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Agenda

Southern California Regional Rail Authority

BOARD OF DIRECTORS

JULY 24, 2026

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

County	Member	Alternate
Orange: 2 votes	Doug Chaffee (*Chair*) Supervisor, 4th District County of Orange OCTA Board	William Go* Council Member City of Irvine OCTA Board
	Tam Nguyen Public Member OCTA Board	Mark Tettemer* Council Member City of Lake Forest OCTA Board
Riverside: 2 votes	Brian Berkson *(Vice-Chair)* Mayor City of Jurupa Valley RCTC Board	Michael Vargas* Mayor City of Perris RCTC Board
	Karen Spiegel Supervisor, 2nd District County of Riverside RCTC Board	Linda Molina* Council Member City of Calimesa RCTC Board
Ventura: 1 vote	Tony Trembley *(2nd Vice-Chair)* Council Member City of Camarillo VCTC Board	Bob Engler Mayor Pro Tem City of Thousand Oaks VCTC Board
Los Angeles: 4 votes	Kathryn Barger Supervisor, 5th District County of Los Angeles Metro Board	Eric Ohlsen Mayor 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

Updated: 04.30.26

	Member	Alternate
	Hilda Solis Supervisor, 1st District County of Los Angeles Metro Board	Gustavo V. Camacho Mayor City of Pico Rivera Metro Appointee
San Bernardino: 2 votes	Larry McCallon Council Member 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* Vice Mayor City of Chino Hills SBCTA Board

EX-OFFICIO MEMBERS

San Diego Association of Governments:

Joy Lyndes
Council Member
City of Encinitas

Southern California Association of Governments:

Marty Simonoff
Mayor Pro Tem, 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, JULY 24, 2026 – 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 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 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. 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. **Approval of Consent Calendar Items: 11.A-11.F**
All Consent Calendar items are listed at the end of the agenda.

7. **REGULAR CALENDAR**

7.A FY27 Budget Development Update

Staff will provide an update on the status of development of the FY27 Budget.

Receive and file.

7.B Approval of an Extension of the Continuing Appropriations Resolution for FY27

The Authority is required, under the Joint Powers Authority (JPA), to transmit and adopt Metrolink and Arrow operating budgets by June 30, 2026. At its June meeting, the Board approved a three-month continuing appropriations resolution to September 30, 2026, due to delays in budget development. This authorization allows for additional time should the budget require significant modifications due to lack of consensus by member agencies on a draft budget based on current service levels (e.g., new service scenario).

It is recommended that the Board approve a three-month extension of the Continuing Appropriations Resolution for Metrolink and Arrow Operating and Capital Budgets through December 31, 2026.

Approval of this item will provide three months of additional funding for Metrolink and Arrow without an adopted budget. Once the FY27 budgets are adopted, the amounts due from Member Agencies will be reconciled year-to-date and adjusted in their next invoice.

7.C Internal Audit - Proposed Fiscal Year 2027 Annual Audit Plan

The Internal Audit Department (Internal Audit) completed the FY 2027 Annual Audit Plan and is requesting Board approval.

Budget, Audit, and Finance Committee recommended (4-0) the Board approve the proposed FY2027 Annual Audit Plan.

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

7.D **Contract No. SP645-27 - Customer Services Center - Recommendation to Award - 22nd Century Technologies, Inc.**

The Authority requires a new contract for Customer Service Center operations to ensure customers continue to receive timely and accurate information on schedules, fares, stations, and service disruptions. Partnering with a qualified firm will enhance customer experience, support marketing initiatives, and ensure consistent, reliable communications with riders while supporting ridership growth and customer retention.

It is recommended that the Board authorize the Chief Executive Officer to award Contract No. SP645-27 Customer Service Center to 22nd Century Technologies, Inc. (TSCTI) and approve a not-to-exceed contract funding authorization of $8.5 million. The term of the contract shall be for three (3) years with two one-year options to extend, at the sole discretion of the Authority. This recommendation is subject to the resolution of any timely filed protest.

A portion of the amount for which contract authority is requested is included in the Proposed Operational Budget for FY2026-27 ($1,393,230) and is contingent upon adoption thereof. Funding for subsequent years will be requested through the annual budget or an equivalent process.

7.E **Contract No. C3167-26 - SCORE Marengo and Rancho Siding Extension Projects Construction - Recommendation to Award - Granite Construction Company**

Approval is required to award Contract C3167-26 to Granite Construction for the construction of the SCORE Marengo and Rancho Siding Extension projects.

It is recommended that the Board authorize the Chief Executive Officer to award Contract No. C3167-26 for the construction of the SCORE Marengo & Rancho Siding Extension Projects to the lowest responsive and responsible bidder, Granite Construction Company, for $51,502,175 plus 5% contract contingency of $2,575,108.75 for a total not-to-exceed amount of $54,077,283.75. The recommendation is subject to the resolution of any timely filed protest.

The amount for which the contract authority is requested is $54,077,283.75 (including a 5% contingency) which is included in the Adopted SCORE Program Capital Budget FY 2026-2027 and funded with TIRCP funds granted by CalSTA through SCORE.

7.F **System Safety, Security, and Compliance (SSSC) Department Activities - Update Q3 FY26**

Staff is providing a summary of the Authority’s safety, security, and compliance activities for Q3 for Fiscal Year (FY) 2026.

Receive and file.

7.G July Legislative Update

Staff provides a regular monthly update on current legislative affairs.

Receive and file.

8. Chief Executive Officer's Report

- Authority Update

9. Board Members' Comments

10. Chair's Comments

11. <u>CONSENT CALENDAR</u>

11.A Contract No. PO1048-27 Diesel Fuel and Diesel Exhaust Fluid - Recommendation to Award - Mansfield Oil Company

The Authority requires diesel fuel (fuel) and diesel exhaust fluid (DEF) to operate its locomotives and Diesel Multiple Units (DMU). Fuel and DEF are delivered in bulk to the Authority’s maintenance facilities and in regular and on-call trackside deliveries at various locations.

It is recommended that the Board authorize the Chief Executive Officer to award Contract No. PO1048-27 to Mansfield Oil Company for a not-to-exceed amount of $71,936,606.00 for the purchase of diesel fuel and diesel exhaust fluid. The term of the contract will be for a one-year base period with a single one-year option to be exercised at the sole discretion of the CEO. This recommendation is subject to the resolution of any timely filed protests.

The amount for which contract authority is requested for the first nine months of the contract ($27,374,784) is included in the proposed Operating Budget for FY27 and is contingent upon its adoption by the Board. Funding for subsequent years (FY28 and 1st quarter of FY29) will be requested through the annual budget process. There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

11.B Quarterly Report of Contracts Awarded and 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.

11.C **Quarterly Compensation Report - 4th Quarter of Fiscal Year 2026 - April 1, 2026, through June 30, 2026**

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.

11.D **Grants Quarterly Update - 4th Quarter, FY 2026**

Staff is providing an update of grant acquisition, reprogramming and closeout activity for the period of April 1 to June 30, 2026.

Receive and file.

11.E **Assembly Bill 1234 Meetings Attended by Members of the Board of Directors**

A report on meetings attended by members of the Board of Directors is provided in compliance with the Authority's policies and Assembly Bill1234 (AB 1234) (Government Code Section 53232 et seq).

Receive and file.

11.F **Report of Financial Results for the 11 Months Ending May 2026**

This report covers monthly Ridership, Revenue, and Financial Operating Performance for the eleven months ended May 31, 2026. The Ridership and Revenue data emphasizes "By Line" performance. The reporting also displays the effect of farebox subsidies in this year compared to last year. Financial performance reporting emphasizes adherence to budget, particularly at the Member Agency Support Line.

Receive and file.

12. ADJOURNMENT

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ITEM ID:	**2026-283-0**
TRANSMITTAL DATE:	**July 17, 2026**
MEETING DATE:	**July 24, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**FY27 Budget Development Update**

Issue

Staff will provide an update on the status of development of the FY27 Budget.

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 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 based on factual data to our Board enhances their oversight and ability to provide direction.

Background

At its May 22nd meeting, the Board created a new committee that is focused on budget, audit, and other financial matters.

Discussion

Staff provided an update on the progress of budget development for the FY27 budget to the Budget Audit and Finance Committee (BAFCOM) at its meeting of July 10, 2026. Consistent with Board direction and at the request of the member agency Executives, Metrolink Budget and Finance staff focused solely on developing a budget for a schedule scenario, commonly referred to as Scenario 4, which operates a service schedule that is in operation as of March 23, 2026 when service was reduced due to mechanical challenges being experienced by Metrolink's locomotive fleet. As of the writing of this Board Report, Budget staff is finalizing the FY26-27 Operating budget and member agency financial support requirements for sharing with the member agencies. When the Board discusses this item at the July Board meeting, member agency Executives and Member Agency Advisory Committee members will have received the final draft budget accompanied by the member agency support requirements from each member agency, with a request to provide feedback by the end of July.

Staff provided two timelines to BAFCOM for consideration under the assumption that there would be consensus of the five-member agency staffs in support of the draft budget based on Scenario 4. The Alternative 1 timeline would have the Board approving a final budget at a special Board meeting September 11 with an effective date of October 1. The Alternative 2 timeline would have the Board approving a final budget at the end of September with an effective date of November 1, necessitating a one-month extension of the current continuing appropriation resolution. BAFCOM voted 3-1 (Ayes: Metro, RCTC, SBCTA; Nay: OCTA; Absent: VCTC) to proceed with the Alternative 1 timeline.

However, staff emphasized that should there not be consensus amongst the member agencies with the final budget based on Scenario 4 as presented to the member agencies in mid-July, significantly more time will be required to undertake an "iterative" process to make further service cuts to get to member agency support amounts that are amenable to all member agencies. Such a situation will require a three-month extension of the current continuing appropriation resolution through December 31, 2026 which is the following item on the Board agenda.

Next Steps

Staff will continue to provide updates on budget development at the Budget, Audit, and Finance Committee and Regular Board Meetings.

Prepared by: Tom Schamber, Chief Financial Officer

Approved by: Tom Schamber, Chief Financial Officer

Attachment(s)

Presentation - FY27 Budget Development

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FY27 Budget Development

Receive and file.

9

Budget Adoption Timeline Discussion

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Alternative I

FY27 Budget Development Timeline

August SBM; September SBM

July 9	Review timeline with MAAC members
July 10	BAFCOM discussion re budget development
July 17	CEOs meet; FY27 budget development on agenda
July 18	CFO transmits draft budget proposal to MAAC/CFOs for review & feedback
July 18-30	MAAC reviews; CFO meets 1:1 with agency CFOs, staff
July 30	MAAC/Agency CFOs feedback due to CFO
August TBD	Special MAAC meeting to collectively review budget proposal
August 7	Mailout of special board meeting agenda
August 14	Special board meeting to transmit proposed FY27 budget (no Continuing Resolution extension required)
Various dates	Agencies conduct respective transit/budget/board meetings
September 4	Mailout of special Board meeting agenda
September 11	Special Board Meeting to adopt FY27 budget • Public hearing • Adoption of operating, capital and Arrow budgets
September 25	Regularly scheduled Board meeting for other business
October 1	Adopted FY27 budget takes effect

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Alternative II

FY27 Budget Development Timeline

August BAFCOM; Two September SBMs

July 9	Review timeline with MAAC members
July 10	BAFCOM discussion re budget development
July 17	CEOs meet; FY27 budget development on agenda
July 18	CFO transmits draft budget proposal to MAAC/CFOs for review & feedback
July 18-30	MAAC reviews; CFO meets 1:1 with agency CFOs and staff
July 24	Board votes to extend Continuing Resolution by 1 month, through October
July 30	MAAC/Agency CFOs feedback due to CFO
August TBD	Special MAAC meeting to review budget proposal
Various dates	Agencies conduct respective transportation/budget/board meetings
August 7	Mailout of special BAFCOM agenda
August 14	Special BAFCOM to review transmittal FY27 budget; full Board dark
September 10	MAAC meeting
September 11	Special Board meeting to transmit proposed FY27 budget
September 25	Regular Board meeting to adopt FY27 budget; conduct other business • Public hearing • Adoption of operating, capital and Arrow budgets
November 1	Adopted FY27 budget takes effect

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DRAFT

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Thank you! Questions?

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ITEM ID: 2026-281-0

TRANSMITTAL DATE: July 17, 2026

MEETING DATE: July 24, 2026

TO: Board of Directors

FROM: Tom Schamber, Chief Financial Officer

SUBJECT: Approval of an Extension of the Continuing Appropriations Resolution for FY27

Issue

The Authority is required, under the Joint Powers Authority (JPA), to transmit and adopt Metrolink and Arrow operating budgets by June 30, 2026. At its June meeting, the Board approved a three-month continuing appropriations resolution to September 30, 2026, due to delays in budget development. This authorization allows for additional time should the budget require significant modifications due to lack of consensus by member agencies on a draft budget based on current service levels (e.g., new service scenario).

Recommendation

It is recommended that the Board approve a three-month extension of the Continuing Appropriations Resolution for Metrolink and Arrow Operating and Capital Budgets through December 31, 2026.

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 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 based on factual data to our Board enhances their oversight and ability to provide direction.

Background

Preparation of the FY27 Budget began on September 10, 2025. Several substantive changes occurred during the budget development period that have altered the expected timeline for completing the budget.

At the April 24th Board Meeting, staff requested that the requirement under the JPA agreement to transmit a budget to the Member Agencies by May 1st be lifted, and a three-month continuing appropriations resolution be transmitted instead.

At the June 26th Board Meeting, the Board adopted that resolution. Further, the Board was informed that the budget would not be completed until July 18th due to unanticipated delays in Finance's receipt of information needed to complete it.

Discussion

The Member Agency Advisory Committee (MAAC) is scheduled to receive the budget on July 18th and will have two weeks to complete their review in order to stay on schedule for an October 1, 2026 budget effective date. During that time, the CFO will meet with each Member Agency to discuss the budget and answer any questions they may have.

Once accepted by the MAAC on or before July 31st, the budget must be formally transmitted to the Member Agencies, as would typically occur on May 1st. BAFCOM received a FY27 budget development status report at their meeting of July 10. The Budget, Audit, and Finance Committee (BAFCOM) was asked to consider two timelines, one that was accelerated and included two special meetings of the Board of Directors so that an extension of the current continuing appropriation resolution would not be necessary and was the preferred option by the majority of BAFCOM members.

However, this accelerated timeline works only if there is agreement amongst the five member agencies that the single service scenario, commonly referred to as Scenario 4, on which the Operations and Finance teams have solely focused, is acceptable. If not, significantly more time will be necessary to take an "iterative" approach to service cuts to arrive at member agency support amounts acceptable to all five member agencies. That time necessitates the recommended action to extend the current continuing appropriation resolution through December 31, 2026.

A continuing appropriations resolution provides that payments for services performed on behalf of SCRRA shall continue until such time as Metrolink and Arrow Budgets are adopted.

Approval of a three-month extension of the existing continuing appropriations resolution through December 31st will allow the Authority to complete the requisite steps toward budget adoption, with the flexibility to continue operations should a significantly modified budget be required.

The support required from the five Member Agencies under this extension, equal to 2nd quarter of FY26, is as follows:

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LA Metro	OCTA	RCTC	SBCTA	VCTC	Total
$32,817,389.60	$12,039,893.70	$7,522,831.69	$7,684,264.91	$4,111,768.39	$64,176,148.29

ARROW

SBCTA
$4,356,249

The Board approved the transmittal of the request for the continuing appropriation resolution for Metrolink on April 24, and on May 14, 2026, the required support amount under the continuing resolution was forwarded to the Member Agencies.

On May 21, 2026, SBCTA advised SCRRA that it will request that its Board approve a continuing appropriation resolution for Arrow Service in the amount of $4,356,249.00 to allow time to review the Arrow Budget sent to it.

Budget Impact

Approval of this item will provide three months of additional funding for Metrolink and Arrow without an adopted budget. Once the FY27 budgets are adopted, the amounts due from Member Agencies will be reconciled year-to-date and adjusted in their next invoice.

Next Steps

Upon adoption by the Board of Directors, Members will be billed for October in an amount equal to the second quarter of the prior fiscal year.

Prepared by: Tom Schamber, Chief Financial Officer

Approved by: Tom Schamber, Chief Financial Officer

Attachment(s)

Presentation - Approval of Continuing Resolution Three-Month Extension

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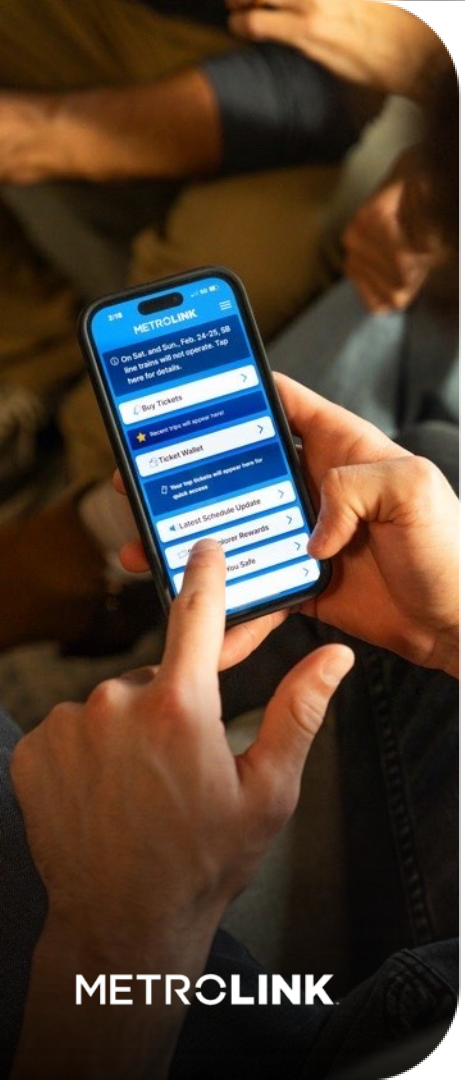
Approval of Continuing Appropriations Resolution Extension

Reason for this Request

- Assumptions made to complete the budget by July 9th did not materialize. The Metrolink budget will be released to the MAAC on July 18th.
- The need for sufficient MAAC review time, and the required governance steps flowing through the BAFCOM and the regular Board, are driving budget adoption to the October 23rd meeting.



Recommendation

- Staff recommends the Board approve:
  - A three-month extension of the Continuing Appropriations Resolution for Metrolink and Arrow Operating and Capital Budgets through December 31, 2026, allowing additional time for development of another budget should material modifications be requested.

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Thank you.

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ITEM ID:	**2026-253-0**
TRANSMITTAL DATE:	**July 17, 2026**
MEETING DATE:	**July 24, 2026**
TO:	**Board of Directors**
FROM:	**Elisabeth Lazuardi, Director, Audit**
SUBJECT:	**Internal Audit - Proposed Fiscal Year 2027 Annual Audit Plan**

Issue

The Internal Audit Department (Internal Audit) completed the FY 2027 Annual Audit Plan and is requesting Board approval.

Recommendation

Budget, Audit, and Finance Committee recommended (4-0) the Board approve the proposed FY2027 Annual Audit Plan.

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 FY2027, recommendations will be made for process improvements in various areas.

Background

In accordance with the Internal Audit Charter, Internal Audit is required to submit a risk-based Internal Audit Plan annually for review and approval to the Board of Directors.

Internal Audit developed the FY 2027 Annual Audit Plan (Audit Plan) utilizing a risk assessment process. The risk assessment process includes steps for understanding the

Authority's Strategic Business Plan, defining the audit universe, conducting surveys with departments, and assessing and scoring the risks. The Audit Plan was developed based on the quantitative results of the risk assessment combined with the qualitative inputs obtained from management through the risk assessment survey.

Discussion

Internal Audit is presenting the FY 2027 Annual Audit Plan (Attachment A) for approval. The Audit Plan will be implemented using Internal Audit staff and external resources (on-call consultants for staff augmentation, independent audit firms, and other firms) as needed.

