bernardino Line for a ride from Rancho Cucamonga to Los Angeles Union Station. As Chairman of the Subcommittee on Highways and Transit, and member of the Subcommittee on Railroads, Pipelines, and Hazardous Materials of the House Transportation and Infrastructure Committee, Congressman Rouzer is integrally involved with shaping policy and funding priorities for the next multiyear surface transportation authorization law.

Congressman Rouzer's visit provided a unique opportunity to experience the Metrolink system firsthand and discuss future Metrolink connectivity with Brightline West high speed rail service from Las Vegas to Southern California at Rancho Cucamonga. Mr. Kettle and Congressman Rouzer were also able to discuss planning and infrastructure for the 2028 Olympic and Paralympic Games intended to help Metrolink offer service during the Games.

#### *Appropriations Bills Advance*

Congress made progress on several appropriations bills needed to fund the government in Fiscal Year (FY) 2026 before adjourning for the August recess. The Senate Transportation, Housing, and Urban Development (THUD) appropriations subcommittee advanced legislation on July 24 that would fund the US Department of Transportation. Senators proposed maintaining funding consistent with authorization levels outlined in the Infrastructure Investment and Jobs Act (IIJA). Senate appropriators also included \$68 million for surface, commuter and public transportation systems to support mobility needs for the 2028 Games and \$78 million for supplemental public transportation services in U.S. host cities during the 2026 FIFA World Cup. The Senate FY26 THUD bill now awaits a vote by the full Senate.

Meanwhile, the House Appropriations Committee approved a draft FY26 THUD bill on July 10.

While lawmakers approved cuts to programs that support Amtrak and electric vehicle charging, the competitive grants and formula funds Metrolink utilizes were left mostly untouched. House Appropriators did move \$500 million from the Fed-State Partnership

competitive grant program to CRISI, which supports intercity and freight rail projects. As a next step, the full House will need to approve THUD and meet in conference with the Senate to reconcile bills by the end of the fiscal year on September 30 or pass a Continuing Resolution if additional time is needed.

*Big Beautiful Bill Includes Funding for Major Events Security Needs*

The “One Big Beautiful Bill Act,” signed into law on July 4, included \$1 billion in federal funding to pay for security and planning for the Olympics, plus \$625 million for World Cup security. The funding will be distributed by the Federal Emergency Management Agency at the U.S. Department of Homeland Security. A Notice of Funding Opportunity (NOFO) or additional details on grant distribution are not yet available.

Prepared by:                      Jeffrey Dunn, Director, Government and Community Relations  
   Anna Denecke, Senior Manager, Government Relations  
   Sylvia Novoa, Public Affairs Manager  
   Julie Nieto, Management Analyst II

Approved by:                      Paul Hubler, Chief Strategy Officer

**Attachment(s)**

[Appendix A - September 2025 Bill Matrix](#)



## Appendix A: Legislative Matrix

Bill Number	Bill Status	Action
<b>State</b>		
<b>CA Assembly</b>		
Assembly Bill 35 (Alvarez): Would provide for limited CEQA review of an application for a discretionary permit or authorization for a clean hydrogen transportation project by requiring the application to be reviewed through a clean hydrogen environmental assessment and would require the lead agency to determine whether to approve the clean hydrogen environmental assessment and issue a discretionary permit or authorization for the project no later than 270 days after the application for the project is deemed complete.	4/22: Re-Referred to Committees on Natural Resources	Monitor
Assembly Bill 259 (Rubio): Would extend a sunset by four years to 2030 on a Brown Act provision that allows local government board members to remotely participate in meetings under certain, limited conditions.	6/27 In committee: Hearing postponed by committee.	Monitor
Assembly Bill 394 (Wilson): Would expand the group of people that committing battery against would entail a penalty of imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Would expand this crime to apply to an employee or contractor of a public transportation provider and would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified.	7/17: Read second time and amended. Re-referred to Committee on Appropriations.	Support

Assembly Bill 476 (Gonzalez): Would impose additional requirements on a junk dealer or recycler purchasing nonferrous metals, including obtaining proof of ownership showing the seller has lawful possession or lawful ownership of the nonferrous metals, as specified.	7/16: Read second time and amended. Re-referred to Committee on Appropriations.	Support
Assembly Bill 810 (Irwin): Would expand on existing law to require special districts, joint powers authorities, or other political subdivisions to maintain an internet website with a “.gov” or “.ca.gov” domain. Special districts, joint powers authorities, or other political subdivisions would have no later than January 1, 2031. The bill allows community colleges and community college districts to continue using “.edu” domains and exempts K–12 school districts.	5/23: In committee: Hearing postponed by committee.	Monitor
Assembly Bill 939 (Schultz): Would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	3/10: Referred to Committee on Transportation	Monitor

Assembly Bill 1070 (Ward): Would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would authorize the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing negotiations with labor organizations.	4/23: In committee: Set, first hearing. Hearing canceled at the request of author.	Monitor
Assembly Bill 1207 (Irwin): Existing law requires the state board, in adopting the regulation to, among other things, establish a price ceiling for emission allowances sold by the state board. Existing law requires the state board, in establishing the price ceiling, to consider specified factors, including the full social cost associated with emitting a metric ton of greenhouse gases. This bill would require the state board to instead consider the full social cost associated with emitting a metric ton of greenhouse gases, as determined by the United States Environmental Protection Agency in November 2023.	7/16: From committee: Do pass and re-refer to Committee on Appropriations.	Monitor
Assembly Bill 1237 (McKinnor): Authorizes the Los Angeles County Transportation Authority (LA Metro) and Santa Clara Valley Transportation Authority (VTA) to impose a charge of up to \$5 on the purchaser of a ticket from a ticket vendor to a sporting event in the counties of Los Angeles or Santa Clara for the 2026 FIFA World Cup and the 2026 National Collegiate Athletic Association (NCAA) Men's or Women's Basketball Championship.	6/2: Re-referred to Committee on Business, Professions & Economic Development and Committee on Transportation.	Monitor
<b>CA Senate</b>		