Budget Impact

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

Next Steps

Internal Audit will report to the Board the status of FY 2027 Annual Audit Plan on a quarterly basis.

Prepared by:	Claudia Casasola, Auditor II
Approved by:	Elisabeth Lazuardi, Director, Audit

Attachment(s)

Attachment A - FY 2027 Annual Audit Plan
Presentation - FY2027 Risk Assessment and Audit Plan

ATTACHMENT A

Southern California Regional Rail Authority (SCRRA)
Internal Audit Department

FISCAL YEAR 2027
ANNUAL AUDIT PLAN

Presented to:	Board of Directors
Prepared by:	Elisabeth Lazuardi, CPA, Director, Audit Andrew Hong, CIA, CISA, CFE, Senior Auditor David Rogers, CPA, Senior Auditor Claudia Casasola, MBA/TM, MSA, ACDA, Auditor II

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APPENDIX A: FY 2027 ANNUAL AUDIT PLAN A-1

APPENDIX B: FY 2027 RISK ASSESSMENT BY AUDITABLE UNIT B-1

EXECUTIVE SUMMARY

Background

The Southern California Regional Rail Authority (SCRRA or Authority) Internal Audit Department (Internal Audit) is required by its *Internal Audit Charter* and *Internal Audit Policies and Procedures Manual* to develop and execute a risk-based annual internal audit plan of its activities for review and approval by the Chief Executive Officer (CEO) and the Board of Directors. Additionally, the Institute of Internal Auditors (IIA) *2024 Global Internal Audit Standards* (GIAS)[1] emphasize the necessity of a risk-based plan. Specifically, Standard 9.4 states that "[t]he chief audit executive should develop a process to identify and assess significant, new, and emerging risks that should be considered for coverage in the audit plan."

Internal Audit completed a formal risk assessment of the Authority and developed the internal audit plan for the Fiscal Year (FY) 2027 *Annual Audit Plan* (Audit Plan). The Audit Plan will serve as the road map for the department as it summarizes the internal audit activities that Internal Audit will conduct.

Internal Audit aligned the Audit Plan to the Authority's *Strategic Business Plan* (SBP), which outlines the Authority's mission, vision, and commitments to ensure continuous improvement and growth. The Board of Directors approved the Authority's SBP on January 22, 2021.

Our Approach

The process for developing the risk assessment and annual audit plan is summarized below. A detailed description is on page 2.

- Step 1 – Understand the Authority's strategic goals, commitments, and related risks.
- Step 2 – Define the audit universe.
- Step 3 – Assess the risks.
- Step 4 – Prioritize the risks.
- Step 5 – Develop the audit plan.

Conclusion

Internal Audit developed the *FY 2027 Annual Audit Plan* after conducting an Authority-wide risk assessment. This risk assessment considered the Authority's SBP while balancing the Internal Audit Department's available resources to create the annual audit plan.

[1] The Institute of Internal Auditors (IIA) released the *2024 Global Internal Audit Standards* (GIAS or the Standards) on January 9, 2024. The Standards took effect on January 9, 2025.

RISK ASSESSMENT

Process

Utilizing a five-step risk assessment framework and discussions with management and staff, we identified the departmental business objectives and their key risks. The audit plan was developed based on the quantitative risk assessment results and the qualitative insight from management via the risk assessment surveys. A detailed description of each risk assessment step is as follows:

Table 1: Risk Assessment Process

Step 1: Understanding the Authority's strategic goals, commitments, and related risks.
• Understanding the Authority's SBP to identify risks preventing the achievement of those goals. • Conducting a review and analysis of the prior audit reports, SBP, corrective action plan status reports, and organization charts. • Preparing risk assessment surveys and distributing them to department/division heads.
Step 2: Defining the audit universe
• The audit universe consists of a list of auditable units. • Identifying all departments and divisions using the organization chart. • Auditable units consist of programs, projects, contracts, functions, or locations as defined by the departments/divisions' key business objectives. • Utilizing management's response to the survey to pinpoint the key objectives of each department/division.
Step 3: Assessing the risks
• Key Risk Factors include safety and security, operational and strategic, financial and compliance, brand reputation, and complexity of operations. • Each auditable unit's risks are assessed based on impact and likelihood criteria. • Risks are scored (based on a weighted score) and then are categorized as Low (1), Moderate (2), or High (3). • The Risk Assessment Matrix is developed: Compile the collected information into a Risk Assessment Matrix and summarize departmental business objectives alongside risks associated with those objectives.
Step 4: Prioritizing the risks
• Score the risks. • Prioritizing the risks from highest to lowest (Risk Ranking).
Step 5: Developing the audit plan
• Developing the Annual Audit Plan based on the risk ranking, feedback from management, and other factors.

Strategic Business Plan (SBP) And Risk Methodology

Internal Audits employ a risk factor approach to identify an audit's focus areas. An essential aspect of this approach involved understanding the Authority's SBP and five commitments.

SBP Commitments:

1. **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, employees, and the communities we serve.
2. **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.
3. **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.
4. **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing reliance on subsidies while bringing our system into a state of good repair and investing in the development of our employees.
5. **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing sustainability and economic 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.

The risk factor approach includes five (5) Key Risk Factors (See Table 2), including a weight factor to align the risks more accurately with the SBP commitments. The Key Risk Factors are utilized for assessing and scoring the risk associated with business objectives or activities, as detailed in the next section.

Table 2: Key Risk Factors

Risk Factors	Risk Description	Weight
Safety and Security	The potential negative consequences on customers or employees, resulting from a security breach or inadequate safety and security management, can lead to varying severity incidents (catastrophic, significant, moderate, or minimal).	25%
Operational and Strategic	The potential disruption of projects or programs could cause dissatisfaction among riders and jeopardize the Authority's strategic success. This includes unforeseen project scope, timeline, or budget changes affecting overall strategic objectives.	20%
Financial and Compliance	Significant financial losses are possible due to inadequate financial controls and the risk of substantial fines, penalties, or other actions for noncompliance with regulatory oversight or the volume of regulations.	20%
Brand Reputation	There is a risk of negative public perception, declining stakeholder trust, and adverse media coverage that could result from incidents, accidents, project failures, or controversies related to the Authority's projects, programs, or functions.	20%
Complexity of Operations	The challenges arise from the involvement of numerous individuals, departments, contractors, information systems, and processes in delivering a project or program, and the potential for errors, delays, or miscommunication due to the need for professional judgment or technical expertise.	15%
	Total:	100%

The risk assessment for the Information Technology (IT) functions (including Application Systems, Infrastructure Systems, Help Desk & Digital Services, PTC Network Control Operations, and Fare Collection Services) utilized distinct risk factors based on industry best practices. These risk factors include fiscal impact, operational (controls, change, complexity), compliance, availability, integrity, and confidentiality; the risk scores are included in the FY 2027 Risk Assessment by Auditable Unit in Appendix B.

Risk Score Level

Risk scores are initially calculated by evaluating each auditable unit's key business activities to determine the likelihood that the auditable units' objectives will not be met and the potential impact that they would have on the Authority. The assessment is then combined with the weighted Key Risk Factors outlined in Table 2 to produce the inherent risk score.

The scores are subsequently refined by considering the effectiveness of internal controls established by the Authority. When Internal Audit previously reviewed or tested these controls, the inherent risk score may be adjusted to reflect a revised residual risk score based on confirmed control effectiveness. Table 3 outlines the scoring tiers used to categorize the risk level.

Table 3: Risk Score & Risk Level

Risk Score	Risk Level
7.50 and above	High Risk
5.00 – 7.49	Moderate Risk
4.99 and below	Low Risk

High Risk Areas by Department/Division & Audit Selection

Internal Audit evaluated the risks associated with approximately 200 business objectives and activities as part of the risk assessment process. As outlined in our approach, high-risk activities and processes wherein employees have access to resources (e.g., Purchasing Cards, Travel, etc.) were considered for inclusion in the Annual Audit Plan. Additionally, the CEO and Board of Directors may request specific business processes to be audited.

Not all high-risk areas were selected for the FY 2027 Annual Audit Plan. For example, some high-risk scored auditable units contained processes or contracts that management is actively monitoring or in the process of implementing, modifying, or enhancing. Conducting audits after the implementation of those items would be more suitable. In addition, some high-risk areas were recently audited, and corrective actions are currently in process. The risk score will remain high until those corrective actions are resolved. Finally, staffing and current resources play a factor in determining which auditable units Internal Audit will focus on. See Table 4 below.

Table 4. High Risk Areas not Selected on the FY 2027 Annual Audit Plan*

Auditable Unit	Risk Concern	Comment
• Budget and Financial Analysis	Delay in adopting the Authority's FY27 balanced budget due to a reduction in financial support from LACMTA and OCTA, and the development of multiple budget scenarios utilizing limited tools & technology.	Management requested a continuing appropriations resolution to fund the Authority until such time as the proposed budget is approved. Management continues to work with Member Agencies and to lobby for funds from the State to address the budget shortfall.
• Contracts Administration	Ongoing risks associated with the procurement processes, staffing turnover, training, and clear guidance	Management is planning to augment resources to address the risks
• Materials Management / Maintenance of Equipment	Ongoing challenges in supplying repair parts continue to affect equipment availability and maintenance activities.	Management is addressing supply chain and funding constraints through the FY 2027 budget process. A cross-functional working team is evaluating the materials management process improvement.
• Special Projects/ Maintenance of Equipment/ Safety & Security	Planning for the Authority's readiness for the 2028 Olympics and Paralympic Games, which include risks of insufficient funding, preparation for safety & security, and equipment availability and reliability	Ongoing coordination between management and the Board Ad Hoc committee, member agencies, operations and maintenance contractor, the Sheriff's Departments, and other partners.
• Maintenance of Equipment / Operations Administration – Metrolink + Arrow / Safety & Security/ Compliance	Managing bundled operations and maintenance contract with over $1 billion in contract authority associated with contract MSOP158-24, along with compliance and safety risks monitoring.	Management is actively monitoring the contract. An audit will be considered later.
• Track & Signal Infrastructure Maintenance	Monitoring and compliance risks associated with high-value contract MS289-22 (Track and Signal Infrastructure Maintenance and Support Services).	Management is actively monitoring. An amended contract was executed to improve the invoice review process

*Chart aligns with High-Risk Areas reflected in Appendix B

ANNUAL AUDIT PLAN

Audit Resources

The Internal Audit consists of four full-time auditor positions: one Director, Audit (Elisabeth Lazuardi), two Senior Auditors (Andrew Hong and David Rogers), and one Auditor II (Claudia Casasola). The Director of Audit leads the Internal Audit Department and reports functionally to the Board of Directors and administratively to the CEO. Table 5 below utilized four Full-Time Equivalent (FTE) auditors.

Table 5: Internal Audit's Annual Work Hours

Item	Calculation For FY 2027 Projected Hours (4.0 FTE)	Hours
Total Annual Available	2,080 hours/FTE x 4.0 FTE	8,320
Less: Vacation and Jury Duty (Estimated)	30 days (240 hours)/FTE x 4.0 FTE	(960)
Less: Holidays	12 days (96 hours)/FTE x 4.0 FTE	(384)
Total Estimated Annual Productive Work Hours		**6,976**

Allocation of Internal Audit Resources

The total FY 2026 annual projected productive work hours of 6,976 are allocated based on Table 6 below.

Table 6: Allocation of Internal Audit Resources

Audit Activities	FY 2026 Hours	FY 2026 Allocation (%)	FY 2027 Projected Hours	FY 2027 Allocation (%)
(1) External Audits	220	3%	346	5%
(2) Internal Audits & Cost Analysis	2,611	38%	2,690	39%
(3) Special Requests	124	2%	300	4%
(4) Monitoring (Corrective Action Tracking)	142	2%	300	4%
(5) Internal Audit Department Projects	1,282	18%	900	13%
(6) External Quality Control Review (Peer Review)	81	1%	40	1%
(7) Internal Audit Administration	2,516	36%	2,400	34%
Total Annual Productive Work Hours	**6,976**	**100.0%**	**6,976**	**100.0%**

Figure 1: FY 2026 Actual Allocation of Work Hours

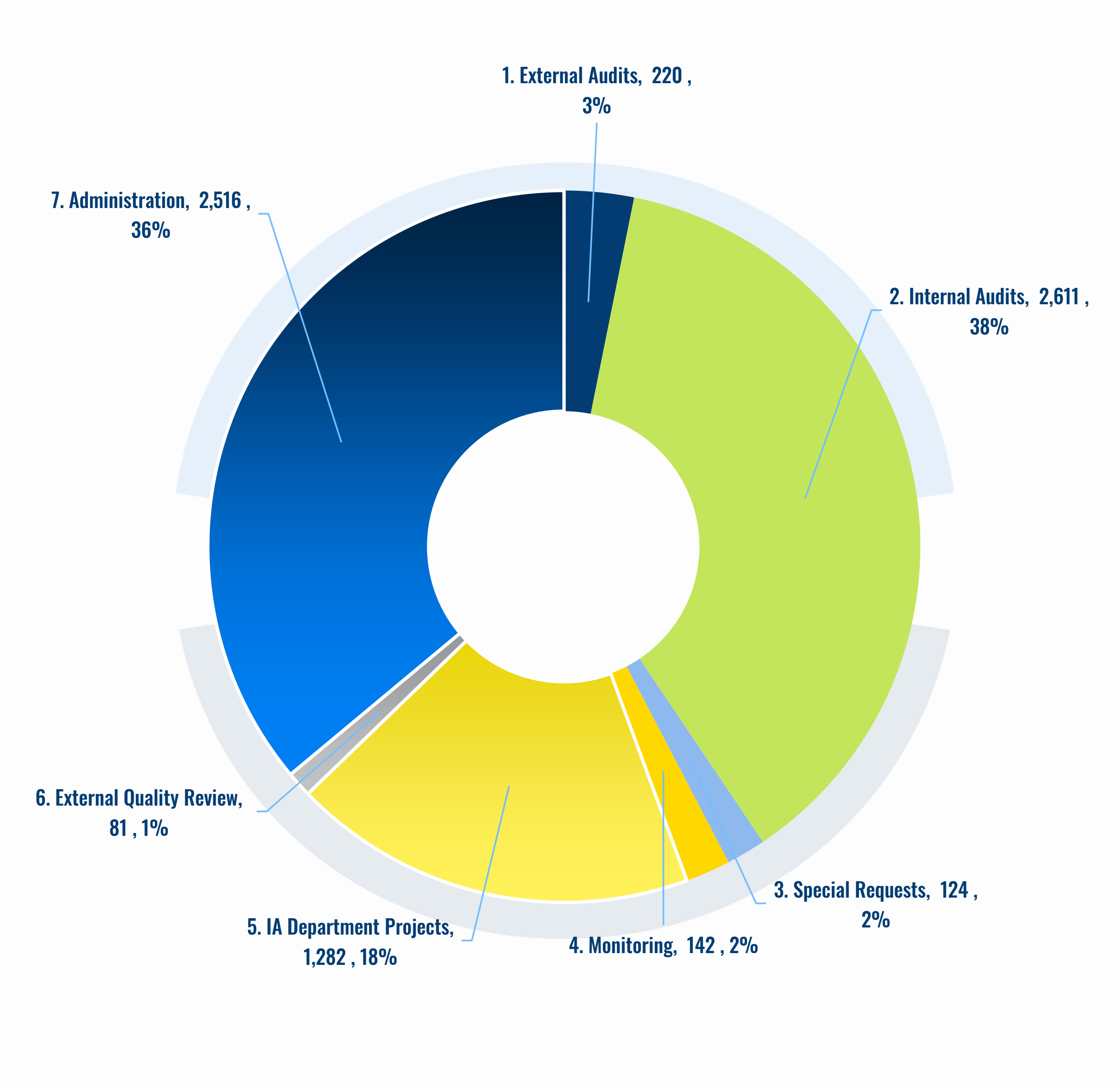
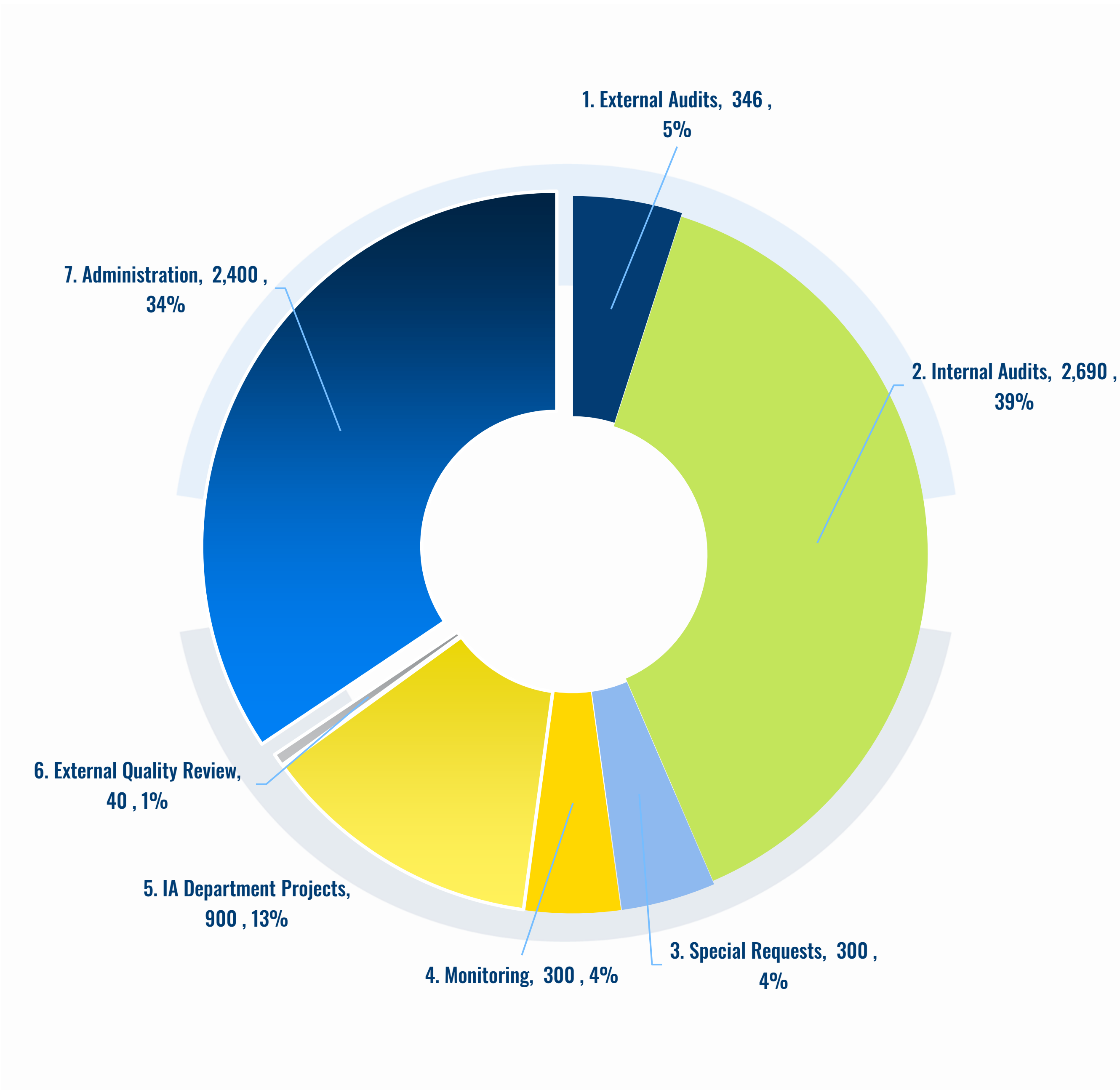


Figure 2: FY 2027 Planned Allocation of Work Hours



Audit Activities

The planned Audit Activities are detailed below. A list of these activities and their resource allocation is provided in Table 6.

External Audits: The Internal Audit Department serves as the liaison for external audit engagement. Known external audits that will be conducted during FY 2027 include the following:

- The Annual Financial Report for the fiscal year ended June 30, 2026
- The Single Audit for the fiscal year ended June 30, 2026
- The Los Angeles County Metropolitan Transportation Authority (LACMTA) Memorandum of Understanding (MOU) Compliance Report for the fiscal year ended June 30, 2026.
- The Federal Transit Authority (FTA) Triennial Review for the period of September 2023 through August 2026.
- OCTA/RCTC FTA Subrecipient Review for the period of 2024 through 2026

Internal Audits[2]: Internal audits generally consist of Performance Audits of business activities, programs, contracts, projects, or processes determined to be high risk to the Authority. When conducting these auditing activities, the Internal Audit Department strives to address the following primary objectives:

- Evaluate the effectiveness, efficiency, and adequacy of internal controls or processes in place.
- Assess compliance with laws, regulations, policies, and procedures.

Pre-award & Incurred Cost Analysis[2]: This refers to the analysis of contract costs requested by Contracts, Procurement, and Materials Management (CPMM) concerning proposed labor costs, incurred costs, contract closeouts, or other matters as needed.

Special Requests Audits: As stated in the Internal Audit Policies and Procedures IA-1.1, from time to time, the Board or the CEO may request special audits or consulting services from Internal Audit to review projects, programs, or activities.

Monitoring (Corrective Action Tracking): Internal Audit is responsible for monitoring and tracking the progress of corrective actions implemented by the Authority. These actions aim to address recommendations from both internal and external audits. Regular meetings are held with various departments across the Authority to review the status of any outstanding corrective actions. Once these corrective actions are implemented, Internal Audit verifies their implementation by obtaining supporting evidence.

The Board of Directors requested that Internal Audit provide quarterly updates on the status of these corrective actions, which pertain to internal and external audits. Consequently, Internal Audit now presents a quarterly report detailing the progress and status of all corrective actions.

[2] To address staffing limitations and the need for specialized expertise, external resources will be utilized

Internal Audit Department Projects: Encompasses time spent on several key activities, including but not limited to:

- Development of the annual audit plan and performing risk assessment.
- Conducting internal quality control assessments to evaluate and enhance the effectiveness and efficiency of our internal audit processes.
- Updating the internal audit handbook to ensure that our procedures align with current auditing standards and best practices.

External Quality Control Review (Peer Review): Internal Audit is required to undergo an external quality control review (peer review) every three years to comply with the auditing standards (*Generally Accepted Government Auditing Standards (GAGAS)*[3] and the *2024 Global Internal Audit Standards*.[4] Internal Audit is a member of the Association of Local Government Auditors (ALGA), which conducted a peer review of Internal Audit in February 2026. As a condition of membership and participation in the peer review program, Internal Audit contributes staff time to perform peer reviews for other government agencies when requested.

Internal Audit Administration: Refers to the range of administrative activities carried out within the internal audit function. These activities encompass a variety of tasks, including, but not limited to:

- Staff Meetings: Regular audit team meetings are held to discuss ongoing audits, share insights, and plan future audit activities. The Director, Audit, also attends periodic executive meetings and has regular one-on-one meetings with executive members, the Board chair, the Vice Chair, and the Second Vice Chair.

- Board Reporting: Preparing and presenting audit activities to the Board of Directors.

- Budget Development, On-Call Audit Services contract management, and Monitoring: The creation of the department's annual budget and the ongoing tracking of actual expenses against the budget, along with the ongoing audit bench contract management.

- Training: Continuous professional development activities to enhance the skills and knowledge of the audit team.

- Ethics Hotline Administration: Overseeing the Authority's ethics hotline with the assistance of General Counsel. Internal Audit policy IA-1.2 governs the Ethics Hotline.

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[3] *Generally Accepted Government Auditing Standards* (GAGAS), also known as the "Yellow Book," are the standards developed by the U.S. Government Accountability Office (GAO) for conducting government audits.

[4] The *2024 Global Internal Audit Standards*, promulgated by the Institute of Internal Auditors (IIA), offer a comprehensive and globally applicable framework for internal auditing, replacing the 2017 standards and impacting internal audit practices worldwide.

SCRRA INTERNAL AUDIT DEPARTMENT
FY 2027 Annual Audit Plan

Ref #	Audit Activity	Auditable Unit	Preliminary Objective	2027 Projected Hours
			FY 2027 NEW AUDITS	
1	FY2027 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
2	Cybersecurity Life Cycle Management	IDTS, Operations, BISO	Evaluate the monitoring process over cybersecurity life cycle management programs. *Outsourced	100
3	Third-Party Agreements (TPA) Projects Administration - Encroachment Projects	Operations, Finance	Evaluate the adequacy and effectiveness of Third-Party projects oversight over the Encroachment Projects.	500
4	Central Document Repository System	IDTS, HR	Evaluate whether the agency has established and implemented effective internal controls to ensure agency documents are properly stored, retained, protected and accessible.	450
5	Corporate Credit Cards	Finance and respective card holders	Evaluate whether controls over the corporate credit card program are adequate and compliant with policies and procedures and applicable regulations.	500
6	Ticket-Based Ridership Estimation Process	Customer Experience	Evaluate whether controls over ticket-based train ridership estimation process are adequate.	450
			CARRIED FORWARD AUDITS FROM FY 2026	
7	FY2026 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
8	SCORE - Grant Compliance	SCORE, PMO, Grants, Business Ops	Evaluate oversight for grant compliance for the Southern California Optimized Rail Expansion (SCORE) program. *Co-sourced	200
9	Non revenue fleet management	Facilities and Fleet Maintenance	Evaluate compliance to the applicable policy/ procedures and adequacy of oversight	300
10	Travel & business expense reimbursement	Finance and Human Resources	Evaluate compliance to the policy & procedures and identify policy gap.	50
			ONGOING ENGAGEMENTS	
11	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	40
			Total Hours (Internal Audits + Cost Analysis)	**2,690**

SCRRA INTERNAL AUDIT DEPARTMENT
FY 2027 RISK ASSESSMENT BY AUDITABLE UNITS

Title	Risk Rating
Chief Executive Officer	
Executive Assistant to the CEO	Moderate
Office of the Chief of Staff	
Board Clerk	Moderate
Office of the Chief Customer Experience	
Communications	
Public Affairs (SCORE)	Moderate
Public Affairs	Moderate
Public Relations	Moderate
Community Relations	Moderate
Marketing and Digital Programs	
Creative Projects	Low
Marketing	Low
Innovation and Partnership	
Partnerships	Moderate
Customer Experience	
Customer Relations	Moderate
Customer Communications SM	Moderate
Marketing Insight and Analytics	High
Office of the Chief Financial Officer	
Finance	
General Accounting	Moderate
Budget and Financial Analysis	High
Accounts Receivable	High
Grants Finance	Moderate
Contracts and Procurement	
Contracts Administration	High
Materials Management and Warehousing	
Fuel	High
Materials	High
DBE/SBE Program	Moderate
Office of the Chief of Program Delivery	
SCORE (Design)	High
Capital Equipment and Facilities	Moderate
Signal Design	Moderate
Public Projects	Moderate
Capital Construction and Rehabilitation	Moderate
Program Management Oversight	High
Business Operations	Moderate

SCRRA INTERNAL AUDIT DEPARTMENT
FY 2027 RISK ASSESSMENT BY AUDITABLE UNITS

Title	Risk Rating
Office of the Chief Technology Officer	
BISO Cybersecurity	High
Business Application Controls (Applications)	High
Web Services	Moderate
Fare Collection Services	Moderate
Help Desk & Cybersecurity	Moderate
IT Infrastructure Network	Moderate
PTC Network Control Operations	Moderate
Office of the Chief Strategy Officer	
Grants	Moderate
Railroad and Real Estate Services	Moderate
Planning and Development	Moderate
Sustainability	Low
Government Relations	Moderate
Special Projects	High
Office of the Chief of Safety, Security, and Compliance	
Safety & Security	High
Compliance	High
Office of the Chief People Officer	
Employee/Labor Relations	Moderate
Administrative Services	Low
Records Management	High
Benefits	Moderate
Classification and Compensation Learning and Development	Moderate
Recruitment	Moderate
Office of the Chief Operating Officer	
Maintenance of Equipment	High
Operations Admin Metrolink and Arrow	High
Dispatching Operation Services	Moderate
Transit Asset Management	Moderate
Business Operations	Moderate
Track & Signal Infrastructure Maintenance	
Signal Maintenance	High
Track	High
Facilities and Fleet Maintenance	
Fleet Maintenance	High
Facilities Maintenance	Moderate
Stations Maintenance	Moderate

Title	Risk Rating
PTC and CIS Systems	
Train Control OnBoard Systems	Moderate
Train Control Communication Systems	Moderate
PTC Technical Support Services	Moderate
Railroad Systems (Video and Access Control)	Moderate
Office of the General Counsel	
Legal Services & Risk Management	Moderate

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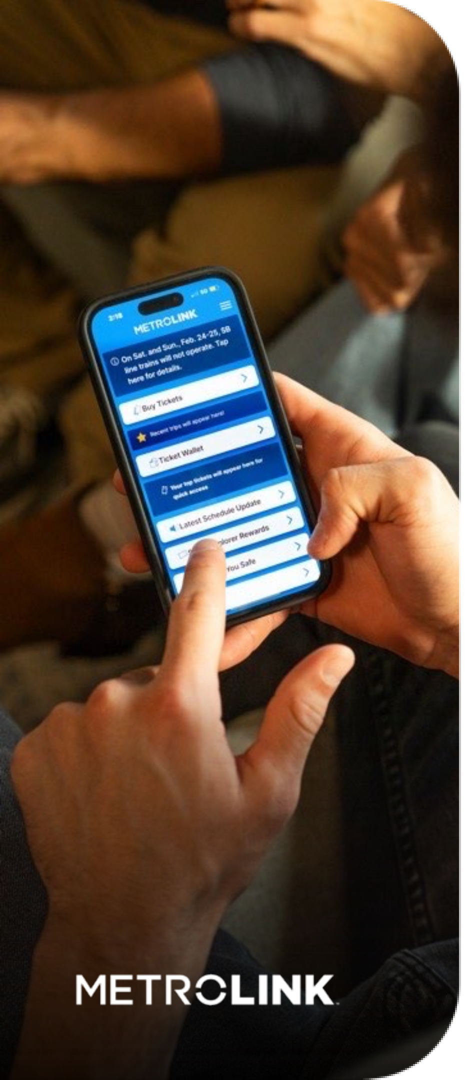
Internal Audit Department
Fiscal Year 2027 Annual Audit Plan



General Approach

The Development of the Audit Plan was completed through five key steps:

1. Understanding the Authority's SBP to identify risks that could prevent the achievement of its goals.
2. Defining the Audit Universe
3. Assessing the risks
4. Prioritizing the risks
5. Developing the Audit Plan

FY2027 Audit Plan – New Audits

Ref #	Audit Activity	Auditable Unit	Preliminary Objective
1	FY 2027 Fuel Purchase Program (Annual Audit)	Finance, CPMM	Evaluate compliance to the Board approved Fuel Purchase Policy FIN-11.1
2	Cybersecurity Life Cycle Management	IDTS, Operations, BISO	Evaluate the monitoring process over cybersecurity life cycle management programs
3	Third-Party Agreements (TPA) Projects Administration - Encroachment Projects	Operations, Finance	Evaluate the adequacy and effectiveness of TPA projects oversight over the Encroachment Projects
4	Central Document Repository System	IDTS, HR	Evaluate the internal controls effectiveness to ensure agency documents are properly stored, retained, protected and accessible
5	Corporate Credit Cards	Finance and respective card holders	Evaluate controls over the corporate credit card program and compliance with policies and procedures and applicable regulations
6	Ticket-Based Ridership Estimation Process	Customer Experience	Evaluate controls over ticket-based train ridership estimation process

Carried Forward and Ongoing Engagements

Ref #	Audit Activity	Auditable Unit	Preliminary Objective
7	FY2026 Fuel Purchase Program (Annual Audit)	Finance, CPMM	Evaluate compliance to the Board approved Fuel Purchase Policy FIN-11.1
8	SCORE - Grant Compliance	SCORE, PMO, Grants, Business Ops	Evaluate oversight for grant compliance for the Southern California Optimized Rail Expansion (SCORE) program
9	Non-revenue fleet management	Facilities and Fleet Maintenance	Evaluate compliance to the applicable policy/ procedures and adequacy of oversight.
10	Travel & business expense reimbursement	Finance and Human Resources	Evaluate compliance to the policy & procedures and identify policy gap.
ONGOING ENGAGEMENTS			
11	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.

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Thank you.

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ITEM ID:	**2026-263-0**
TRANSMITTAL DATE:	**July 17, 2026**
MEETING DATE:	**July 24, 2026**
TO:	**Board of Directors**
FROM:	**Lisa Bahr, Chief Customer Experience Officer**
SUBJECT:	**Contract No. SP645-27 - Customer Services Center - Recommendation to Award - 22nd Century Technologies, Inc.**

Issue

The Authority requires a new contract for Customer Service Center operations to ensure customers continue to receive timely and accurate information on schedules, fares, stations, and service disruptions. Partnering with a qualified firm will enhance customer experience, support marketing initiatives, and ensure consistent, reliable communications with riders while supporting ridership growth and customer retention.

Recommendation

It is recommended that the Board authorize the Chief Executive Officer to award Contract No. SP645-27 Customer Service Center to 22nd Century Technologies, Inc. (TSCTI) and approve a not-to-exceed contract funding authorization of $8.5 million. The term of the contract shall be for three (3) years with two one-year options to extend, at the sole discretion of the Authority. This recommendation is subject to the resolution of any timely filed protest.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment 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. This contract will provide expert customer service support for new and returning riders needing real-time assistance. These efforts will strengthen the customer experience, build trust, and ensure riders continue to feel supported as they travel throughout Southern California.

Background

Metrolink’s current Customer Service Center contract, SP494-18, was awarded to Alta Resources on September 14, 2018. The contract included a five-year base term with a single three-year option and is scheduled to expire on November 30, 2026. The total not-to-exceed value of the existing contract is $12,252,664.

To ensure uninterrupted, high-quality customer support, the Authority requires a new contract for a Customer Service Center to assist new and returning riders in both English and Spanish, seven days a week. The Customer Service Center receives approximately 500,000 customer contacts annually, including voice calls, SMS/text messages, and communications from hearing and speech impaired customers.

Under the new contract, the selected firm will be responsible for operating the Customer Service Center – whether through a dedicated facility or a remote workforce. This includes oversight of the Interactive Voice Response (IVR) system, which delivers essential information to customers 24 hours a day, 7 days a week.

Discussion

To support development of the Scope of Work and ensure alignment with current and future customer service center technologies and industry practices, the Authority issued a Request for Information (RFI) on October 1, 2025. Thirty-three (33) firms submitted responses, providing detailed information on available platforms, customer service tools, and operational models, including remote and distributed agent environments. The RFI process provided essential insight that informed the structure and requirements of the subsequent solicitation.

Following completion of the RFI, a scope of work was developed. On March 19, 2026, the Authority issued a Request for Proposals (RFP) No. SP645-27, seeking proposals from qualified firms for Customer Service Center services. The solicitation was published in the five-member counties and posted on the Authority’s online procurement module. Notifications were sent to 62 registered firms. Eighty-three (83) firms downloaded the solicitation. A virtual pre-proposal conference was held on April 3, 2026, with 47 registered bidders representing 25 firms in attendance. The Authority received and answered 348 questions. Eleven (11) proposals were received by the due date of May 5, 2026. Eight (8) firms were found responsive and moved on to the evaluation phase.

Proposals were evaluated in accordance with the Authority's procurement policies and procedures. A Technical Evaluation Committee, consisting of four (4) internal subject matter experts, evaluated and scored the technical proposals. Six (6) firms met the minimum qualifications with a technical score of 56 or greater, per the RFP requirements, and were invited to participate in interviews. These interviews allowed the Evaluation Panel to further assess each proposer’s operational readiness, customer-service strategies, technology platforms, staffing approach, and ability to meet the Authority’s performance expectations. The interviews also provided an opportunity to evaluate each firm’s capacity to operate a call center through a dedicated facility or a remote workforce. Evaluators had the opportunity to adjust their technical score based on the results of the interviews.

Following completion of the interviews, price scores were calculated in accordance with the RFP and combined with the technical scores to determine final rankings:

Proposer	Technical Score	Price Score	Total Score
22nd Century Technologies, Inc.	65	20	85
Etech Global Services, LLC	59.50	16.87	76.37
American Customer Care, dba ACC Premiere	62.75	12.47	75.22
Senture, LLC	53.25	18.47	71.72
Alta Resources Corp.	56.25	14.22	70.47
Cubic Transportation Systems, Inc.	54.75	7.57	62.32

The Authority held a negotiation meeting with 22nd Century Technologies, Inc., the highest ranked proposer.

Staff compared the current cost to the proposed prices for the base three-year period and the two-year option period and the five-year total. The proposed cost is considered fair and reasonable. Following a competitive procurement process, 22nd Century Technologies, Inc. (TSCTI) is recommended for award of the Call Center Services contract. TSCTI has extensive experience supporting large public sector customer service operations and demonstrated the ability to meet Metrolink's current requirements while providing a scalable platform for future enhancements. Their proposed solution includes a comprehensive set of day-one capabilities, along with several phased features that will be implemented after contract start. Additional advanced tools are available as optional enhancements at an added cost. TSCTI's platform strengthens Metrolink's customer communication infrastructure, expands digital engagement options, and improves reporting transparency. The solution aligns with Metrolink's long term strategy to modernize customer service delivery and support multimodal communication preferences across the agency's diverse ridership.

- **CX Connect** - Unified customer experience platform enabling centralized management of all customer interactions.
- **IVR -** Modern interactive voice response system supporting efficient call routing and self-service options.
- **Automatic Call Distribution -** Intelligent call queuing and agent assignment to reduce wait times and improve service consistency.
- **Voice Services** - High-quality voice support for customer inquiries, service updates, and issue resolution.
- **SMS/Text Messaging -** Two-way text communication allowing customers to receive timely responses without calling.
- **Salesforce Integration -** CRM integration enabling case tracking, customer history visibility, and improved reporting.
- **TTY Support -** Accessible communication for hearing impaired customers.
- **Multilingual Support** - Language support across key customer demographics to ensure equitable access.

These capabilities ensure continuity of service while expanding digital communication channels for passengers who prefer electronic engagement over traditional phone calls.

The following capabilities are included in the base contract and will be deployed in phases after initial implementation:

- **Real-Time Dashboards -** Live visibility into call volumes, queue times, and agent performance.
- **SLA Reporting -** Automated tracking and reporting of contractual performance metrics.
- **Quality Assurance Tools -** Monitoring, scoring, and coaching tools to support continuous improvement.

These features enhance operational oversight and provide improved transparency into call center performance.

TSCTI also offers a suite of advanced capabilities that Metrolink may implement in future phases. Development for many of these features is already complete; however, activation may require additional implementation and monthly subscription costs. These enhancements provide a roadmap for continued modernization of Metrolink’s customer service operations:

- **AI Virtual Agent -** Automated conversational support for routine inquiries and after-hours assistance.
- **Agent Assist -** Real time prompts and knowledge suggestions to improve agent accuracy and reduce handle time.
- **Advanced Automation -** Workflow automation for repetitive tasks and customer follow ups.
- **Quality Assurance Tools -** Call monitoring, scoring, and coaching tools to support continuous improvement.
- **Predictive & Sentiment Analysis -** AI driven insights into customer behavior and emotional tone.
- **Chatbot -** Automated web-based chat support for common questions and navigation assistance.
- **Email Support -** Integrated email case management for customer inquiries submitted through online channels.
- **TBD Features -** Additional enhancements available for future evaluation as technology and customer needs evolve.