Senate Bill 30 (Cortese): Would state the intent of the Legislature to enact subsequent legislation to restrict the resale of decommissioned diesel trains and rolling stock for continued use.	7/16: Read second time and amended. Re-referred to Committee on Appropriations.	Metrolink joined fellow California rail operators in signing a letter outlining concerns.
Senate Bill 71 (Wiener): Until January 1, 2030, exempts from its requirements certain transportation-related projects, such as pedestrian and bicycle facilities, transit prioritization projects, public projects located on a site that is wholly within the boundaries of an urbanized area or urban cluster, as provided, for the institution or increase of bus rapid transit, bus, or light rail service, including the construction or rehabilitation of stations, terminals, or existing operations facilities, and public projects for the construction or maintenance of infrastructure of facilities to charge, refuel, or maintain zero-emission public transit buses, trains. The bill would exempt a project carried out by a public transit agency conducted in compliance with specified regulations of the State Air Resources Board relating to commercial harbor craft and in-use locomotives.	7/17: Read second time and amended. Re-referred to Committee on Appropriations.	Support version of SB 71 passed by the Senate on 6/3/2025, which included CEQA exemptions for projects benefiting Tier 4 or cleaner operations. The bill was amended in the Assembly which stripped Tier 4 language in the version currently under consideration.
Senate Bill 73 (Cervantes): Would additionally exempt projects located in a low vehicle travel area.	3/13: March 19 set for second hearing canceled at the request of author.	Monitor
Senate Bill 79 (Wiener): Would make housing more affordable for California families, reduce greenhouse gas emissions, and enhance public transit systems by, among other things, requiring the upzoning of land near rail stations and rapid bus lines to encourage transit-oriented development.	7/17: Read second time and amended. Re-referred to Committee on Appropriations.	Monitor
Senate Bill 220 (Allen): Would expand the Los Angeles County Metropolitan Transportation Authority Board of Directors to 18 members, from the current 14 members, by adding the County Executive of the County of Los Angeles	4/28: April 28 hearing: Heard for testimony only.	Monitor

and three public members appointed by the County Executive.		
Senate Bill 445 (Wilson): This bill would enact the Sustainable Transportation Project Delivery Reform Act. The bill would authorize the secretary to grant a waiver to a local agency, as defined, that is seeking to design and construct a sustainable transportation project, as defined, from any standards, criteria, specifications, requirements, or other conditions of a third party, as defined, applicable to the sustainable transportation project if the secretary determines that granting the waiver will assist the local agency in delivering the sustainable transportation project in a cost-efficient and timely manner.	7/17: Read second time and amended. Re-referred to Committee on Appropriations.	Monitor
Senate Bill 12 (Pérez) District elections: initiatives This bill would authorize the voters of any district that has authority to impose a transactions and use tax for transportation purposes to impose a retail transactions and use tax by an initiative measure. The bill would prohibit the initiative tax from exceeding the maximum authorized rate for a tax imposed by an ordinance enacted by the governing body of the district, and the bill would require the initiative measure to contain all spending limitations and accountability standards applicable to a tax imposed by an ordinance enacted by the governing body. To the extent the bill would increase the duties of county elections officials, the bill would impose a state-mandated local program.	7/17: Read second time and amended. Re-referred to Committee on Appropriations.	Monitor
Senate Bill 545 (Cortese): Would commission a study on the extraordinary commercial and residential economic development opportunities along the California High Speed Rail corridor focusing on increased land value, development incentives and public-private	7/17: From committee: Do pass and re-refer to Committee on Appropriations.	Monitor

partnerships from Los Angeles to San Francisco.		
Senate Bill 667 (Archuleta): Would require a railroad to operate a network of wayside detector systems on or adjacent to its tracks, limit the total length of trains originating in California, and require that stationary trains blocking at-grade railroad crossings be cut, separated, or moved to allow passage of emergency vehicles.	4/29: From committee with author's amendments. Read second time and amended. Re-referred to Committee on Transportation.	Monitor
Senate Bill 741 (Blakespear): Would expand the exemption from certain coastal development permitting processes for certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore an existing railroad track along the LOSSAN corridor.	7/3: July 7 set for first hearing canceled at the request of author.	Monitor
Senate Bill 840 (Limón and McGuire): Existing law authorizes the State Air Resources Board to establish a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases that is applicable from January 1, 2021, to December 31, 2030, inclusive, and that meets certain requirements (market-based compliance mechanism). This bill would state the intent of the Legislature to enact subsequent legislation to reform, and extend the operation of, the market-based compliance mechanism.	7/15: From committee: Do pass and re-refer to Committee on Appropriations.	Monitor
<b>Federal</b>		
<b>U.S. House of Representatives</b>		
H.R.928 (Deluzio): Railway Safety Act of 2025 - To enhance safety requirements for trains transporting hazardous materials, and for other purposes.	2/4: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials	Monitor



H.R.3194 (Moolenaar): Amend the Clean Air Act to prohibit State standards relating to the control of emissions from existing locomotives and engines used in locomotives, and for other purposes	5/5: Referred to the House Committee on Energy and Commerce.	Monitor
H.R.3449 (Johnson): To amend title 49, United States Code, to establish a program to provide grants to eligible recipients for eligible operating support costs of public transportation, and for other purposes.	5/15: Referred to the House Committee on Transportation and Infrastructure.	Monitor
H.R.4213 (Amodei): Department of Homeland Security Appropriations Act, 2026 - Organized Retail and Supply Chain Crime. The Committee provides \$2,000,000 to establish a multi-agency, intelligence-based, and prosecutor-led Organized Retail and Supply Chain Crime future resource requirements.	6/26: Placed on the Union Calendar, Calendar No. 139	Monitor
H.R.4552: Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2026 - Making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2026, and for other purposes.	7/21: Placed on the Union Calendar, Calendar No. 172. Action By: House of Representatives	Monitor
<b>U.S. Senate</b>		
S.1218 (Moran): Transportation Assistance for Olympic and World Cup Cities Act of 2025 - provides financial and planning support for cities and organizations hosting international sporting events in the United States, including the Olympics and the FIFA World Cup. Additionally, the bill directs contracting state agencies to develop a growth plan to increase participation of minority- and women-owned businesses in state contracts and subcontracts.	4/1: Read twice and referred to the Committee on Commerce, Science, and Transportation	Monitor
S. 2651 (Scott): ROAD to Housing Act of 2025 - To increase the supply of affordable housing in America	8/1: Placed on Senate Legislative Calendar under General	Monitor

incorporating the Build More Housing Near Transit Act.	Orders. Calendar No. 143.	
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**ITEM ID:** 2025-303-0

**TRANSMITTAL DATE:** September 19, 2025

**MEETING DATE:** September 26, 2025

**TO:** Board of Directors

**FROM:** Hilary Konczal, Chief Safety, Security and Compliance Officer

**SUBJECT:** System Safety, Security, and Compliance (SSSC) Department Activities - Update Q4 FY25

**Issue**

Staff is providing a summary of the Authority's safety, security, and compliance activities for Q4 for Fiscal Year (FY) 2025.

**Recommendation**

Receive and file.

**Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve. Law enforcement services provide safety and security to the Metrolink commuter rail system and its passengers.

**Background**

The Authority's mission is to provide safe, efficient, dependable, and on-time transportation service for the southern California region. The System Safety, Security, and Compliance (SSSC) Department works to optimize the agency's safety and promote a positive safety culture in the workplace through education, engineering, and enforcement, as well as auditing and inspecting for safety and regulatory compliance. Using a data-informed approach, the

department utilizes leading and lagging data indicators coupled with management experience, research, and professional expertise to understand current trends and make decisions about the use of Agency resources in areas of focus.

Additionally, the SSSC Department tracks and evaluates inspections conducted by the Federal Railroad Administration (FRA) and other regulatory agencies. These inspections apply the general and permanent rules published in the Code of Federal Regulations (CFR), Transportation (Title 49 CFR Part 200-299) to oversee agency compliance and assess penalties for violations against freight and commuter railroad agencies. The FRA conducts inspections and audits agencies' records to monitor and enforce railroad safety regulations specified in Title 49 CFR. The Authority places paramount importance on safety and regulation compliance.

The primary mission of the Authority's law enforcement services is to ensure public safety onboard the trains, to coordinate enforcement with the cities along the Authority's right-of-way (ROW), and to assist with the Authority's fare enforcement and physical security program.

**Discussion**

**Rail Incidents**

For FY25 Q4, there were nineteen (19) train strikes involving Metrolink equipment, compared to seventeen (17) train strikes in FY24 Q4. This accounts for an 11% reduction in rail incidents.

Incident Type	FY24 Q4	FY25 Q4
Train vs Pedestrian	13	12
Train vs Trespasser	2	2
Train vs Vehicle	4	4

It is important to note that in October of 2024, Metrolink revised its train schedule adding thirty-two (32) weekday trains, increasing the number of trains it operates by 22% in FY25 Q4. With the increase in trains operating under Metrolink Reimagined, we are pleased to report the 11% reduction of rail incidents. However, the SSSC Department Security staff, the Los Angeles County Sheriff's Department Metrolink Bureau, and the San Bernardino County Sheriff's Department also continue to focus on the following policing strategies:

- Using current data trends, we continue to focus our Right-of-Way Enforcement activities at the beginning and end of the month, as well as conducting targeted enforcements at reported trouble areas throughout the month.
- Partnering with local police departments to increase grade-crossing enforcements and patrols in their area of jurisdiction, at locations where we have higher numbers of train strikes.
- Encouraging employees and the public to report trespassers and homeless encampments along the right-of-way to Metrolink's Security Operations Center (SOC). These reports help us identify locations with a higher risk of trespassing to dispatch the appropriate resources and/or increase police patrols, relocate homeless encampments and conduct community outreach, educating the public of the dangers of trespassing on railroad property.

**Fare Evaders**

FY25 Q4 fare evasion incidents are down by 64% when compared to FY24 Q4. In FY25 Q4 there were eighty (80) fare evasion incidents compared to two hundred twenty (220) incidents in FY24 Q4.

We are continuing to deploy law enforcement and contract security resources to combat fare evasion. The security department maintains a database of incidents reported to the SOC regarding fare evaders and unruly passengers, which include the station location and trains where these incidents occur. Using this data, we are able to develop trends and identify where a higher number of far evasion incidents are occurring across the system, allowing us to be proactive and deploy security and law enforcement resources to the appropriate station, or train. Below are a few of the successful strategies being used:

- Perform fare enforcement on board trains ensuring passengers have a valid ticket.
- Increasing "streetcaring" operations utilizing Los Angeles County Sheriff’s Department, Metrolink Bureau and Metrolink private security.
- Platform sweeps of outlying stations, using Los Angeles County Sherrieff’s Department Deputies who will arrive at the station 10 – 15 minutes prior to the train arriving and verifying passenger fare.
- We have a strong law enforcement presence at stations and on platforms engaging with passengers verifying they have a valid ticket.
- Utilizing our contract security at Union Station and stations throughout the Metrolink system.

**Unruly Passengers**

FY25 Q4 unruly passenger incidents are down 26% compared to FY24 Q4. In FY25 Q4 there were a total of one hundred ninety-seven (197) incidents involving unruly passengers compared to two hundred sixty-six (266) incidents in FY24 Q4.

We continue to remain committed to providing the safest and most secure travel experience for our passengers. We utilize a “problem orientated policing strategy” using data from incidents to identify trends indicating the stations, platforms, and trains where we have a higher number of unruly passenger incidents occurring. We use our contract security and Los Angeles County Sheriff’s Department Deputies to conduct the enforcement activities identified above, in conjunction with the strategies used to combat fare enforcement.

**Law Enforcement & Security Presence on Station Platforms, Trains, at Grade-Crossings, and Right-of-Way by County and Line**

A Problem Orientated Policing Strategy collects and analyzes crime data for trends and threats, as well as other possible security related risks so we can deploy the appropriate resources to mitigate and prevent trespassing and other crimes on the Metrolink system. We also track the initiative-taking activities our law enforcement and contract security are performing to ensure a safe and secure system.

**Table 1 Law Enforcement Activities by County LASD**

	Los Angeles	Riverside	San Bernardino	Ventura	Orange
Train Rides	311	61	94	18	38
Platform Fare Enforcements	1,191	323	397	55	149
Grade-Crossing Details	608	107	56	109	51
Right-of-Way Details	2,505	220	162	21	150
Streetcar Details	88	24	114	19	26
Total Activities	4,703	735	823	222	414

**Table 2 LASD Activities by Line LASD**

	Ventura	Antelope Valley	San Bernardino	Riverside	Orange	*91/PV	**IEOC
Train Rides	18	209	181	17	38	31	28
Platform Fare Enforcement	55	703	885	247	149	93	93
Grade-Crossing Details	109	401	273	100	42	0	7
Right-of-Way-Details	164	1,384	884	375	115	28	58
Streetcar Details	11	88	114	24	26	0	0
Total Activities	357	2,785	2,337	763	370	152	186

\*91/Perris Valley Line

\*\*Inland Empire-Orange County Line

**Table 3 San Bernardino County Sheriff's Department Activities SBSD**

	Arrow Line
Train Rides	119
Platform Fare Enforcement	68
Grade-Crossing Details	42
Right-of-Way Details	1,969
Streetcar Detail	68
Total Activities	2,266

**Table 4 Private Security Train Rides and Streetcar Operations**



	Ventura	Antelope Valley	San Bernardino	Riverside
Train Rides	300	1,153	4,983	0
Streetcar Detail	0	2,670	1,884	0
Total Activities	300	3,823	6,867	0

## Rule Violations

In FY25 Q4 there were eleven (11) rule violations compared to nine (9) rule violations in FY24 Q4. This is an increase of two (2) rule violations, or a 22% increase.