These optional features provide a pathway for continued modernization as demand, budget, and strategic priorities evolve.

Awarding this contract to TSCTI will:

- Expand customer access through multiple communication channels
- Improve service responsiveness and consistency
- Modernize Metrolink’s customer service technology stack
- Enhance reporting, transparency, and operational oversight
- Provide scalable tools that support future digital engagement
- Position Metrolink to adopt advanced automation and AI capabilities as needed

TSCTI's solution supports Metrolink's long-term strategy to enhance customer correspondence, improve service quality, and meet the expectations of riders who increasingly prefer digital interactions.

Budget Impact

A portion of the amount for which contract authority is requested is included in the Proposed Operational Budget for FY2026-27 ($1,393,230) and is contingent upon adoption thereof. Funding for subsequent years will be requested through the annual budget or an equivalent process.

Next Steps

Upon the Board's approval of this award, Staff will execute a contract and issue a Notice to Proceed to 22nd Century Technologies, Inc. The Authority will work collaboratively with the selected contractor and the incumbent provider during a transition period to ensure continuity of customer service and a seamless transfer of operations prior to full implementation.

Prepared by:	Rachel Chaires, Senior Manager, Customer Relations Tammi Phillips, Senior Contract & Compliance Administrator
Approved by:	Lisa Bahr, Chief Customer Experience Officer

Attachment(s)

Presentation - SP645-27 Call Center RFP

Contract No. SP645-27 – Customer Service Center – Recommendation to Award

Customers Are Our Business

- The Customer Service Center is pivotal for supporting customers
  - Handles **90%** of all customer inquiries/ feedback—**500,000 contacts** annually
  - **Live agents** available 7 days a week via phone and SMS/text
  - **24/7 voice recognition service**—general information
  - Provides **frontline support** during service disruptions
  - Supports **marketing campaigns, special trains, & mobile app**

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Request for Proposal

- Current contract expires November 2026
- 33 firms responded to Request for Information in October 2025
- RFP SP245-27 posted March 2026
  - 83 firms downloaded the solicitation
  - 25 firms attended pre-proposal conference
  - 348 questions answered
  - 11 proposals received
  - 8 responsive proposers
  - 6 proposers advanced for further evaluation
  - Evaluation criteria:
    - Capabilities
    - Operations
    - Staffing
    - Cost
- 22nd Century Technologies was selected based on technical and cost scores

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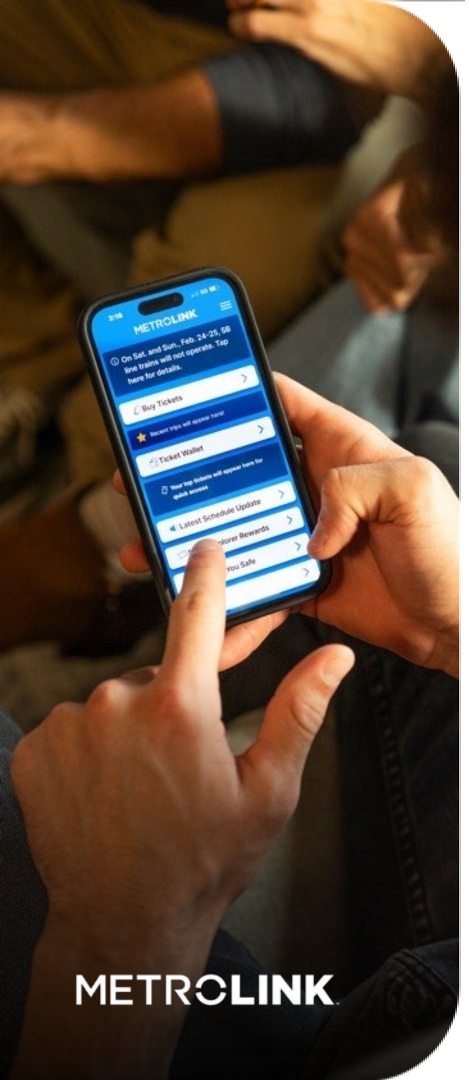

Recommendation

- Award Contract No. SP645-27 to 22nd Century Technologies
- Contract Details: Three years with two one-year options.
- Contract Authorization:
  - $5 million for the three-year base period
  - $3.5 million for the two one-year options
  - $8.5 million total for full contract term
- Action Needed: Approve the recommendation to award the contract to 22nd Century Technologies

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Thank you.

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ITEM ID:	**2026-264-0**
TRANSMITTAL DATE:	**July 17, 2026**
MEETING DATE:	**July 24, 2026**
TO:	**Board of Directors**
FROM:	**Justin Fornelli, Chief, Program Delivery** **Tom Schamber, Chief Financial Officer**
SUBJECT:	**Contract No. C3167-26 - SCORE Marengo and Rancho Siding Extension Projects Construction - Recommendation to Award - Granite Construction Company**

Issue

Approval is required to award Contract C3167-26 to Granite Construction for the construction of the SCORE Marengo and Rancho Siding Extension projects.

Recommendation

It is recommended that the Board authorize the Chief Executive Officer to award Contract No. C3167-26 for the construction of the SCORE Marengo & Rancho Siding Extension Projects to the lowest responsive and responsible bidder, Granite Construction Company, for $51,502,175 plus 5% contract contingency of $2,575,108.75 for a total not-to-exceed amount of $54,077,283.75. The recommendation is subject to the resolution of any timely filed protest.

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 a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California. Construction of the SCORE Marengo and Rancho Siding Extension Projects is critical to capacity expansion on the San Gabriel Subdivision, providing opportunities for more frequent and flexible future service.

Background

The Marengo Siding Extension Project & Rancho Siding Extension Project are two projects within SCRRA's Southern California Optimized Rail Expansion (SCORE) program, which aims to improve the railroad network infrastructure and systems so as to increase service throughout the territory, meet the ridership demands of the 2028 Los Angeles Olympics and Paralympics, provide connectivity to other public transit systems and allow Metrolink to become a truly regional railroad for the future.

The Authority, utilizing Transit and Intercity Rail Program (TIRCP) funding managed by the State (Caltrans), proposes to extend the existing Marengo Siding track by approximately 3500 feet eastwards, between Mile Posts 2.1 and 3.1 and the existing Rancho Siding track by approximately 4500 feet westwards, between Mile Posts 39.3 and 40.2, on the Authority's San Bernardino Line.

The projects will improve efficiency, journey time and capacity on the San Bernardino Line, which serves Metrolink passenger trains (operated by SCRRA) daily between Los Angeles Union Station and San Bernardino.

The two projects have been combined together for construction under one contract to create cost and time efficiencies through reduced staff, contractor and consultant management requirements, more efficient use of subcontractors and equipment, reduced site mobilization costs and potential economies in pricing through larger material purchases.

Discussion

On February 6, 2026, Authority Procurement staff released exclusively to the pre-approved list of eleven General Engineering (Class A) contractors (approved by the Board of Directors on March 29, 2024 following the Request for Qualifications solicitation for Capital construction projects), an Invitation for Bid (IFB) C3167-26 for the construction of the SCORE Marengo Siding & Rancho Siding Extension Projects, for a contract term of nineteen months. A pre-bid meeting was held on February 18, 2026, which included a virtual job walk video, with an in-person job walk held on February 28, 2026. Four bids were received on the closing date of May 8, 2026.

Granite Construction Company was the lowest responsive and responsible bidder with a bid amount of $51,502,175, being 39% above the Authority's Independent Cost Estimate (ICE) of $37,129,617. Upon receiving the bid results, Authority and consultant staff analyzed the original cost estimate against the construction rates for the proposals received, additionally comparing these with recent bid prices for other similar scope projects in Southern California to determine if the bid offered reasonable value.

Staff concluded that several factors contributed to the bids exceeding the ICE. The escalation factors utilized by design consultant for the ICE were found to be too low, not accounting for current market instability and general risk uncertainty. Material cost escalations have been particularly volatile with some track and signal components almost doubling in recent years. Also, due to the number of construction projects occurring in the Southern California region, contractors are concerned about potential labor shortages that may lead to premium pay in order to obtain qualified workers. Based upon this analysis the low bid is considered fair and reasonable for the work to be performed.

Bidder	**Total Amount**
Granite Construction Company	$51,502,175
Balfour Beatty Infrastructure	$56,336,586
Stacy and Witbeck, Inc.	$63,679,015
Kiewit Infrastructure West Co.	$71,079,167

Budget Impact

The amount for which the contract authority is requested is $54,077,283.75 (including a 5% contingency) which is included in the Adopted SCORE Program Capital Budget FY 2026-2027 and funded with TIRCP funds granted by CalSTA through SCORE.

Next Steps

Upon approval by the Board and expiration of the protest period, Staff will issue the Notice of Award, the Chief Executive Officer will execute Contract No. C3167-26 for construction of the SCORE Marengo Siding & Rancho Siding Extension Projects with Granite Construction Company, in an amount not-to-exceed $51,502,175 and Staff will issue a Limited Notice to Proceed to the Contractor.

Prepared by:	Katy Thorpe, Principal Engineer Andy Althorp, Director, Capital Construction Maria Leible, Director, Design & SCORE Sharon Williams, Senior Contract & Compliance Administrator
Approved by:	Justin Fornelli, Chief, Program Delivery Tom Schamber, Chief Financial Officer

Attachment(s)

Presentation - C3167-26 Marengo and Rancho Siding Extension

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C3167-26 – SCORE Marengo and Rancho Siding Extension Projects – Recommendation to Award

Background

The Authority proposes to extend both the existing Marengo Siding and Rancho Siding tracks on SCRRA's San Bernardino Line to improve frequency and flexibility of service.

Discussion

- Invitation for Bids (IFB) released on February 6, 2026
- 4 bids received, lowest was 39% over ICE
  - Designer's escalation factors were too low
  - Volatile material cost escalations
  - Labor availability / potential shortage
- After review Granite Construction was determined to be the lowest responsive and responsible bidder

Bidder	Total Amount
ICE	$37,129,617
Granite Construction Company	$51,502,175
Balfour Beatty Infrastructure	$56,336,586
Stacy and Witbeck, Inc.	$63,679,015
Kiewit Infrastructure West Co.	$71,079,167

Recommendation

- It is recommended that the Board authorize the CEO to:
  - Award Contract No. C3167-26 for SCORE Marengo and Rancho Siding Projects to Granite Construction.
  - Award Contract No. C3167-26 for $51,502,175 plus 5% contract contingency of $2,575,108.75 for a total not-to-exceed amount of $54,077,283.75.

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Thank you.

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metrolinktrains.com/meeting

ITEM ID:	**2026-256-0**
TRANSMITTAL DATE:	**July 17, 2026**
MEETING DATE:	**July 24, 2026**
TO:	**Board of Directors**
FROM:	**Hilary Konczal, Chief Safety, Security and Compliance Officer**
SUBJECT:	**System Safety, Security, and Compliance (SSSC) Department Activities - Update Q3 FY26**

Issue

Staff is providing a summary of the Authority’s safety, security, and compliance activities for Q3 for Fiscal Year (FY) 2026.

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 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

In FY26 Q3, there were fifteen (15) train strikes involving Metrolink trains, compared to fifteen (15) strikes in FY26 Q2. This accounted for no change in strikes involving Metrolink trains. In FY26 Q3, there were a total of twenty-four (24) systemwide strikes compared to a total of twenty-two (22) systemwide strikes in FY26 Q2. Overall, this is a 9% increase on systemwide strikes.
Systemwide strikes includes: Metrolink and foreign trains

Incident Type	FY26 Q2	FY26 Q3
Train vs Pedestrian	1	1
Train vs Trespasser	9	11
Train vs Vehicle	5	3

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

FY26 Q3 fare evasion incidents increased by 42% when compared to FY26 Q2. In FY26 Q3, there were one-hundred forty-five (145) fare evasion incidents compared to one-hundred two (102) incidents in FY26 Q2.

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 fare 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.
- Continuing "streetcar-ing" operations utilizing Los Angeles County Sheriff's Department Metrolink Bureau, San Bernardino Sheriff's Department, and Metrolink private security.
- Platform sweeps of outlying stations, using Los Angeles County Sherriff's Department Metrolink Bureau and San Bernardino Sheriff's Department Deputies who will arrive at the station 10 – 15 minutes prior to the train arriving and verifying passenger fare.
- Contract security taskforce platform sweeps of outlying stations, who arrive at the station 10 – 15 minutes prior to the train arriving and verifying passenger fare.
- Utilizing our contract security at Union Station and stations throughout the Metrolink system.

Unruly Passengers

FY26 Q3 unruly passenger incidents increased by 40% compared to FY26 Q2. In FY26 Q3 there were a total of two hundred fifty-four (254) incidents involving unruly passengers compared to one hundred eighty-one (181) incidents in FY26 Q2.

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 initiatives 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	142	3	23	37	115
Platform Fare Enforcement	2,087	117	95	40	230
Grade-crossing Details	698	25	40	1	26

Right-of-way Details	2,555	80	154	30	161
Streetcar Details	65	8	42	10	37
Total Activities	5,547	233	354	118	569

Table 2 LASD Activities by Line LASD

	Ventura	Antelope Valley	San Bernardino	Riverside	Orange	*91 / PV	**IEOC
Train Rides	55	87	60	3	54	24	37
Platform Fare Enforcement	121	937	829	224	326	98	34
Grade-crossing Details	26	440	212	79	27	0	6
Right-of-way Details	95	1,399	904	332	125	80	45
Streetcar Details	10	58	54	5	32	3	0
Total Activities	307	2,921	2,059	643	564	205	122

*91/Perris Valley Line
**Inland Empire-Orange County Line

Table 3 San Bernardino County Sheriff's Department Activities SBSD

	San Bernardino and Arrow Lines
Train Rides	285
Platform Fare Enforcement	230
Grade-Crossing Details	57
Right-of-way Details	2,225
Streetcar Details	230
Total Activities	3,027

*Montclair through Redlands University

Table 4 Private Security Train Rides and Streetcar Operations

	Ventura	Antelope Valley	San Bernardino	Riverside
Train Rides	1,160	4,511	14,111	540
Streetcar Details	395	22,846	28,756	0
Total Activities	1,555	27,357	42,867	540

Rule Violations
In FY26 Q3, there were four (4) rule violations compared to one (1) rule violation in FY26 Q2. This is an increase of three (3) rule violations.

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.

Q3 Root Cause Analysis investigation found the following to be primary contributing factors for the rule violation:

- Lack of situational awareness
- Rushing
- Lack of / poor communication
- PTC troubleshooting issues
- Inadequate job briefing
- Lack of procedural norms

Reportable Injuries
In FY26 Q3, there were six (6) FRA reportable contract employee injuries compared to the eight (8) injuries in FY26 Q2. This is a decrease of two (2) reportable injuries. None of the reportable injuries was 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. The campaign took place from March 02 – March 06, 2026, and during the week, 752 contacts were made through 58 in person and virtual meetings with employees and contractors.

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 Q3 of FY26 the System Safety, Security and Compliance Department staff conducted 108 various safety classes and trained 895 participants.

Key training classes included: Passenger Train Emergency Preparedness, Incident Response Plan, Human Trafficking, System Safety Program Plan, Suicide Awareness Prevention and Crisis Intervention, and Fatigue Risk Management Program.

Given the global interest in the 2026 FIFA World Cup competition, which primarily took place in Q4, outside the scope of this report, it is important to note that Metrolink's safety record during the Los Angeles games and fan fest events was a resounding success. In all, 8 matches and 14 Fan Fests had 0 incidents. The priority of our safety, security and law enforcement teams was to ensure our customers had the safest and most secure travel experience. During the July Board meeting, staff will offer additional information about the key partnerships that resulted in Metrolink's success.

Prepared by:	Tinh Quach, Manager II, Security
Approved by:	Hilary Konczal, Chief Safety, Security, and Compliance Officer

Attachment(s)

Presentation - SSSC FY26-Q3

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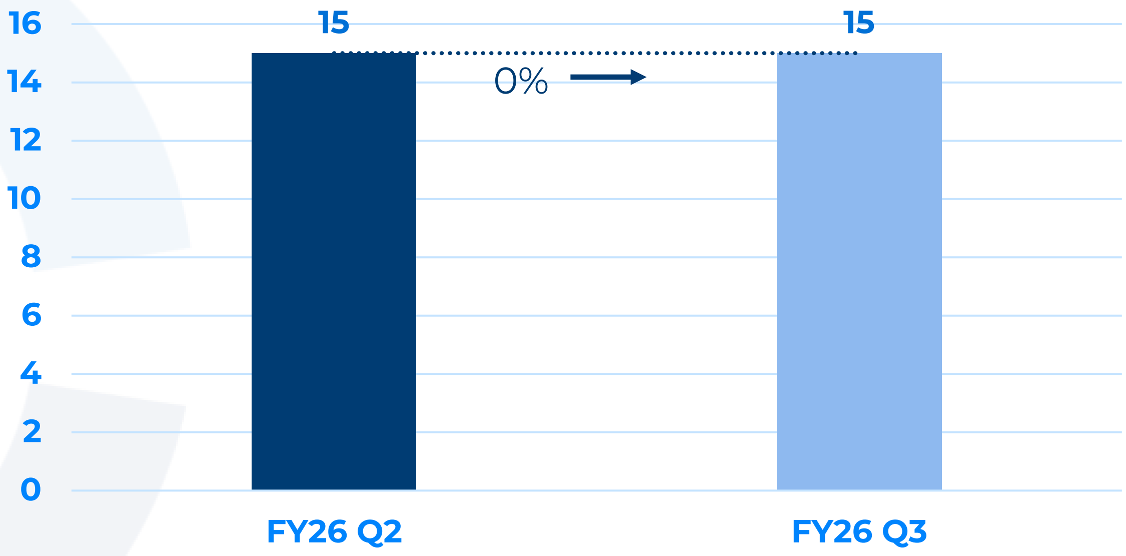
System Safety, Security & Compliance – FY26 Q3

Receive and file

Total Metrolink Train Strikes



Incident Type	FY26 Q2 Total	FY26 Q3 Total
Trespasser	9	11
Pedestrian	1	1
Vehicle	5	3