The Compliance team is proactively engaged in performing operational testing and observations with SCRRA contractors and employees, including train crews, to ensure employees are performing their work safely and in compliance with all applicable safety and operating procedures and regulations. Rule violations are investigated, and the compliance department works with the contractor to implement the appropriate corrective actions.

Q4 Root Cause Analysis investigations found the following to be primary contributing factors in rule violations:

- Loss of situational awareness
- Employee complacency / Human error
- No job brief / Insufficient job brief
- Lack of communication
- Disregard of rule/regulation

## Reportable Injuries

For FY25 Q4 there were three (3) FRA reportable contract employee injuries compared to two (2) injuries in FY24 Q4. None of the reportable injuries were severe and the compliance team is working with each contractor through the root cause analysis process.

## Quarterly Workplace Safety Campaign

The SSSC Department develops a Workplace Safety Week Campaign quarterly aimed at enhancing employees' safety awareness and reinforcing the importance of maintaining a safe and secure work environment. All SCRRA contractors participate in the weeklong campaign. This quarters campaign took place from May 5 – May 9 featuring the following key safety messages.

- Stuff that can Kill
- Audit Mentality
- Sense of Urgency
- Refocusing
- Electronic Devices

## Training

System Safety staff continues our commitment to promoting a culture of safety awareness throughout our agency and beyond by providing training for employees, contractors, and

external stakeholders, including local law enforcement and fire departments.

In Q4 of FY25, department staff conducted 179 various safety classes, training 2,861 participants.

The department also conducted our annual Passenger Train Emergency Preparedness full-scale exercise required by federal regulation at the Covina Metrolink Station. The exercise scenario involved a vehicle vs train collision causing the train to derail.

The full-scale exercise included 110 participants testing the response and recovery efforts of Metrolink employees, contractors, LASD, Covina Fire and PD and EMS providers.

Prepared by:                      Tinh Quach, Manager II, Security

Approved by:                     Hilary Konczal, Chief Safety, Security, and Compliance Officer

**Attachment(s)**

[Presentation - SSSC FY25-Q4 Update](#)