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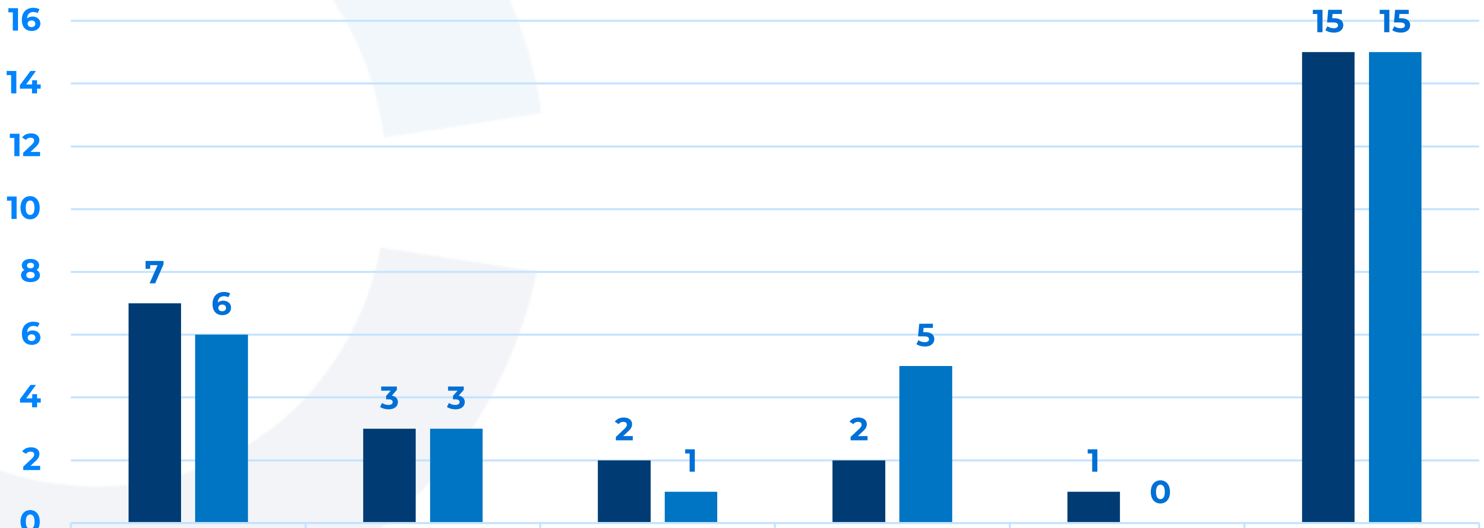
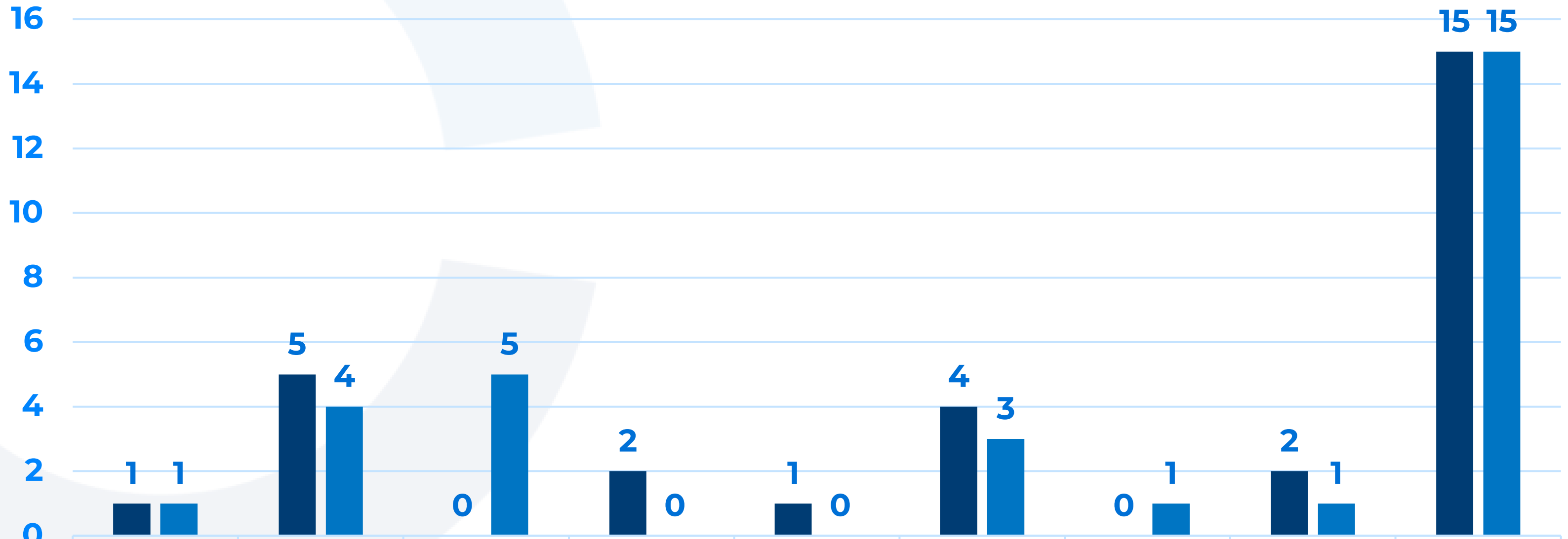
Metrolink Train Strikes by County



	Los Angeles County	Orange County	Riverside County	San Bernardino County	Ventura County	Total
FY26 Q2	7	3	2	2	1	15
FY26 Q3	6	3	1	5	0	15

Metrolink Train Strikes by Line



	Ventura	Antelope Valley	San Bernardino	Riverside	91/Perris Valley	Orange	Arrow	IEOC	Total
FY26 Q2	1	5	0	2	1	4	0	2	15
FY26 Q3	1	4	5	0	0	3	1	1	15

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Fare Evaders / Unruly Passengers

Incident Type	FY26 Q2 Total	FY26 Q3 Total
Fare Evaders	102	145
Unruly Passengers	181	254

Fare Evaders: **+42%**

Unruly Passengers: **+40%**

NTD Reportable Incidents – FY26 Q3

Incident Type	Jan	Feb	Mar
Major	0	0	0
Non-Major	0	5	6
Non-Major Physical	0	1	2
Total	0	6	8

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 – FY26 Q3

	Los Angeles	Riverside	San Bernardino	Ventura	Orange
Train Rides	142	3	23	37	115
Platform Fare Enforcements	2,087	117	95	40	230
Grade Crossing Details	698	25	40	1	26
Right-of-Way Details	2,555	80	154	30	161
Streetcar Detail	65	8	42	10	37
Total LE Activities	**5,547**	**233**	**354**	**118**	**569**

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Law Enforcement Activities by Line – FY26 Q3

	Ventura	Antelope Valley	San Bernardino	Riverside	Orange	*91 / PV	**IEOC
Train Rides	55	87	60	3	54	24	37
Platform Fare Enforcements	121	987	829	224	326	98	34
Grade Crossing Details	26	440	212	79	27	0	6
Right-of-Way Details	95	1,399	904	332	125	80	45
Streetcar Detail	10	58	54	5	32	3	0
Total LE Activities	**307**	**2,921**	**2,059**	**643**	**564**	**205**	**122**

*91 / PV – 91/Perris Valley Line
**IEOC – Inland Empire – Orange County Line

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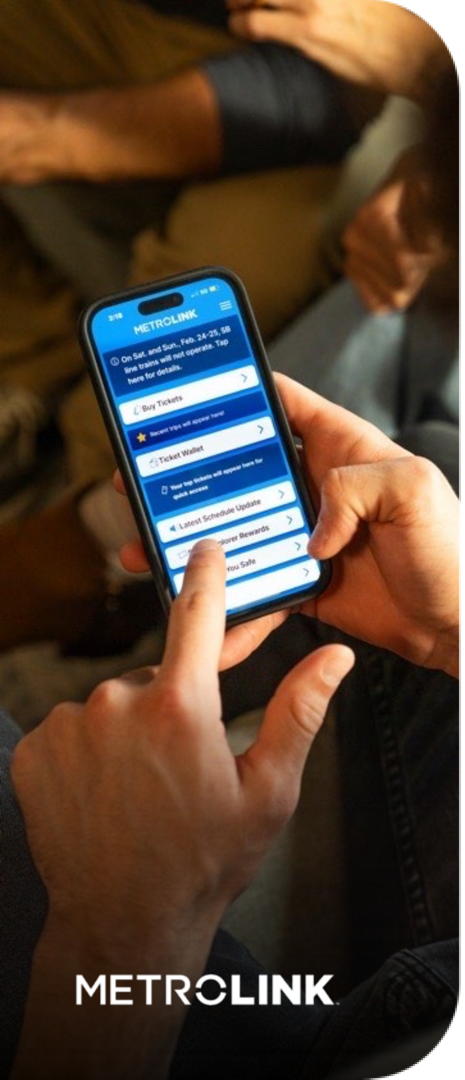
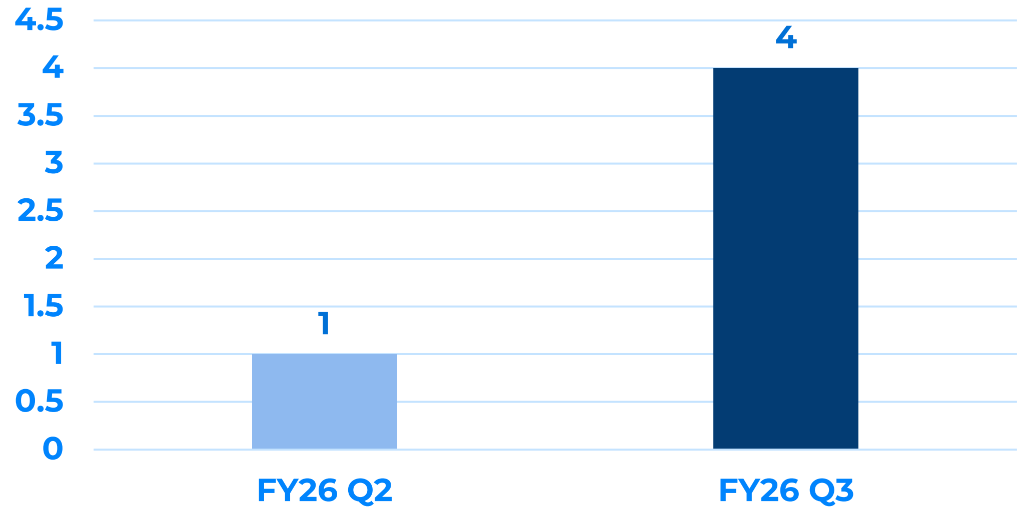
San Bernardino County Sheriff's Department Activities

Activities	SB and Arrow Lines
Train Rides	285
Platform Fare Enforcement	230
Grade-Crossing Details	57
Right-of-Way Details	2,225
Streetcar Detail	230
Total Activities	**3,027**

*Montclair station through Redlands University station



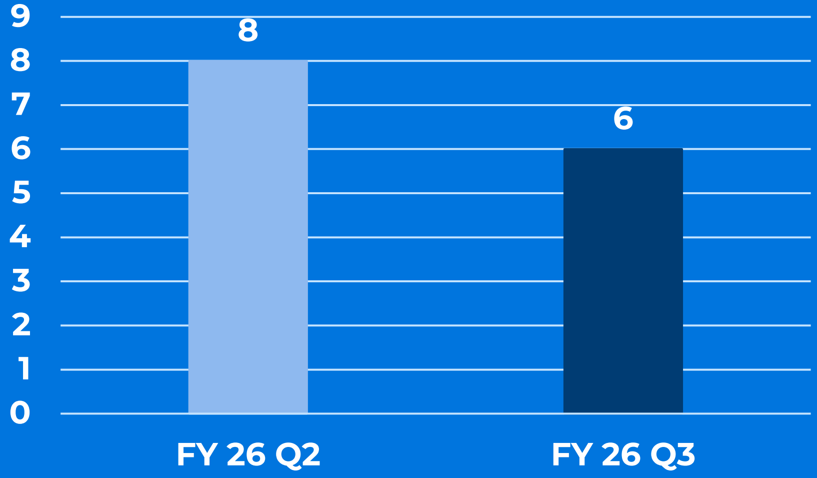
Rule Violations – FY26 Q2 vs FY26 Q3



FY26 Q3 Contributing Factors:

- Lack of situational awareness.
- Rushing
- Lack of / poor communication
- PTC troubleshooting issues
- Inadequate job briefing
- Lack of procedural norms

FRA Reportable Injuries FY26 Q2 vs FY26 Q3



FY26 Q3 Reportable Injury type:

- Struck by object x 1
- Assault x1
- Overextension x 1
- Crushed / Pinchpoint x 1
- Slip, trip, fall x1
- Collison/impact x1

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Training

SCRRA and Contractor Employee Training

- 108 training classes conducted
- 895 participants trained

Key Trainings Included:

- Active Shooter Preparedness Training
- General Code of Operating Rules (GCOR)
- Hazardous Waste Materials Emergency Response Guide
- System Safety Program Plan
- Suicide Awareness Prevention and Crisis Intervention
- Fatigue Risk Management Program

2026 World Cup Security Update

8 FIFA World Cup Matches
14 FIFA Fan Fests
0 Safety and Security Incidents
15% Ridership Increase

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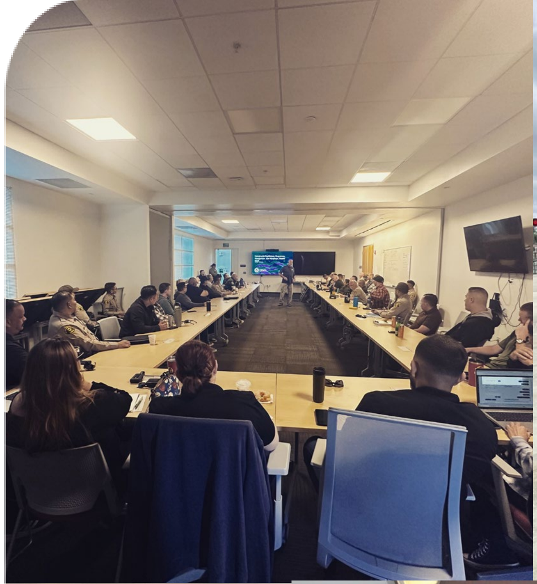
World Cup Preparation

- 2 Active Shooter Simulated Training Drills
- Metrolink forward facing employees trained in bomb detection
- LASD – 22 additional deputies, 2 sergeants, and 1 lieutenant on match days
- Allied Universal – 15 additional armed security officers at LAUS
- Over 200 facility inspections



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World Cup Preparation

- Over 10 high rail operations with the MOW team
- Train rides/fare enforcement/street caring
- Deployed LASD deputy and safety staff at the Metro EOS, DOC and SOC
- Interagency coordination with TSA, DHS, local law enforcement, LA Metro and cities we service
- Coordinated law enforcement details along the Metrolink system and security at LAUS

Special Thanks to:

- Captain Abi Ben-Sahile – LASD, Metrolink Bureau
- Lieutenant Jose “Nick” Aguirre – LASD, Metrolink Bureau
- Seargent Ryan Bressler – LASD, Metrolink Bureau
- Nicole Adams, Security Manager, Allied Universal
- Tinh Quach, Manager, Security & Law Enforcement
- Eric Smith, Manager, Emergency Preparedness & Operations Training

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Thank you.

METROLINK

ITEM ID:	**2026-265-0**
TRANSMITTAL DATE:	**July 17, 2026**
MEETING DATE:	**July 24, 2026**
TO:	**Board of Directors**
FROM:	**Paul Hubler, Chief Strategy Officer**
SUBJECT:	**July 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

State

State Funding Request for FY27 Operating Budget
Staff continues to advocate for the agency's state budget request of $35 million to close the anticipated FY27 operating budget gap. As part of these efforts, we have requested letters of support from local governments and other agencies. The Southern California Association of Governments provided a letter of support on July 8. Staff prepared a sign-on letter and is expanding outreach to additional delegation members beyond the three legislators, Assemblymember Juan Carrillo, Senator Catherine Blakespear and Senator Maria Elena Durazo, who previously provided letters of supporting our budget request. This advocacy work will continue through the summer recess and when the Legislature reconvenes on Monday, August 3.

Metrolink's FY27 operating request builds on several years of advocacy for sustainable, dedicated transit funding at the state level. SB 125 (2023) provided a one-time $5.1 billion infusion to California transit agencies through TIRCP and the newly created Zero-Emission Transit Capital Program, helping stave off a near-term fiscal cliff as transit agencies regained ridership after the pandemic, while underscoring the need for an ongoing operating funding source. While Metrolink did not receive this funding directly, several member agencies allocated funding for transit operations and capital, including for Metrolink service and projects. SB 125 also established the CalSTA-led Transit Transformation Task Force, which we monitored and engaged with as it develops recommendations on ridership growth, transit financial sustainability, and new dedicated revenue options. Cap-and-Invest revenue, distributed through the Greenhouse Gas Reduction Fund, remains a critical funding source, as TIRCP and LCTOP both rely in significant part on GGRF proceeds but the future of the programs is unknown. Together, these efforts form the backdrop for Metrolink's position that transit needs a permanent, dedicated operating funding solution rather than reliance on one-time or discretionary sources.

Governor Signs FY26-27 Budget
Late last week, the Legislature passed SB 111 (Laird), a "Budget Bill Jr." that amends the legislative two-party agreement (AB 109 (Gabriel)). The Legislature also passed a series of budget trailer bills - including SB 169 (Committee on Budget and Fiscal Review), the Transportation Trailer Bill - to implement policy provisions related to the budget. The Governor promptly signed SB 111, SB 169, and the other budget trailer bills before the start of the Fiscal Year 2026-27, which began on July 1. The budget bill, AB 109, did not address whether and how the state would restructure the Greenhouse Gas Reduction Fund (GGRF) Expenditure Plan following the California Air Resources Board’s adoption of amendments to the Cap-and-Invest Program. It is expected that negotiations between the Legislature and Governor will continue during the summer recess and into August.

Federal

Congressional Appropriations
As previously reported to the Board, on June 3rd, the House Appropriations Committee advanced the FY 2027 Transportation, Housing and Urban Development (THUD) funding bill, which proposes a $92.2 billion budget for transportation and housing programs. The legislation includes provisions to reprogram roughly $7.9 billion in unspent IIJA infrastructure funds and significantly cuts transit and rail allocations – specifically freight and passenger rail grants - while keeping highway funding at current levels. Overall, the bill proposes an $8.8 billion cut across federal transportation and housing accounts compared to FY 2026.

There has been no committee action in the Senate concerning transportation appropriations this year. On June 24, the Senate Commerce, Science and Transportation committee held a hearing examining how technological advances like automated vehicles and connected systems are driving transportation innovation. Additionally, the committee vetted several transportation nominations across safety and economic oversight agencies.

The Senate Appropriations Committee is expected to release and mark up its own version of the FY 2027 THUD spending bill in early August. To date there is no text of this legislation to review and report on. The expected mark-up will hopefully allow sufficient time for reconciliation with the House bill and passage of appropriations legislation before the expiration of current year funding on September 30, or a Continuing Resolution will be needed to avert a government shutdown in an election year. We are closely monitoring action in the Senate and will keep the Board apprised.

Olympics Security Funding
Metrolink organized and held a direct staff-to-staff meeting on July 6 with FEMA officials concerning the Notice of Funding Opportunity (NOFO) expected to be released next month and which will guide allocation of up to $1B of Olympics security funding authorized last year. Federal funds could be used to harden and secure Metrolink’s network and bolster security operations for the 2028 Olympics.

Drawing upon the experience of the security funding process employed for the 2026 FIFA World Cup, Metrolink provided a summary of lessons learned as well as recommendations to inform FEMA’s consideration of best practices to allocate this much larger tranche of funds for the Olympics. Funding could assist our railroad to secure safety upgrades, technology, and personnel needed across the network, on our railcars, at stations, and in coordination with our transportation, municipal, and law enforcement partners to ensure that our service is operated safely and without disruption during the Games.

Metrolink will continue with ongoing coordination with FEMA District staff as well as CalOES, the state agency through which federal funding will flow, to seek funding for our system and passenger rail. We will keep the Board apprised as the NOFO is released. Likewise, we will work with and support the Board’s Ad Hoc Olympics Committee to ensure cohesive direction and support from our Board as the funding process commences.