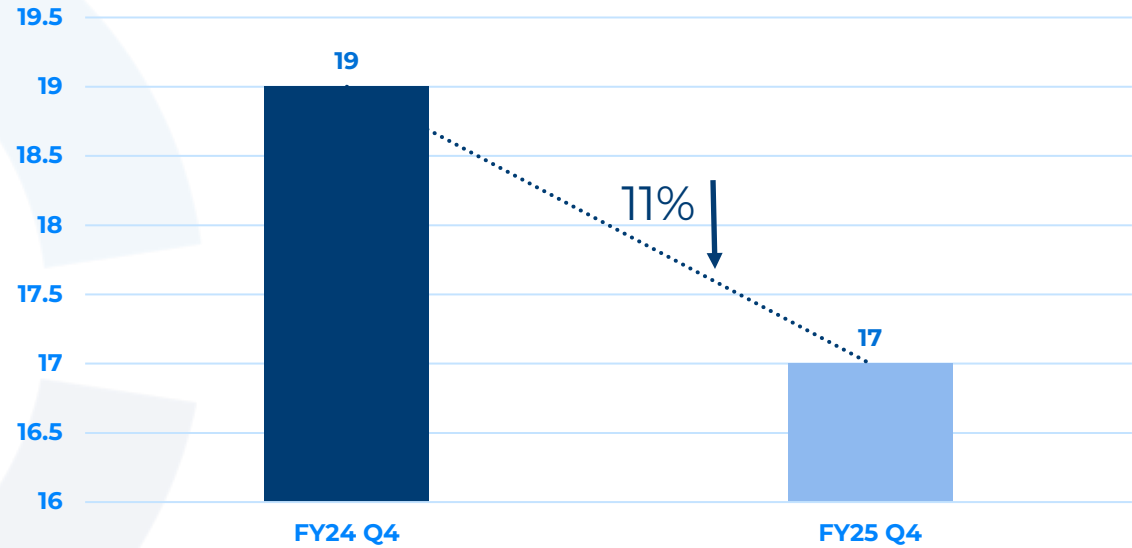


# METROLINK

System Safety, Security & Compliance - FY25 Q4

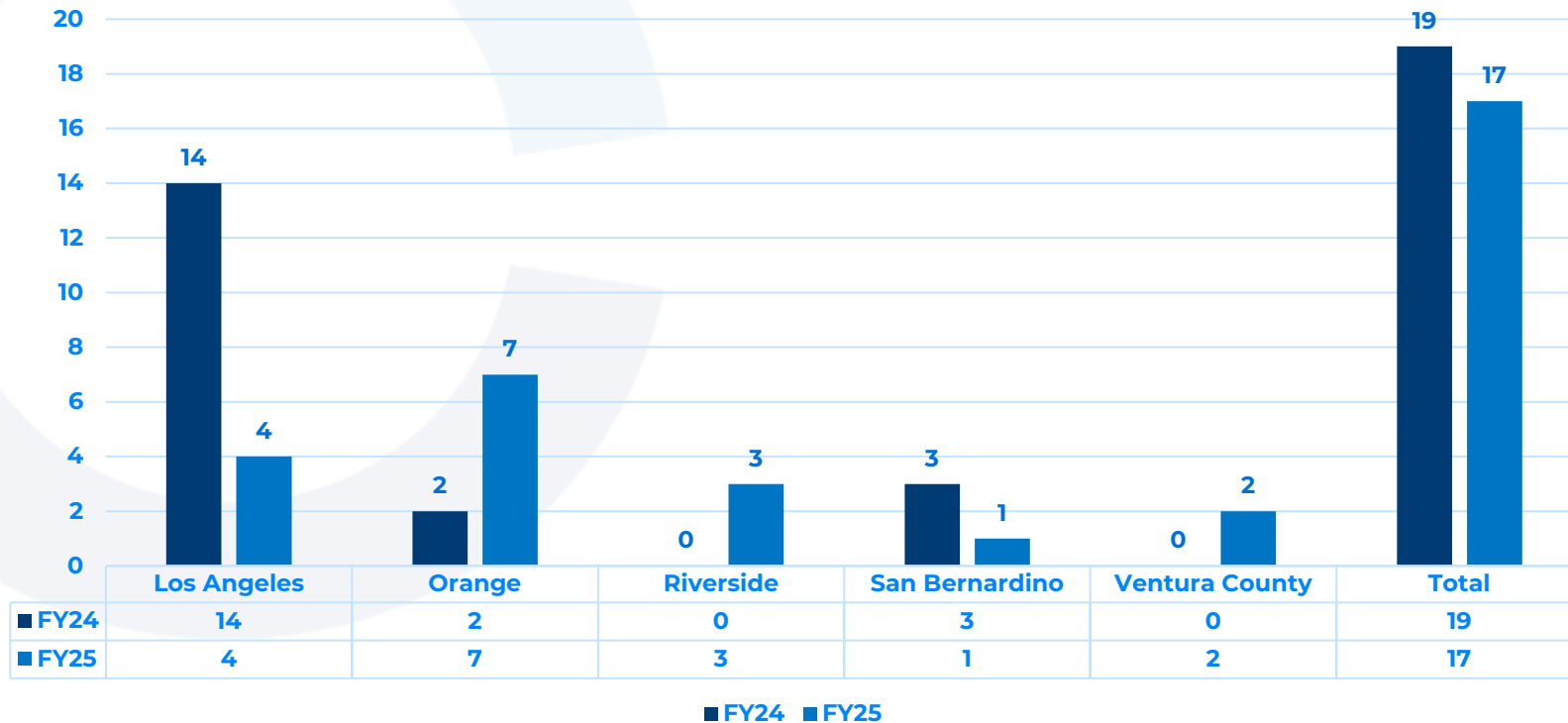
Receive and file 182

## Systemwide Strikes – FY25 Q4

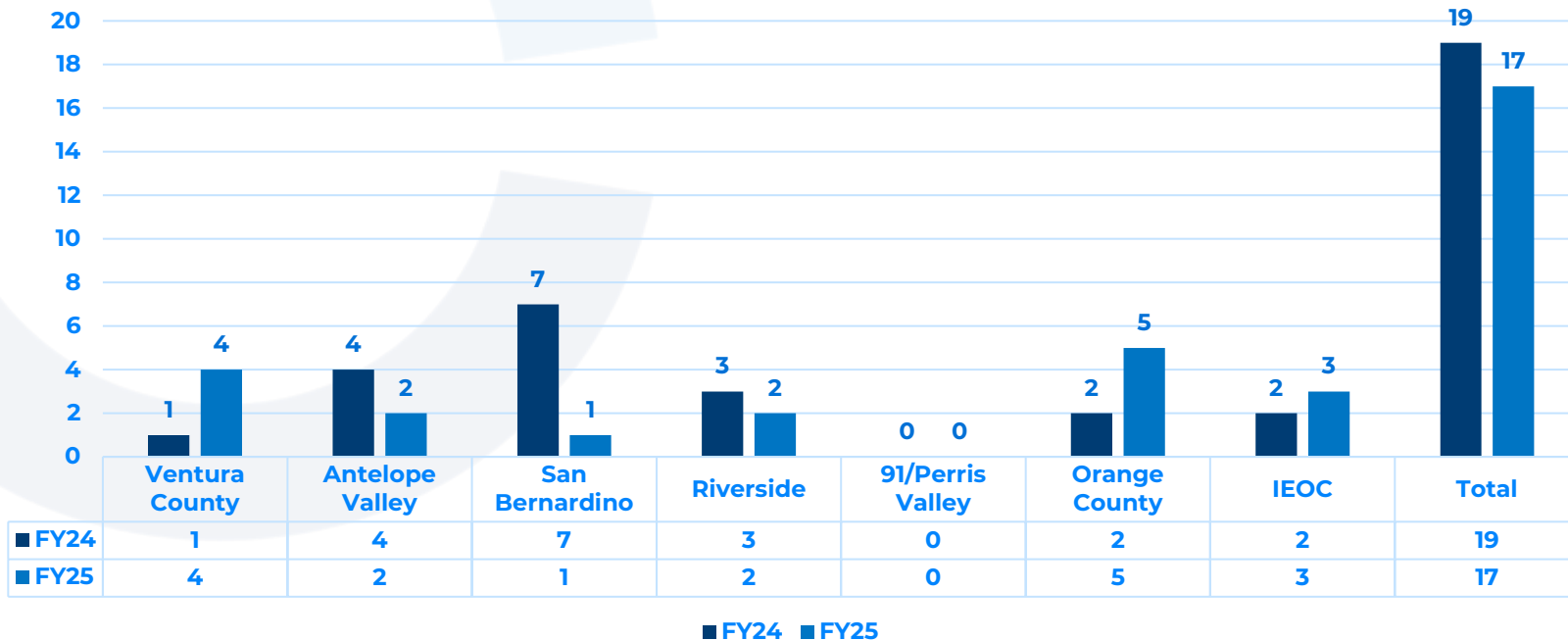


Incident Type	FY24 Q4 Total	FY25 Q4 Total
Trespasser	13	12
Pedestrian	2	2
Vehicle	4	3

# Systemwide Strikes by County – FY24 vs FY25 Q4



# Systemwide Strikes by Line – FY24 vs FY25 Q4





# Fare Evaders / Unruly Passengers

Incident Type	FY24 Q4 Total	FY25 Q4 Total
Fare Evaders	220	80
Unruly Passengers	266	197

Fare Evaders: **-64%**

Unruly Passengers: **-26%**



## NTD Reportable Incidents – FY25 Q4

Incident Type	April	May	June
Major	0	0	0
Non-Major	4	6	3
Non-Major Physical	1	3	2
Total	5	9	5

**Major** – An attack by one person on another without lawful authority or permission that exceeds the reporting threshold.