Prepared by:	Jeffrey Dunn, Director, Government and Community Relations Julie Nieto, Management Analyst II Senator Zavala, Government Relations Grad on Career Track
Approved by:	Paul Hubler, Chief Strategy Officer

Attachment(s)

Appendix A - July 2026 Bill Matrix
Presentation - July Legislative Update

Appendix A: Bill Matrix

Bill Number	Bill Status	Action
State		
CA Assembly		
AB 110 (Gabriel): An act to amend the Budget Act of 2026 by amending Section 39.00 of that act, relating to the state budget, and making an appropriation therefor, to take effect immediately, budget bill.	6/17/26: Read second time. Ordered to third reading.	Monitor
AB 122 (Committee on Budget) Taxation. This bill is a revenue trailer bill for the 2026-27 Budget. This bill contains various statutory changes necessary to implement the Budget Act of 2026.	6/17/26: Read second time. Ordered to third reading.	Monitor
AB 125 (Committee on Budget) Medi-Cal: managed care organization provider tax. This bill is a revenue trailer bill for the 2026-27 Budget. This bill contains various statutory changes necessary to implement the Budget Act of 2026.	6/17/26: Read second time. Ordered to third reading.	Monitor
AB 176 (Committee on Budget) Taxation. This bill is the revenue trailer bill for the 2026-27 Budget. This bill contains various statutory changes necessary to implement the Budget Act of 2026.	6/12/26: From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Committee on Budget & Fiscal Review	Monitor
AB 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.	6/27/25: In committee: Hearing postponed by committee.	Monitor
AB 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	2/02/26: From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	Monitor

political subdivisions would have no later than January 1, 2031.		
AB 1421 (Wilson): Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. This bill would extend the operation of the above-described provisions until January 1, 2035.	1/29/26: In Senate. Read first time. To Committee on Rules for assignment.	Monitor
AB 1855 (J. Gonzalez): CEQA, until January 1, 2040, exempts from its requirements certain projects for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives. This bill would instead eliminate the condition that the public project be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, thereby expanding the scope of the exemption. The bill would require, for purposes of the exemption, the mainline rail of the project, instead of the whole project, to be located entirely within an existing right-of-way or existing highway right-of-way.	2/23/26: Referred to the committee on Natural Resources.	Support
AB 1941 (González): Organized metal theft. This bill would prohibit organized metal theft, described as acting in concert with one or more persons to steal metal materials from one or more of specified materials and items with the intent to sell,	6/24/26: From committee: Do pass and re-refer to Committee on Appropriations (Ayes 6. Noes 0.) (June 23). Re-	Monitor

exchange, or return those metal materials for value, acting in concert with 2 or more persons to receive, purchase, or possess those metal materials knowing or believing it to have been stolen, acting as an agent of another to steal those metal materials as part of an organized plan to commit theft, or recruiting, coordinating, organizing, supervising, directing, managing, or financing another to undertake acts of theft of metal. The bill would make a violation of organized metal theft punishable as either a misdemeanor or a felony. The bill would make related findings and declarations and state the intent of the Legislature.	referred to Committee on Appropriations.	
AB 2074 (Haney): Regional transit hub districts: downtown housing developments. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, as specified. The bill would establish the Downtown Revitalization Loan Fund and continuously appropriate moneys in the fund to the California Housing Finance Agency for the purpose of making loans to applicants to develop downtown housing developments, as specified.	7/02/26: Read second time and amended. Re-referred to Committee on Appropriations.	Monitor
AB 2415 (Hoover): Transit-oriented housing developments: alternative plans. Existing law prescribes requirements for these plans, including requiring that the plan not reduce the capacity in any transit-oriented development zone in total units or residential floor area by more than 50%. This bill would provide that a transit-oriented development alternative plan may reduce the capacity in up to one transit-oriented development zone in total units or residential floor area by more than 50% if certain requirements are met.	7/02/26: From committee: Do pass. (Ayes 7. Noes 0.) (July 1).	Monitor

AB 2576 (Harabedian): Transit-oriented development. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. This bill would delay each of those dates, and certain related dates, by one year. The bill would also increase the population threshold for certain requirements to apply to cities, as described above, from 35,000 to 40,000.	7/02/26: From committee: Do pass. (Ayes 7. Noes 0.) (July 1).	Monitor
CA Senate		
SB 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 and three public members appointed by the County Executive.	2/02/26: Returned to Secretary of Senate pursuant to Joint Rule 62(a).	Monitor
SB 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.	8/29/25: August 29 hearing: Held in committee and under submission.	Monitor

SB 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 partnerships from Los Angeles to San Francisco.	8/29/25: August 29 hearing: Held in committee and under submission.	Monitor
SB 667 (Archuleta): Report. This bill would require the commission, on or before July 1, 2029, to review the list of railroad sites and, in the annual report, to include an evaluation of each site on the list and determine whether changes in conditions, operations, or safety data warrant the removal, modification, or addition of any site.	7/01/26: July 1 set for first hearing. Placed on suspense file.	Monitor
SB 677 (Wiener): This bill would revise the definition of "high-frequency commuter rail" to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. By increasing the duties of local officials, and by expanding the crime of perjury, this bill would impose a state-mandated local program.	6/24/26: From committee with author's amendments. Read second time and amended. Re-referred to Committee on Local Government.	Monitor
SB 741 (Blakespear): Low Carbon Transit Operations Program. The bill would revise and recast the Low Carbon Transit Operations Program (LCTOP); removes the Caltrans guideline adoption requirement; restricts eligible expenditures to bus, rail, or ferry service maintenance or expansion, fare subsidies, and network and fare integration technology improvements; and eliminates the disadvantaged community expenditure requirement.	7/01/26: Read second time and amended. Re-referred to Com. on APPR.	Monitor

SB 935 (Choi): Existing law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of $1,000,000, awarding the contract either to the lowest bid or the best value. Existing law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing local agencies to use the design-build procurement process are repealed on January 1, 2031.This bill would repeal the above-described January 1, 2031, repeal date, thereby extending the operation of these provisions indefinitely.	7/02/26: In Senate. Ordered to engrossing and enrolling.	Monitor
SB 1008 (Ochoa Bough): California Environmental Quality Act: exemption: railroad grade crossing closure. Reenacts an exemption from the California Environmental Quality Act (CEQA) for the closure of a railroad grade crossing by order of the Public Utilities Commission (PUC) when the PUC has found the crossing to present a threat to public safety.	6/25/26: From committee: Do pass and re-refer to Committee on Utility and Energy with recommendation: To consent calendar. (Ayes 13. Noes 0.) (June 8). Re-referred to Committee on Utilities and Energy	Monitor
SB 1019 (Grove): This bill would require the Attorney General to establish the California Cargo Theft Task Force to combat crimes involving the theft, diversion, embezzlement, unlawful taking, or fraudulent acquisition of cargo or freight. The bill would require the task force, among other duties, to investigate, apprehend, and recommend for prosecution, as appropriate, individuals or entities that engage in cargo theft or related offenses.	5/14/26: May 14 hearing: Held in committee and under submission.	Monitor

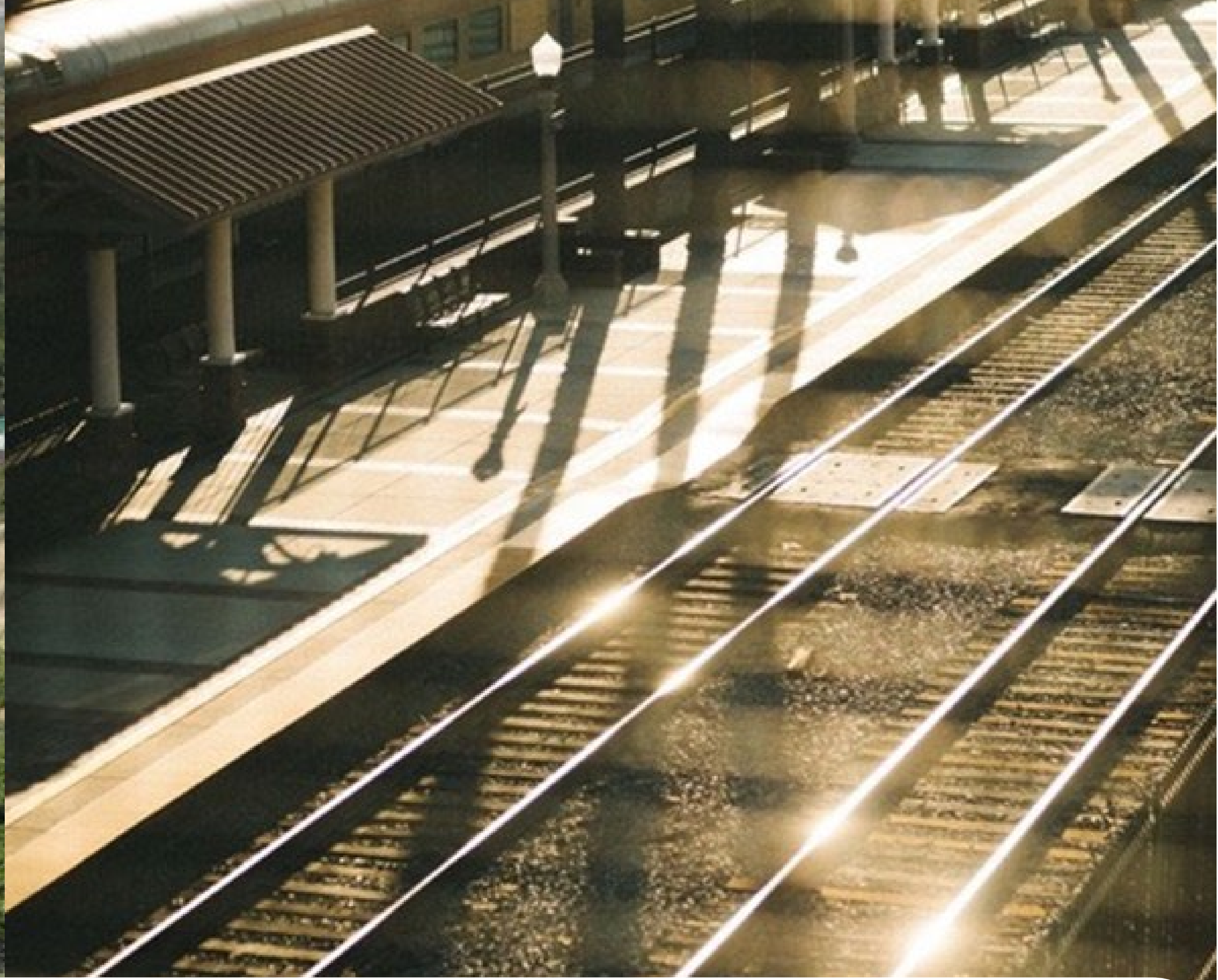
SB 1136 (Blakespear): This bill require, on or before July 1, 2027, a regional rail operator, as defined, operating within an intercity rail corridor to ensure that its fare systems are fully integrated with the fare systems of the intercity rail operator, and any other regional rail operator, operating in the intercity rail corridor. This bill would require an interagency transfer agreement to require a joint powers board to ensure that service planning is provided for special events, commencing with the 2027-28 fiscal year.	5/14/26: May 14 hearing: Held in committee and under submission.	Monitor
SB 1216 (Laird): Budget Act of 2026. The Budget Act of 2026 would make appropriations for the support of state government for the 2026–27 fiscal year. This bill would amend the Budget Act of 2026 by amending a section relating to appropriations. This bill would declare that it is to take effect immediately as a Budget Bill.	6/15/26: Re-referred to Committee on Budget and Fiscal Review.	Monitor
SB 1324 (Blakespear): Passenger and freight rail: LOSSAN Rail Corridor: working group report. This bill would extend the deadline for a report created in SB 1098 (Blakespear), which requires the Secretary of Transportation to convene a working group composed of representatives of certain types of entities, including, among others, metropolitan planning organizations from specified counties. The bill would require the working group to submit consensus recommendations and feedback in a report to the Legislature on or before February 1, 2027, on various topics relating to rail service in the LOSSAN Rail Corridor.	6/30/26: From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 15. Noes 0.) (June 29). Re-referred to Committee on Appropriations.	Monitor
SB 1375 (Cortese): California Environmental Quality Act: exemption: urban intermodal rail station project. This bill would exempt from CEQA a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail	7/02/26: Read second time and amended. Re-referred to Committee on Appropriations.	Monitor

services converge that meets specified conditions, including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. Because a lead agency would be required to determine the applicability of this exemption, the bill would impose a state-mandated local program. Provided the station passenger rail service will exclusively use Tier IV or cleaner rolling stock or locomotive engines.		
SB 1411 (Stern): Greenhouse Gas Reduction Fund: funding conditions: high-speed rail. This bill would authorize the authority to enter into new funding commitments with the moneys (collected by the State Air Resources Board from the auction or sale of certain allowances as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund) outside of the Merced to Bakersfield segment in any amount for additional activities that maximize the efficiency of delivering the project, as specified. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.	5/14/26: May 14 hearing: Held in committee and under submission.	Support
Federal		
U.S. House of Representatives		
H.R.928 (Deluzio): Railway Safety Act of 2025 - To enhance safety requirements for trains transporting hazardous materials, and for other purposes.	2/04/25: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials	Monitor
H.R.2853 (Joyce): Combating Organized Retail Crime Act. To combat organized crime involving the illegal acquisition of retail goods and cargo for the purpose of selling those illegally obtained goods	5/13/26: Received in the Senate and Read twice and referred to the Committee on the Judiciary	Support

through physical and online retail marketplaces.		
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	5/5/25: Referred to the House Committee on Energy and Commerce.	Monitor
H.R.3449 (Johnson): Stronger Communities through Better Transit Act. 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.	5/16/25: Referred to the House Committee on Transportation and Infrastructure.	Monitor
H.R.3647 (Mullin): Safe Cross Act, Study.—Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Railroad Administration, acting through the Associate Administrator for Railroad Safety, shall conduct a study to identify any potential benefits and challenges of implementing and using sensors enabled with artificial intelligence at rail crossings as a safety measure to reduce pedestrian and traffic accidents.	5/30/25: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials	Monitor
H.R.4926 (Hageman): Highway Funding Transferability Improvement Act. This bill would amend title 23, United States Code, to provide for increased transferability of Federal-aid highway funds.	8/9/25: Referred to the Subcommittee on Highways and Transit.	Monitor
H.R. 5783 (Pou): State Actions For Employing Transportation Risk Assessments and Crossing Knowledge Strategies Act. The bill would mandate periodic Federal Railroad Administration reports to lawmakers on highway-rail grade crossing safety with details about how states will work with railroads to reduce pedestrian deaths, including suicides, in conjunction with mental health and law enforcement agencies. Such reports would be required every five years.	12/18/25: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.	Monitor

H.R.6298 (Friedman): Safe and Affordable Transit Act. To amend title 49, United States Code, to provide for grants to certain urbanized areas for operating costs relating to crime prevention and security, and for other purposes.	11/26/25: Referred to the House Committee on Transportation and Infrastructure	Support
H.R. 7748 (Deluzio): Railway Safety Act of 2026. To enhance safety requirements for trains transporting hazardous materials, and for other purposes. The bill introduces comprehensive safety measures for trains carrying hazardous materials, including mandatory real-time tracking of train compositions, enhanced emergency response planning, and stricter speed limits for high-hazard trains. It requires Class I railroads to maintain accurate, accessible data on hazardous materials and establish emergency contact points.	3/3/26: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials	Monitor
U.S. Senate		
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.	4/1/25: Read twice and referred to the Committee on Commerce, Science, and Transportation	Monitor
S.1733 (Cramer): Highway Funding Transferability Improvement Act. To amend title 23, United States Code, to provide for increased transferability of Federal-aid highway funds. Section 126(a) of title 23, United States Code, is amended by striking “50 percent” and inserting “75 percent”.	7/23/25: Committee on Environment and Public Works Senate Subcommittee on Transportation and Infrastructure. Hearings held.	Monitor
S. 2651 (Scott): ROAD to Housing Act of 2025 - To increase the supply of affordable housing in America incorporating the Build More Housing Near Transit Act.	8/1/25: Placed on Senate Legislative Calendar under General	Monitor

	Orders. Calendar No. 143.	
S. 3665 (Duckworth): A bill to prosecute, as a Federal crime, the assault or intimidation of a passenger train crew member in a manner consistent with the prosecution of assault or intimidation of an aircraft crew member.	1/15/26: Read twice and referred to the Committee on Commerce, Science, and Transportation.	Monitor



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July Legislative Update

Receive and file.

State

- Continued advocacy for budget request

Federal

- FY 2027 Transportation, Housing and Urban Development (THUD) Appropriations
- Olympics security funding

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Thank you.

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ITEM ID:	**2026-272-0**
TRANSMITTAL DATE:	**July 17, 2026**
MEETING DATE:	**July 24, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**Contract No. PO1048-27 Diesel Fuel and Diesel Exhaust Fluid - Recommendation to Award - Mansfield Oil Company**

Issue

The Authority requires diesel fuel (fuel) and diesel exhaust fluid (DEF) to operate its locomotives and Diesel Multiple Units (DMU). Fuel and DEF are delivered in bulk to the Authority's maintenance facilities and in regular and on-call trackside deliveries at various locations.

Recommendation

It is recommended that the Board authorize the Chief Executive Officer to award Contract No. PO1048-27 to Mansfield Oil Company for a not-to-exceed amount of $71,936,606.00 for the purchase of diesel fuel and diesel exhaust fluid. The term of the contract will be for a one-year base period with a single one-year option to be exercised at the sole discretion of the CEO. This recommendation is subject to the resolution of any timely filed protests.

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 a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California. This contract is intended for the purchase of renewable diesel which reduces emissions when compared to Petroleum Diesel.

Background

The Authority utilizes renewable diesel and DEF to operate its fleets of locomotives and Diesel Multiple Units (DMUs).

Fuel and DEF are currently delivered in bulk to the Authority's maintenance facilities CMF and EMF and in regular on-call trackside deliveries at various locations under Contract No. PO961-24, which expires on September 30, 2026. Contract No. PO1048-27 will replace Contract No. PO961-24 which will provide the Authority the ability to continue purchasing the renewable diesel and DEF needed to support Metrolink's and Arrow's operations for the next two years.

Discussion

On May 15, 2026, the Authority issued an Invitation for Bids (IFB) No. PO1048-27 for the purchase of Diesel Fuel and Diesel Exhaust Fluid. The IFB was posted on the Authority's online procurement portal and notifications were sent to 478 registered firms. The Authority also advertised the IFB in publications in the five member counties and in diversity newspapers. Thirty prospective proposers viewed the IFB on the procurement portal. Six prospective proposers attended the virtual Pre-Bid Conference held on May 20, 2026.

The Authority received four bids by the submission date of July 6, 2026. All the submitted bids were found to be responsive and responsible. The bids are listed in the table below. Please note that the bids are exclusive of taxes as the taxes are based on the delivery locations at the time of delivery.

	ICE	Enpramex Distribution USA	**Mansfield Oil Company**	Pinnacle Petroleum	SC Fuels
Base Year	$37,573,899.42	$32,794,420.02	**$32,708,771.90**	$32,805,219.15	$35,025,733.65
Option Year	$37,573,899.42	$32,794,420.02	**$32,708,771.90**	$32,805,219.15	$35,025,733.65
Total	$75,147,798.84	$65,588,840.04	**$65,417,543.80**	$65,610,438.29	$70,051,467.30
+ / -	-	-12.72%	**-12.95%**	-12.69%	-6.78%

The bid from Mansfield Oil Company is 12.95% below the Independent Cost Estimate (ICE) and found to be fair and reasonable.

Budget Impact

The amount for which contract authority is requested for the first nine months of the contract ($27,374,784) is included in the proposed Operating Budget for FY27 and is contingent upon its adoption by the Board. Funding for subsequent years (FY28 and 1st quarter of FY29) will be requested through the annual budget process. There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

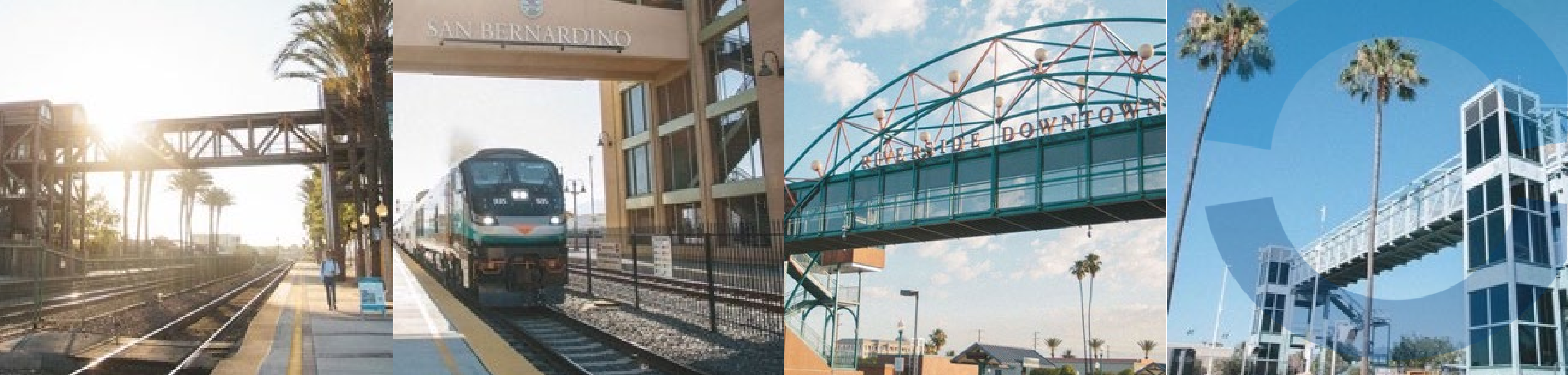
Next Steps

Upon award by the Board, Contract No. PO1048-27 for Diesel Fuel and Diesel Exhaust Fluid will be executed with Mansfield Oil Company in an amount not-to-exceed of $71,936,606, which includes a one-year base period and a single one-year option.