**Non-Major** – An assault in which the attack involves no physical contact with the transit worker.

**Non-Major Physical** – An assault in which the attack involves physical contact with the transit worker.

## Law Enforcement Activities by County – FY25 Q4

	Los Angeles	Riverside	San Bernardino	Ventura	Orange
<b>Train Rides</b>	311	61	94	18	38
<b>Platform Fare Enforcements</b>	1,191	323	397	55	149
<b>Grade Crossing Details</b>	608	107	56	109	51
<b>Right-of-Way Details</b>	2,505	220	162	21	150
<b>Streetcar Detail</b>	88	24	114	19	26
<b>Total LE Activities</b>	<b>4,703</b>	<b>735</b>	<b>823</b>	<b>222</b>	<b>414</b>

## Law Enforcement Activities by Line – FY25 Q4

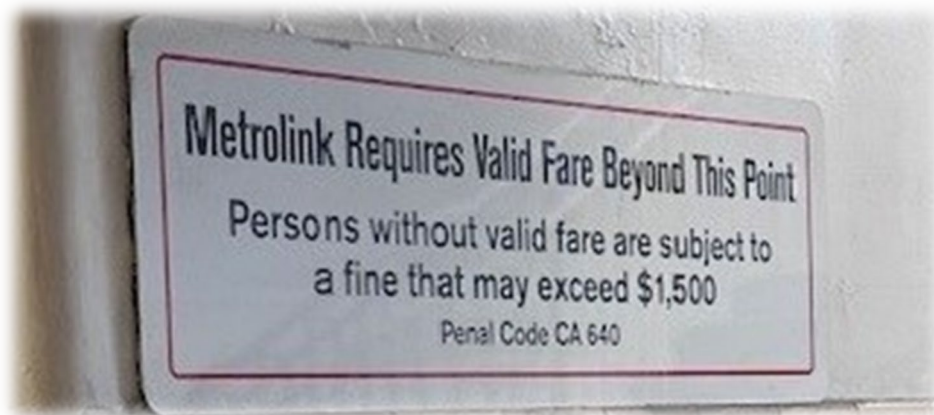
	Ventura	Antelope Valley	San Bernardino	Riverside	Orange	*91 / PV	**IEOC
<b>Train Rides</b>	18	209	181	17	38	31	28
<b>Platform Fare Enforcements</b>	55	703	885	247	149	93	93
<b>Grade Crossing Details</b>	109	401	273	100	42	0	7
<b>Right-of-Way Details</b>	164	1,384	884	375	115	28	58
<b>Streetcar Detail</b>	11	88	114	24	26	0	0
<b>Total LE Activities</b>	<b>357</b>	<b>2,785</b>	<b>2,337</b>	<b>763</b>	<b>370</b>	<b>152</b>	<b>186</b>

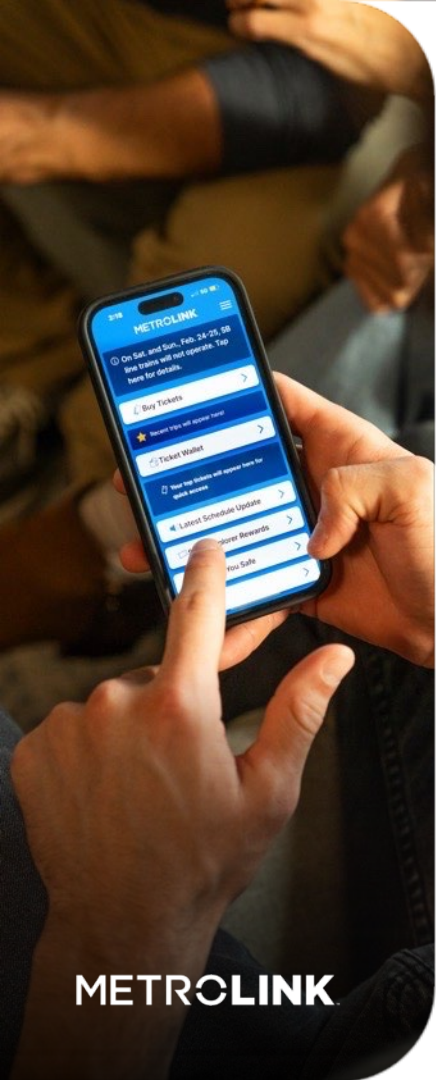
\*91 / PV – 91/Perris Valley Line

\*\*IEOC – Inland Empire – Orange County Line

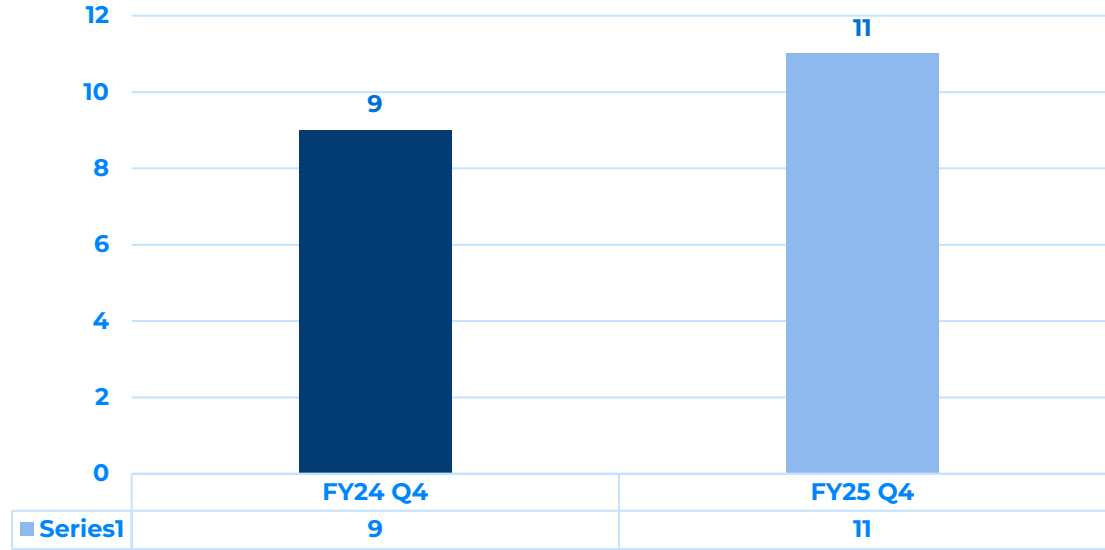
## Allied Security Services Activities by Line – FY25 Q4

	Ventura	Antelope Valley	San Bernardino	Riverside
<b>Train Rides</b>	300	1,153	4,983	0
<b>Streetcar Detail</b>	0	2,670	1,884	0
<b>Total Activities</b>	<b>300</b>	<b>3,823</b>	<b>6,867</b>	<b>0</b>





# Q4 Rule Violations FY 24 vs FY25

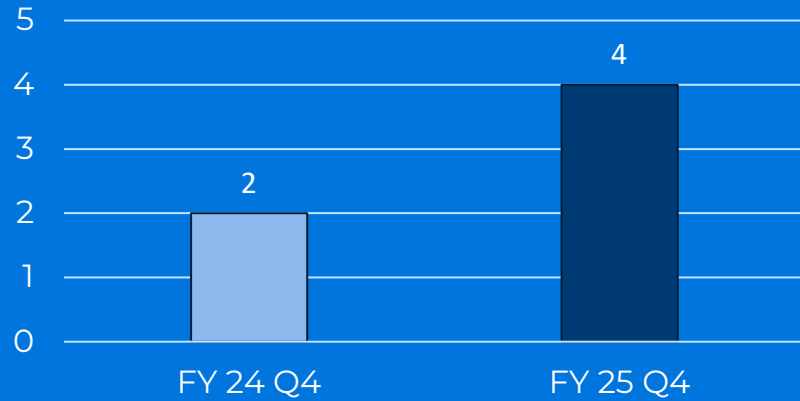


## FY25 Q4 Contributing Factors:

- Loss of situational awareness
- Employee complacency / Human error
- No job brief / Insufficient job brief
- Lack of communication
- Employee failed to preform air brake test
- Inadequate transfer process



# FRA Reportable Injuries FY24 Q4 vs FY25 Q4



## FY25 Q4 Reportable Injury type:

- Laceration
- Pinch Point
- Slip trip and fall
- Fume/Inhalation



# Training

## SCRRA and Contractor Employee Training

Workplace Safety (various) and Emergency Response Training Classes.

- 179 training classes conducted
- 2,861 participants trained

The annual CFR 239 full-scale drill was held on May 18, 2025, at the Covina Metrolink Station.

- 110 people participated

The purpose of the drill is to practice executing SCRRA's emergency response plan which included employees, contractors, Covina first responders, and law enforcement.







**METROLINK**

Thank you.


[metrolinktrains.com/meeting](http://metrolinktrains.com/meeting)

**ITEM ID:** 2025-311-0  
**TRANSMITTAL DATE:** September 19, 2025  
**MEETING DATE:** September 26, 2025  
**TO:** Board of Directors  
**FROM:** Noelia Rodriguez, Chief of Staff  
**SUBJECT:** Proposed Board Meeting Structure and Dates for Calendar Year 2026

### **Issue**

As per past practice and after consultation with our Board Chair, staff have prepared the 2026 Board meeting schedule for the Board's consideration and approval. This proposal includes a provision for revising the current Board meeting structure.

### **Recommendation**

It is recommended the Board:

1. Adopt a meeting structure that consists of one regular board meeting, eliminating the Audit and Finance Committee (AFCOM), Executive Committee (ECOM) and Contracts, Operations, Maintenance, and Safety Committee (COMS) meetings on the 2nd Friday of the month; and
2. Adopt the 2026 Board meeting schedule as detailed in Attachment A, with full board meetings on the fourth Friday of each month (except August, which is dark, and November and December due to the holidays).

### **Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. The calendar informs Board members and members of the public of the standing Board meetings.

## **Background**

Staff prepares an annual regular meeting calendar to maintain a consistent meeting schedule and decrease scheduling conflicts. Monthly Board meetings would be scheduled for the 4th Fridays, with exceptions in November and December when meetings take place on the 2nd Friday because of holidays. Meetings will continue to be held at the Los Angeles County Metropolitan Transportation Authority (Metro) Board Room located at One Gateway Plaza, 3rd Floor, Los Angeles, CA 90012.

## **Discussion**

The Board meeting schedule (Attachment A) details meeting dates for calendar year 2026. Staff have taken into consideration holidays, other agencies' meeting schedules, and major industry conferences, and the schedule eliminates committee meetings.

For background, this year, the Chairman revised the order of committee meetings and staff scheduled ECOM first, followed by AFCOM and COMS on the second Friday of each month. In January owing to severe external circumstances, committee meetings were cancelled due to the massive fires in Los Angeles County, and in June due to civil unrest in Los Angeles. The Board was dark in August, and because of industry conference conflicts, no committee meetings were held in September. Due to national holidays, no committee meetings will take place in November or December. (The next and last set of committee meetings for 2025 will be in October.)

Also, given board members' option to participate in committee meetings virtually, at times confirming a quorum has come down to the wire. In July, the ECOM meeting necessitated the participation of an alternate board member whom staff had recruited the night before as a contingency. Similarly, in April staff took the same action with an alternate director for COMS. This prevented last-minute meeting cancellations due to lack of a quorum.

This year the Board's committees will have convened six times, and the full board will have met eleven times. The average length of meetings through July totaled as follows:

- ECOM: 22 minutes
- AFCOM: 30 minutes
- COMS: 25 minutes
- Full Board: 90 minutes

If the Board opts to eliminate committee meetings and move to a single monthly board meeting, Board members will hear and consider each action item at the same time, allowing for robust and timely discussion and increased camaraderie. One full Board meeting per month saves Board member travel time to and from Union Station for short committee meetings. Also, the timing of the agenda publication allows for prompt staff turnaround time on quarterly reports so information to the Board will be fresh, as opposed to the current timeline, which at times results in stale data.

### **Budget Impact**

The budgetary impact of this action would be savings of approximately \$3,000 in meal service now dedicated to the committee meetings.

### **Next Steps**

Upon approval from the Board, the Board Clerk will share the final calendar with internal and external stakeholders.