Prepared by:	Eduardo Tovar, Manager II, Inventory Control Dorothea Cantero, Senior Contract & Compliance Administrator
Approved by:	Tom Schamber, Chief Financial Officer

Attachment(s)

Presentation - PO1048-27 Diesel Fuel and Diesel Exhaust Fluid



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Contract No. PO1048-27 for Diesel Fuel and Diesel Exhaust Fluid – Recommendation to Award

Background

- The Authority requires fuel for its locomotives and Diesel Multiple Units (DMUs). The fuel consists exclusively of 100% Renewable Diesel.
- The Authority also requires Diesel Exhaust Fluid (DEF) for its Tier 4 Locomotives and DMUs. DEF is used to help reduce emissions from newer diesel engines.
- Contract No. PO961-24 expires on September 30, 2026.
- Contract No. PO1048-27 will ensure that the Authority has a supplier to provide Renewable Diesel and DEF to support its operations for the next two years.

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Bid Results

- The Authority issued an Invitation for Bids (IFB) No. PO1048-27 on May 15, 2026.
- Four bids were received by the submission deadline and all bids were found to be responsive and responsible.
- The bid from Mansfield Oil Company, the selected bidder, was 12.95% below the Independent Cost Estimate (ICE) and found to be fair and reasonable.

	ICE	Enpramex Distribution USA	Mansfield Oil Company	Pinnacle Petroleum	SC Fuels
Base Year	$37,573,899.42	$32,794,420.02	**$32,708,771.90**	$32,805,219.15	$35,025,733.65
Option Year	$37,573,899.42	$32,794,420.02	**$32,708,771.90**	$32,805,219.15	$35,025,733.65
Total	$75,147,798.84	$65,588,840.04	**$65,417,543.80**	$65,610,438.29	$70,051,467.30
+ / -	-	-12.72%	**-12.95%**	-12.69%	-6.78%

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Recommendation

- It is recommended that the Board award Contract No. PO1048-27 to Mansfield Oil Company for a not-to-exceed amount of $71,936,606.
- The Contract Term is one-year base period with a one-year option to be exercised at the sole discretion of the CEO.
- This recommendation is subject to the resolution of any timely filed protests.

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Thank you.

ITEM 11.B

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metrolinktrains.com/meeting

ITEM ID:	**2026-172-0**
TRANSMITTAL DATE:	**July 17, 2026**
MEETING DATE:	**July 24, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**Quarterly Report of Contracts Awarded and 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.

Background

On July 26, 2019, the Board authorized the CEO to execute 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 2026, which covers April 1, 2026 through June 30, 2026.

Discussion

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

Contract/PO	Supplier	Scope of work	Method of procurement	Amount	Date awarded
SP639-26	NWC Partners, Inc.	Fare Policy Performance and Compliance Analysis Contract	Contract	$500,000.00	4/1/26
SP663-26	Cylus	Rail Operational Technology Cybersecurity Cost-Free Pilot Program (POC)	Single Source	$354,000.00	4/14/26
SP662-26	Cervello Ltd.	Rail Operational Technology Cybersecurity Cost-Free Pilot Program (POC)	Single Source	$354,000.00	4/14/26
SP656-26	The Superlative Group	Corporate Sponsorship Naming Rights	Cooperative Agreement	$377,500.00	4/15/26
SP638-26	Primary Color Systems	Train Wrap Services	Contract	$400,000.00	4/15/26
SP654-26	Elavon	Electronic Payment Acceptance Service	MSA Agreement	$300,000.00	4/16/26
PO1052-27	Winchester Interconnect Ruggedized Corp.	Rolling Stock High Voltage Electrical Components	Single Source	$325,000.00	4/16/26
PO1030-26	Integrated Chemical & Equipment	Train Wash Detergent	Contract	$495,060.30	4/28/26
SP660-26	SearchPros	SearchPros Staffing Agreement through FY28	Contract	$380,400.00	5/11/26
LI329-26	Connixt	Delay App Software Maintenance	Sole Source	$253,800.00	6/9/26
PO1057-27	L.B. Foster Company	Track Side Lubricator Grease	Sole Source	$300,000.00	6/10/26

PO158-27	ORX Railway Corp	Repair and Return of Locomotive and Car wheel assemblies	Single Source	$495,000.00	6/30/26

Next Steps

Staff will continue to report on a quarterly basis the contracts awarded and executed by the CEO. The next update will cover activity from July 1 through September 30, 2026.

Prepared by:	Salima Mulji, Business Analyst I Cynthia D. Minix, Director, Contracts and Procurement, and Materials Management
Approved by:	Tom Schamber, Chief Financial Officer

Attachment(s)

Presentation - FY26 Q4 Quarterly Report of Contracts

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Quarterly Report of Contracts Awarded Fourth Quarter of FY26

Receive and file.

Background

- The Board has previously authorized the CEO to execute Contracts with third parties, up to $500,000.
- The Board requested that the CEO provide a quarterly report for awards between $250,000 - $500,000.
- This report is for agreements awarded in the period between April and June 2026 (FY26 Q4).

During the reference period, the CEO awarded the following agreements:

Contract Number	Entity	Amount	Description	Award Date	Procurement method
SP639-26	NWC Partners, Inc.	$500,000.00	Fare Policy Performance and Compliance Analysis Contract	4/1/26	Contract
SP663-26	Cylus	$354,000.00	Rail Operational Technology Cybersecurity Cost-Free Pilot Program (POC)	4/14/26	Single Source
SP662-26	Cervello Ltd.	$354,000.00	Rail Operational Technology Cybersecurity Cost-Free Pilot Program (POC)	4/14/26	Single Source
SP656-26	The Superlative Group	$377,500.00	Corporate Sponsorship Naming Rights	4/15/26	Cooperative Agreement
SP638-26	Primary Color Systems	$400,000.00	Train Wrap Services	4/15/26	Contract
SP654-26	Elavon	$300,000.00	Electronic Payment Acceptance Service	4/16/26	MSA Agreement

During the reference period, the CEO awarded the following agreements:

Contract Number	Entity	Amount	Description	Award Date	Procurement method
PO1052-27	Winchester Interconnect Ruggedized Corp.	$325,000.00	Rolling Stock High Voltage Electrical Components	4/16/26	Single Source
PO1030-26	Integrated Chemical & Equipment	$495,060.30	Train Wash Detergent	4/28/26	Contract
SP660-26	SearchPros	$380,400.00	SearchPros Staffing Agreement through FY28	5/11/26	Contract
LI329-26	Connixt	$253,800.00	Delay App Software Maintenance	6/9/26	Sole Source
PO1057-27	L.B. Foster Company	$300,000.00	Track Side Lubricator Grease	6/10/26	Sole Source
PO158-27	ORX Railway Corp	$495,000.00	Repair and Return of Locomotive and Car wheel assemblies	6/30/26	Single Source

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Thank you.

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ITEM ID:	**2026-273-0**
TRANSMITTAL DATE:	**July 17, 2026**
MEETING DATE:	**July 24, 2026**
TO:	**Board of Directors**
FROM:	**Alberto Lara, Chief People Officer**
SUBJECT:	**Quarterly Compensation Report - 4th Quarter of Fiscal Year 2026 - April 1, 2026, through June 30, 2026**

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 18 compensation transactions that occurred during the fourth quarter of fiscal year 2026, April 1, 2026, through June 30, 2026. The compensation transactions are summarized below and in Attachment A, and described in detail in Attachment B:

New Hires	7
Promotions	2
Acting Pay	1
Additional Pay Temporary	1
ATU Salary Increase	4
Return from Acting Pay	3
TOTAL	18

In addition, there were 6 Separations (attrition rate - 2.1%), and the position vacancy rate was 6.7%.

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.

An internal promotion to the position of Communications Coordinator was affected and the selected candidate received a 38.89% increase in compensation. The minimum qualification for this position is a High School diploma and five (5) years of related experience. The employee possesses a High School diploma and over 15 years of related experience. Additionally, this is a classified position represented by Amalgamated Transit Union per the Collective Bargaining Agreement (CBA) dated January 1, 2023, through June 30, 2026. The promotion salary rate is based on set contract rate; hence the salary offered of $34.73 reflects a reasonable and appropriate increase for the employee.

Please see the table below for salary details.

Effective May 24, 2026:

Type of Change	Current Information	Promotion Information
Job Title:	Customer Relations Representative	Communications Coordinator
Salary Grade / Range:	Grade / Per ATU Contract	Grade / Per ATU Contract
Hourly Salary Rate:	$24.99	$34.73

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 2027 will be presented at the October Board Meeting.

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

Approved by: Alberto Lara, Chief People Officer

Attachment(s)

Attachment A - Board Compensation Summary Q4 FY26
Attachment B - Board Compensation Report Q4 FY26
Presentation - Compensation Report Q4 FY26

ATTACHMENT A

COMPENSATION REPORT SUMMARY - FOURTH QUARTER QUARTER FY26 - 4/1/2026 THROUGH 6/30/2026

Category based on H.R. Policy 2.1 Requirements	Total Number
Salary Placement for New Hire	7
Salary Placement for Promotion	2
Other Changes In Compensation	
Acting Pay	1
Additional Pay - Temporary	1
ATU Salary Increase	4
Return From Acting/Additional Pay	3
TOTAL TRANSACTIONS	**18**

ATTACHMENT B - COMPENSATION REPORT
FOURTH QUARTER FY 26

	POSITION/CLASSIFICATION	EFFECTIVE DATE	TYPE OF SALARY PLACEMENT	SALARY RATE (Bi-Weekly/ Hourly Rate)	PERCENT ADJUSTMENT
A.New Hire					
1	Communications Coordinator	04/07/2026	New Hire	$28.93	NA
2	Senior Manager - Various	04/14/2026	New Hire	$6,230.77	NA
3	Human Resources Analyst I	04/26/2026	New Hire	$3,269.24	NA
4	Accountant II	04/28/2026	New Hire	$4,500.00	NA
5	Accountant II	05/12/2026	New Hire	$4,500.00	NA
6	Customer Relations Representative	05/26/2026	New Hire	$23.44	NA
7	Manager Various II	05/26/2026	New Hire	$6,000.00	NA
B.Promotion					
1	Director, Train Control Systems, Network Op	04/26/2026	Promotion	$7,692.31	11.52%
2	Communications Coordinator	05/24/2026	Promotion	$34.72	38.89%
C.Other Changes In Compensation					
1	Deputy Chief Operating Officer	06/02/2026	Acting Pay	$11,563.98	5%
2	Customer Relations Manager	06/07/2026	Additional Pay - Temporary	$5,419.16	5%
3	Customer Relations Representative	02/15/2026	ATU Salary Increase	$29.68	5.55%
4	Communications Coordinator	03/29/2026	ATU Salary Increase	$30.86	6.66%
5	Customer Relations Representative	04/12/2026	ATU Salary Increase	$25.00	6.66%
6	Rail Traffic Controller	04/26/2026	ATU Salary Increase	$42.95	7.69%
7	Director, Train Control Systems, Network Op	04/25/2026	Return From Acting/Additional Pay	$6,897.72	-9.09%
8	Senior Manager, Marketing & Digital	05/10/2026	Return From Acting/Additional Pay	$6,457.77	-9.09%
9	Director, Customer Experience	06/07/2026	Return From Acting/Additional Pay	$8,144.70	-9.09%

METROLINK

Quarterly Compensation Report
4th Quarter FY26 April 1, 2026 -June 30, 2026

Receive and file.

Recommendation

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

METROLINK

Fourth Quarter FY26 Compensation Transactions

New Hires	7
Promotions	2
Acting Pay	1
Additional Pay Temp.	1
ATU Salary Increase	4
Return from Acting Pay	3
Total	18
Separations	6
Attrition Rate	2.1%
Vacancy rate	6.7%

METROLINK

Thank you.

ITEM 11.D

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-203-0**
TRANSMITTAL DATE:	**July 17, 2026**
MEETING DATE:	**July 24, 2026**
TO:	**Board of Directors**
FROM:	**Paul Hubler, Chief Strategy Officer**
SUBJECT:	**Grants Quarterly Update - 4th Quarter, FY 2026**

Issue

Staff is providing an update of grant acquisition, reprogramming and closeout activity for the period of April 1 to June 30, 2026.

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 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.

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 to June 30, 2026

Acquired (4)	***Reprogrammed (2)***	***Closed (5)***
$2,557,882	$28,346,893	$26,542,953

The Authority currently manages 38 active federal grants totaling $681.5 million, 22 active state grants totaling $1.3 billion, and two active regional grants totaling $146.7 million for a total portfolio of $2.1 billion.

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

Grant Activity Discussion

Acquisition

The California State Transit Agency (CalSTA) awarded Metrolink funding for two projects: $1,150,000 for the Mobility 4 All program and $250,000 for the Track Intrusion and Positive Train Control project. The State Rail Assistance (SRA) award of $250,000 for the Track Intrusion and Positive Train Control Project was the required match to a federal earmark of $1 million that Metrolink received in FY25 and executed with the Federal Railroad Administration this quarter through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program. In addition, the Authority was awarded $157,882 in federal funds through the Los Angeles World Cup Host Committee (LAWCHC) to support increased safety and security during the 2026 FIFA World Cup.

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. Two reprogramming transactions were completed during the quarter, comprised of $13,204,402 in federal, $10,435,722 in state, and $4,706,769 in local funds.

Closure

Staff closed out two Low Carbon Transit Operations Program (LCTOP) grants totaling $12,587,003 during the quarter which supported the Student Adventure Pass. Staff also closed two FTA grants totaling $12,556,000 support the Anaheim Canyon Station Improvements, Passing Siding, and San Juan Creek Bridge Replacement projects in Orange County. One Federal Emergency Management Agency grant awarded under the Transit Security Grant Program was also closed which supported IT security in the amount of $1,339,950.

Next Steps

Staff will continue to report quarterly on the status of the agency's grant portfolio.

Prepared by:	Jennifer Farinas, Manager, Grants
Approved by:	Paul Hubler, Chief Strategy Officer

Attachment(s)

Attachment A - Federal Grant List
Attachment B - State Grant List
Attachment C - Regional Grant List
Presentation - Grants Summary Q6 FY26

ATTACHMENT A
FEDERAL GRANTS

GRANT PROGRAM	CURRENT PRIMARY GRANT USE	TOTAL GRANT AMOUNT	AMOUNT INVOICED	REMAINING BALANCE June 30, 2026
Section 5309	Orange Sub Signal Rehab	$ 5,258,845	5,214,247	$ 44,598
Section 5309	Non-Revenue Vehicles & Equipment, Orange Sub Signal Rehab	$ 46,258,740	45,999,701	$ 259,039
Section 5309	Signal and communication improvements and locomotive replacement	$ 8,891,620	8,869,261	$ 22,359
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	31,435,446	$ 155,698
Section 5307	Locomotive replacement	$ 12,106,922	11,898,234	$ 208,688
Section 5307	Locomotive replacement and PTC	$ 7,001,915	6,899,673	$ 102,242
Section 5307	Locomotive replacement, signal and communication improvements	$ 8,173,372	8,173,317	$ 55
Section 5337 & 5307	FY 2017 Metrolink System Rehabilitation & Fare Collection System Upgrade	$ 84,770,455	72,696,060	$ 12,074,395
Section 5337	5337 - Metrolink High Priority State of Good Repair, including slope stabilization and tie replacement on the Orange Subdivision	$ 8,867,332	8,608,204	$ 259,128
Section 5307	Metrolink Passing Siding in South Orange County	$ 2,556,000	2,556,000	$ -
CMAQ	Metrolink Anaheim Canyon Station Improvements	$ 10,000,000	10,000,000	$ -
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	12,857,017	$ 6,165,835
Section 5337	San Juan Creek Bridge Replacement	$ 35,724,000	35,693,390	$ 30,610
Section 5337	FY22 Metrolink Rehabilitation	$ 20,150,817	15,737,921	$ 4,412,896
Section 5337	FY23 Metrolink Rehabilitation	$ 45,975,523	20,360,575	$ 25,614,948
Community Project Funding / Congressionally Directed Spending	Antelope Valley Line State of Good Repair	$ 3,000,000	2,664,055	$ 335,945
CMAQ	Arrow Commuter Rail Service	$ 25,000,000	25,000,000	$ -
FRA CRISI	Upscaling Key PTC Onboard and Wayside Components	$ 9,944,000	9,530,712	$ 413,288
FRA CRISI	Leveraging PTC to Increase Capacity and Reduce Headways and Alternative Vendor Analysis	$ 3,150,000	1,690,942	$ 1,459,058
FRA CRISI	Burbank Corridor Speed & Safety Improvements	$ 10,746,091	1,058,203	$ 9,687,888
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	290,257	$ 6,459,743
FRA Fed-State Partnership	Pacific Surfliner Corridor Rehabilitation and Service Reliability	$ 31,800,000	657,581	$ 31,142,419
FRA CRISI	Fullerton Junction Interlocking Project	$ 30,000,000	-	$ 30,000,000
FRA Trespassing Enforcement	Hot Spot Trespassing Enforcement Operations	$ 112,795	76,287	$ 36,508
FHWA Commuter Authority Rail Safety Improvements	Rail-Highway Crossing Improvements City of El Monte	$ 14,771,250	-	$ 14,771,250

ATTACHMENT A
FEDERAL GRANTS

GRANT PROGRAM	CURRENT PRIMARY GRANT USE	TOTAL GRANT AMOUNT	AMOUNT INVOICED	REMAINING BALANCE June 30, 2026
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	1,641	$ 1,298,359
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	3,991,886	$ 3,833,059
Section 5307	FY23 Metrolink Rehabilitation (RCTC Share)	$ 1,932,605	271,599	$ 1,661,006
Section 5307 and 5337	FY24 Metrolink Rehabilitation	$ 65,287,356	13,482,740	$ 51,804,616
CMAQ	Locomotive Replacement	$ 2,120,750	7,218	$ 2,113,532
Section 5307 and 5337	FY25 Metrolink Rehabilitation	$ 69,217,239	1,918,444	$ 67,298,795
TOTAL		**$ 680,107,871**	**$ 383,858,899**	**$ 296,248,972**

ATTACHMENT B				
STATE GRANTS				
GRANT PROGRAM	**CURRENT PRIMARY GRANT USE**	**TOTAL GRANT AMOUNT**	**AMOUNT INVOICED**	**REMAINING BALANCE June 30, 2026**
Prop 1A High Speed Rail Commuter Rail Connectivity	Rail Car Overhaul	20,207,000	20,009,879	197,121
State Cap and Trade Low Carbon Transportation Operations Program	Mobility-4-All Program / Student Adventure Pass	3,996,765	3,996,765	-
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	16,312,586	1,306,174
State Transit and Intercity Rail Program (Cycle 3, 2018)	SCORE Phase 1 Projects Led by Metrolink	403,919,000	127,028,540	276,890,460
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	276,413	1,375,587
FHWA Section 130	Lancaster Avenue K Safety Improvements	1,077,000	248,635	828,365
FHWA Section 130	Lancaster Avenue J Safety Improvements	1,720,000	256,737	1,463,263
FHWA Section 130	Lancaster Avenue M Safety Improvements	990,000	232,634	757,366
FHWA Section 130	Palmdale Avenue R Safety Improvements	540,000	81,217	458,783
FHWA Section 130	50LR305- SECTION 130- NEWHALL AVE	682,500	15,368	667,132
Affordable Housing & Sustainable Communities	Signal Respacing in Orange County	8,000,000	5,675,596	2,324,404
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	5,087,466	-
State Cap and Trade Low Carbon Transportation Operations Program	Student Youth Discount	4,205,343	2,872,689	1,332,654
TOTAL		**1,250,356,009**	**196,594,062**	**1,053,761,947**

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

ATTACHMENT C

REGIONAL GRANTS

GRANT PROGRAM	CURRENT PRIMARY GRANT USE	TOTAL GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE June 30, 2026
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
TOTAL		**146,744,491**	**-**	**146,744,491**

METROLINK

Grants Quarterly Update – Q4 FY26

Receive and file.