Prepared by: Michelle Pena, Board Clerk

Approved by: Noelia Rodriguez, Chief of Staff

### **Attachment(s)**

[Attachment A - DRAFT 2026 Board Calendar](#)

# METROLINK / SCRRRA BOARD MEETING CALENDAR

January						
S	M	T	W	TH	F	S
			1	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

February						
S	M	T	W	TH	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

March						
S	M	T	W	TH	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

April						
S	M	T	W	TH	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

May						
S	M	T	W	TH	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

June						
S	M	T	W	TH	F	S
	1	2	3	4	5	6
8	8	9	10	11	12	13
14	15	16	17	18	19	20
22	22	23	24	25	26	27
28	29	30				

July						
S	M	T	W	TH	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

August						
S	M	T	W	TH	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

September						
S	M	T	W	TH	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

October						
S	M	T	W	TH	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

November						
S	M	T	W	TH	F	S
	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

December						
S	M	T	W	TH	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

IMPORTANT DATES AND FEDERAL HOLIDAYS						
January 1 – New Year’s Day						
January 19 – Martin Luther King, Jr. Day						
February 16 – Presidents’ Day						
March 14-18 – National League of Cities – Congressional City Conference						
March 31 – Cesar Chavez Day						
April 12-14 – APTA Legislative Conference						
May 7-8 – SCAG Regional Conference & General Assembly						
May 17-20 – APTA Mobility Conference						
May 25 – Memorial Day						
June 19 – Juneteenth National Independence Day						
June 28-July 1 – APTA Rail Conference						
July 4 – Independence Day						
September 7 – Labor Day						
September 20-21 – Yom Kippur						
September 23-25 – League of California Cities Annual Conference and Expo						
October 2 – Mobility 21 Summit						
October 4-7 – APTA TRANSform Conference and Expo						
November 11 – Veterans Day						
November 18-21 – National League of Cities City Summit						
November 26-27 – Thanksgiving Holiday						
December 25 – Christmas Day						
MEETING LOCATION: One Gateway Plaza, Los Angeles, CA 90012, 3 <sup>rd</sup> Floor, Metro Board Room						
Metrolink Headquarters: 900 Wilshire Blvd., 15 <sup>th</sup> Floor Los Angeles, CA 90017 Phone number: 213.452.0255						



Board of Directors Meeting – 10:00 a.m.



Board Workshop – check agenda for  
location and time



SCRRRA Holiday  
Offices will be closed



[metrolinktrains.com/meeting](https://metrolinktrains.com/meeting)

**ITEM ID:** 2025-315-0

**TRANSMITTAL DATE:** September 19, 2025

**MEETING DATE:** September 26, 2025

**TO:** Board of Directors

**FROM:** Alberto Lara, Chief People Officer

**SUBJECT:** Fourth Amendment to the At-Will Employment Agreement of Chief Executive Officer

**Issue**

Approval is needed to execute the Fourth Amendment to the At-Will Employment Agreement for the Chief Executive Officer, Darren Kettle.

**Recommendation**

It is recommended that the Board approve the Fourth Amendment to the Agreement for the CEO, Darren Kettle.

**Background**

CEO Darren Kettle began his employment with the Authority on September 7, 2021, which is the effective date of his Agreement. This Agreement reflected a three-year term until September 7, 2024. On May 24, 2024, the Board authorized the Authority to extend CEO Darren Kettle's Agreement for five (5) years through September 7, 2029.

In accordance with the Agreement, the Board shall provide an annual performance evaluation. Any changes to Mr. Kettle's compensation based on the annual performance review is within the sole discretion of the Board.

**Discussion**

Based on the CEO's performance review conducted on May 23, 2025, June 27, 2025, and July 25, 2025, it is recommended that effective May 25, 2025, the Board authorize the

Authority to pay CEO Darren Kettle an annual base salary of Four Hundred One Thousand Two Hundred and Fifty Dollars (\$401,250) on a pro-rata bi-weekly basis. The base salary shall be payable as current salary subject to all applicable withholdings and deductions and at the same time all other Authority employees are paid.

The above term is reflected in the Fourth Amendment to the Agreement found in Attachment A.

### **Budget Impact**

Funding was included in the FY25 and FY26 Operating Budget.

### **Next Steps**

Upon receiving Board approval, the Fourth Amendment to the Agreement will be executed.

Prepared by: Roxanne Randolph, Director, Human Resources

Approved by: Alberto Lara, Chief People Officer

### **Attachment(s)**

[Attachment A - Fourth Amendment to CEO Employment Agreement](#)

## **FOURTH AMENDMENT**

### **AT WILL EMPLOYMENT AGREEMENT BETWEEN THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY AND DARREN KETTLE, CHIEF EXECUTIVE OFFICER**

This fourth amendment (“**Fourth Amendment**”) is to the September 7, 2021, At-Will Employment Agreement (hereinafter, “**Agreement**”) entered into between the SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (hereinafter, “**AUTHORITY**” or “**Governing Board**”) and Darren Kettle (hereinafter, “**KETTLE**”). **AUTHORITY** and **KETTLE** shall, when applicable, be referred to as the “**PARTIES**” to this Agreement.

The **PARTIES** recite and declare:

1. **AUTHORITY** and **KETTLE** have agreed to employ **KETTLE** as its Chief Executive Officer reporting directly to the **Governing Board** of the **AUTHORITY**.
2. The Parties wish to enter into a **Fourth Amendment** to the September 7, 2021, At-Will Employment Agreement between the **AUTHORITY** and **KETTLE** and to memorialize their intention that, where the terms of this **Fourth Amendment** with respect to Section 4, the **Fourth Amendment** shall control. All other remaining terms of the **Agreement** shall remain in full force and effect.

NOW, THEREFORE, in consideration of the foregoing, and for the good and valuable consideration, receipt of which is hereby acknowledged, the parties agree to the following terms of the **Fourth Amendment** to the **Agreement**:

### **AMENDMENT**

1. Section 4 of the **Agreement** shall be amended as follows:
  - 4.1.1 Effective May 25, 2025, **AUTHORITY** agrees to pay **KETTLE** an annual base salary of Four Hundred One Thousand Two Hundred and Fifty Dollars (\$401,250) on a pro-rata bi-weekly basis. The base salary shall be payable as current salary subject to all applicable withholdings and deductions and at the same time all other **AUTHORITY** employees are paid.

**WHEREFORE, THE PARTIES HAVE VOLUNTARILY EXECUTED THIS AGREEMENT ON THE DATES SHOWN BELOW.**

DATED: _____	_____ Darren M. Kettle Chief Executive Officer Southern California Regional Rail Authority
DATED: _____	_____ Doug Chaffee Chair of the Board Southern California Regional Rail Authority
	APPROVED AS TO FORM:  _____ Don O. Del Rio General Counsel Southern California Regional Rail Authority