Grants Quarterly Update

From April 1 to June 30, 2026

- $2.5 million acquired
  - Supports Mobility4All, Track Intrusion, World Cup
- $28.3 million in reprogrammed funds for 2 projects
- 5 grants closed
- $2.1 billion total portfolio

METROLINK

Thank you.

METROLINK

ITEM ID:	**2026-285-0**
TRANSMITTAL DATE:	**July 17, 2026**
MEETING DATE:	**July 24, 2026**
TO:	**Board of Directors**
FROM:	**Noelia Rodriguez, Chief of Staff**
SUBJECT:	**Assembly Bill 1234 Meetings Attended by Members of the Board of Directors**

Issue

A report on meetings attended by members of the Board of Directors is provided in compliance with the Authority's policies and Assembly Bill1234 (AB 1234) (Government Code Section 53232 et seq).

Recommendation

Receive and file.

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. Having one of our Directors represent the Authority on other professional associations throughout the region advances this commitment.

Background

The Authority amended its policies to be consistent with the requirements of state law effective in 2005 and known as AB 1234. Among the changes on expense reports was a requirement that members of a legislative body "provide brief reports on meetings attended at the expense of the local agency at the next regular meeting of the legislative body." For purposes of this report, attendance at regular or special meetings of the Board and its committees for which per diem compensation is provided are not included within this requirement.

The Board requested that reports be presented and filed relating to meetings or activities that Board members have attended on behalf of the Authority in the performance of official duties during the previous month for which they have claimed reimbursable expenses.

Discussion

Director O'Connor attended the CTA Executive Committee Meeting and 2026 Spring Legislative Conference in Sacramento May 20-21, 2026 and the CTA Executive Committee Meeting on June 29, 2026. The cost to the agency was $1,404.52, broken down as follows:

- Airfare: $744.60
- Registration Fees: $340
- Lodging: $203.99
- Ground Transportation: $94.68
- Meals: $21.25

The agenda for the conference and committees are attached.

Prepared by:	Michelle Pena, Board Clerk
Approved by:	Noelia Rodriguez, Chief of Staff

Attachment(s)

Attachment A - May 20 CTA Executive Committee Meeting Agenda
Attachment B - May 21 CTA Spring Legislative Conference Agenda
Attachment C - June 29 CTA Executive Committee Meeting Agenda
Presentation - AB1234 Meetings Attended by Board Members

California Transit Association

Connecting us.

Executive Committee Meeting Agenda

Wednesday, May 20, 2026
10:00 a.m. – 2:00 p.m. [Lunch will be served]

Kimpton Sawyer
Maple Suite
500 J Street
Sacramento, CA 95814
(916) 321-9000 (main)
Travel Details Attached

Agenda Items	Recommended Action
General Business Items	
1. Introductions and Quorum Call	
2. Possibly Seat Permanent Group Representatives (oral)	Possible Action
3. Chair's Report (oral)	File
4. Executive Director's Report (oral)	File
Action Items	
5. Consent Calendar [Marked with an asterisk*]	Action
Strategic Goal 1 - Advocacy: Influence state and federal decision makers to enact policies and funding solutions supporting, expanding, developing and advancing public transit.	
6. Transportation Legislative, Regulatory & Funding Issues	
a. 2026 State Legislative Program & Funding Update (p.1)	Action
b. ICT Regulation Amendments Update (p.39)	Possible Action
Strategic Goal 3 - Organizational Management and Development: Strive for excellence, innovation and stability.	
7. Organizational Management and Development Initiatives	
a. Business Development Program Update (p.44)	Possible Action
b. Standing Committees & Task Forces Reorganization Update (Oral)	Possible Action
c. Contract Subcommittee Update (p.49)	Possible Action

Information Items

Strategic Goal 1 - Advocacy Influence state and federal decision makers to enact policies and funding solutions supporting, expanding, developing and advancing public transit.

8. Transportation Legislative, Regulatory & Funding Issues

a. 2026 Federal Legislative Program and Funding Update (p.82)	Information

Strategic Goal 2 - Member Services: Provide members with timely services, tools and opportunities to enhance the strength and effectiveness of their organizations.

9. Association Management

a. Association Membership Report (p.92)	Information
b. 2025 Fall Conference & Expo Final Update (p.104)	Information
c. 2026 Spring Legislative Conference Update (Oral)	Information
d. 2026 Fall Conference & Expo Final Update (Oral)	Information

Strategic Goal 3 - Organizational Management and Development: Strive for excellence, innovation and stability.

10. Public Affairs and Communications

a. Communications Program Update (p.210)	Information

11. Financial Report

a. 2025 Year-End Financial Statements (p.218)	Accept & File*
b. 2026 Year-to-Date Financial Statements (as of April 30, 2026) (p.233)	Accept & File*

12. Executive Committee Meeting Minutes

a. February 27, 2026, La Quinta, CA (p.247)	Accept & File*

Other Business

13. Other Business

a. Items Otherwise Not on the Agenda	Possible Action

14. Adjournment

2026 SPRING LEGISLATIVE CONFERENCE
AGENDA AT -A-GLANCE
MAY 21, 2026

THE KIMPTON SAWYER HOTEL
MAGNOLIA BALLROOM

9:00 a.m. – 10:15 a.m.	**Continental Breakfast & Networking**
10:15 a.m. – 10:20 a.m.	**Welcome and Opening Remarks** **Erin Rogers**, Chair, Executive Committee, California Transit Association
10:20 a.m. – 10:40 a.m.	**Keynote Address** **Lauren Sanchez**, Chair, California Air Resources Board
10:45 a.m. – 12:00 p.m.	**Association State Legislative and Budget Update** **Beverly Greene**, Chair, State Legislative Committee, California Transit Association (Moderator) **Dave Cortese**, Chair, Senate Transportation Committee **Michael Pimentel**, Executive Director, California Transit Association **Matt Robinson**, Legislative Advocate, California Transit Association **Brendan Repicky**, Legislative & Regulatory Advocate, California Transit Association
12:00 p.m. – 1:15 p.m.	**Networking Lunch**
1:15 p.m. – 2:15 p.m.	**Revisiting the Innovative Clean Transit Regulation: Lessons Learned and Next Steps** This panel will examine the operational and fiscal realities faced by California transit agencies as they work to implement the Innovative Clean Transit regulation and explore the relief opportunities available to transit agencies today. Panelists will highlight the Association's ongoing efforts to secure additional relief for transit agencies through regulatory reforms, new funding, and greater coordination between state agencies and departments that oversee the zero-emission transition. **Michael Pimentel**, Executive Director, California Transit Association (Moderator) **Jason Hill-Falkenthal,** Assistant Division Chief, Mobile Source Control Division, California Air Resources Board **Gia Vacin**, Deputy Director, Governor's Office of Business and Economic Development **Doran Barnes**, Chair, ZEV Task Force, California Transit Association / Chief Executive Officer, Foothill Transit **Rick Ramacier**, Chair, State Legislative Committee, CALACT

2:30 p.m. – 2:45 p.m.	**Transit Champion Awards** **Senator Scott Wiener** (D-San Francisco) **Assemblymember Lori Wilson** (D-Suisun City)
3:00 p.m. – 4:00 p.m.	**Navigating Transit Funding Uncertainty: Risks, Realities, and the Path Forward** California transit agencies are confronting unprecedented funding uncertainty amid the depletion of one-time federal and state funding, changing federal priorities, and growing cost pressures. This panel will explore the evolving transit funding landscape and the implications for service delivery, capital projects, workforce stability, and long-term planning. Panelists will discuss current challenges affecting state programs, the impact of budget volatility on transit operations, and strategies to protect and sustain transit investments. The session will also highlight the Association's advocacy efforts to promote stable and reliable funding to meet California's broader climate and mobility goals. **Matt Robinson**, Legislative Advocate, California Transit Association (Moderator) **Senator Catherine S. Blakespear**, Chair, Senate Environmental Quality Committee **Senator Jesse Arreguín**, Chair, Senate Housing Committee
4:00 p.m.	**Adjourn**

CaliforniaTransit Association

Attachment C

Connecting us.

Executive Committee Meeting Agenda

Monday, June 29, 2026
10:00 a.m. – 2:00 p.m. [Lunch will be served]

Sacramento Area Council of Governments (SACOG)
Board Room
1415 L Street, Suite 300
Sacramento, CA 95814
(916) 321-9000 (main)
Travel Details Attached

Agenda Items	Recommended Action
General Business Items	
1. Introductions and Quorum Call	
2. Possibly Seat Permanent Group Representatives (oral)	Possible Action
3. Chair's Report (oral)	File
4. Executive Director's Report (oral)	File
Action Items	
5. Consent Calendar [Marked with an asterisk*]	Action
Strategic Goal 1 - Advocacy: Influence state and federal decision makers to enact policies and funding solutions supporting, expanding, developing and advancing public transit.	
6. Transportation Legislative, Regulatory & Funding Issues	
a. 2026 State Legislative Program & Funding Update (p. 1)	Possible Action
b. ICT Regulation Amendments Update (oral)	Possible Action
Strategic Goal 3 - Organizational Management and Development: Strive for excellence, innovation and stability.	
7. Organizational Management and Development Initiatives	
a. Format & Timing of Executive Director Performance Evaluation (p. 9)	Action

Information Items

Strategic Goal 1 - Advocacy Influence state and federal decision makers to enact policies and funding solutions supporting, expanding, developing and advancing public transit.

8. Transportation Legislative, Regulatory & Funding Issues

a. 2026 Federal Legislative Program and Funding Update (oral)	Information

Strategic Goal 2 - Member Services: Provide members with timely services, tools and opportunities to enhance the strength and effectiveness of their organizations.

9. Association Management

a. Association Membership Report (p. 23)	Information
b. 2026 Spring Legislative Conference Update (oral)	Information
c. 2026 Fall Conference & Expo Update (p. 36)	Information

Strategic Goal 3 - Organizational Management and Development: Strive for excellence, innovation and stability.

10. Public Affairs and Communications

a. Communications Program Update (p. 39)	Information

11. Financial Report

a. 2026 Financial Statements as of May 31, 2026 (p. 45)	Accept & File*

12. Executive Committee Meeting Minutes

a. May 20, 2026, Sacramento, CA (p. 59)	Accept & File*

Other Business

13. Other Business

a. Items Otherwise Not on the Agenda	Possible Action

14. Adjournment

METROLINK

AB1234 Meetings Attended by Board Members

Receive and file.

CTA Executive Committee Meeting and 2026 Spring Legislative Conference (May 20-21)

	Cost
Airfare	$373.80
Registration Fees	$340
Lodging	$130.95
Ground Transportation	$54.82
Meals	$21.25
Total	**$920.82**

METROLINK

CTA Executive Committee Meeting (June 29)

	Cost
Airfare	$370.80
Lodging	$73.04
Ground Transportation	$39.86
Total	**$483.70**

METROLINK

METROLINK

Thank you.

ITEM 11.F

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-274-0**
TRANSMITTAL DATE:	**July 17, 2026**
MEETING DATE:	**July 24, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**Report of Financial Results for the 11 Months Ending May 2026**

Issue

This report covers monthly Ridership, Revenue, and Financial Operating Performance for the eleven months ended May 31, 2026. The Ridership and Revenue data emphasizes "By Line" performance. The reporting also displays the effect of farebox subsidies in this year compared to last year. Financial performance reporting emphasizes adherence to budget, particularly at the Member Agency Support Line.

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 based on factual data to our Board enhances their oversight and ability to provide direction.

- **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 efforts to ensure our actions are serving their needs.

Background

Sperry Capital/KPMG has updated its FY26 forecasting model. They have created line-specific models to capture local nuances in ridership patterns. While the adopted budget does not reflect the updated forecast from January, we are now providing comparisons of actual ridership and revenue results to both the adopted budget and the updated forecast.

Year-to-date actual Ridership and Revenue are shown with comparisons to last year, the budget, and to the new forecast, both Systemwide and by each Line. A separate section of charts will show Farebox Revenue by Month by Line.

As described previously, results of the June 2025 Onboard Survey caused a reevaluation of our ridership assumption for certain ticket types. The assumption of 2 rides per student has been reduced to 1.5 rides. The survey data also indicated the need to recalibrate Monthly Pass usage rates. The new data reflects an average monthly pass usage of 4.4 days per week, up from 3.7 rides previously.

Ridership estimates for FY25 and FY26 have been updated to reflect these changes. Usage rates have no impact on revenue.

Revenue shown as Fare Revenues includes Farebox Revenue plus all Farebox subsidies.

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

The Board of Directors also 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.

On February 27, 2026, the Board of Directors adopted an amendment to the FY26 Metrolink Operating Budget in the amount of an addition to operating expense of $914,029.

Discussion

Systemwide Ridership
For the eleven months ended May, 2026 ridership was forecasted at 8.6M boardings, a 78% recovery, while the actual boardings were 6.8M, a 62% recovery, below original forecast by 1.8M. However, the actual is over the refreshed forecast by 490K riders.

Systemwide Fare Revenue
For the eleven months ended May 2026, the Authority's Fare Revenues are budgeted at $53.0M or a 70% recovery, while the actual Fare Revenues are $40.0M, a 53% recovery, under budget by $13.0M. Compared to the refreshed Revenue forecast, Revenues are higher by $662K. Unsubsidized Farebox Revenue is up 14% over last year. This is primarily due to the end of the Student Adventure Pass, which was fully subsidized and recorded as grant revenue. Students now pay a regular fare with a 50% discount, and it is reflected in farebox revenue.

Ridership and Revenue by Line
Results by Line for ridership through May show that all lines except San Bernardino and Antelope Valley have increased ridership compared to last year. The data also shows that ridership is exceeding the refreshed forecast on all lines.

Results by Line for revenue show every line has increased its Unsubsidized Revenue over last year, five of the seven lines have combined Subsidized and Unsubsidized Revenue higher than last year. The two lines that were below last year for combined revenue received a greater proportion of Revenue from the now-expired Student Adventure Pass subsidy.

To date, systemwide actual fare revenues slightly exceed the refreshed forecast.

The charts by line show the number of trains on each line. This is important from a financial perspective because it provides insight into each train's revenue generation.

Operating Results for Metrolink
Operating Revenue is $58.5M, under budget by $11.6M or 16.6%.
Expenses are $297.9M, below budget by $25.3M or 7.8%. Some expenses may contain accruals.
Member Agency Support required is $239.3M, below budget by $13.8M, or 5.4%.

The Metrolink Operating Statement for the period ended May 31, 2026, is attached for further review, in addition to graphs of individual line performance by month.

Arrow Service

Ridership
Through May 2026, Arrow Service ridership was forecasted at 159K boardings, while the actual boardings were 147K, 7.5% below original forecast or 12K.

Fare Revenues
For the eleven months ended May 2026, Arrow Service Fare Revenues were budgeted at $393K, while the actual was $249K, underbudget by $144K or 36.6%. Fare Revenue for the months of April and May in FY25 is high as a result of a timing difference in the collection of subsidy for the Student Adventure Pass Program.

Operating Results
Operating Revenue through May 2026 for Arrow Service is $478K, under budget by $148K or 23.7%.
Expenses are $13.9M, below budget by $2.8M or 16.5%. Some expenses may include accruals.

Support required is $13.4M, below budget by $2.6M or 16.2%.
The Arrow Service Operating Statement for the period ended May 31, 2026, is attached for further review.

Next Steps

Staff will continue to report on Ridership, Revenue and Financial performance monthly.

Prepared by: Christine J. Wilson, Assistant Director, Finance

Approved by: Tom Schamber, Chief Financial Officer

Attachment(s)

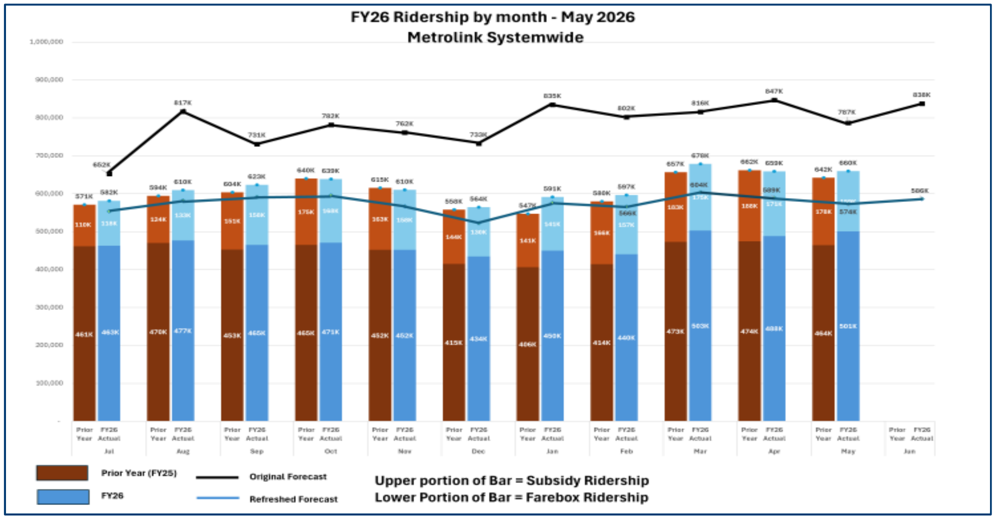
Attachment A - Metrolink May Operating Statement
Attachment B - Ridership By Line
Attachment C - Arrow May Operating Statement
Presentation - May 2026 Financial Results

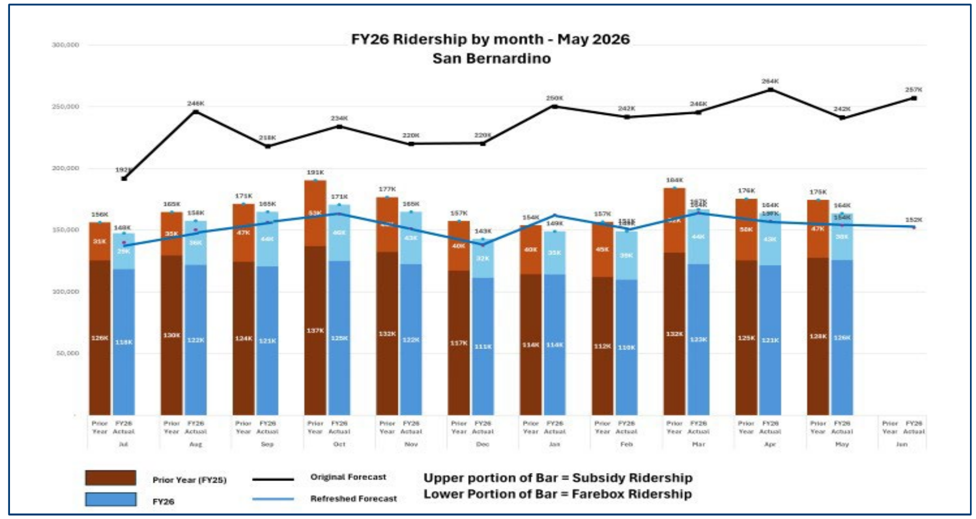
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
PRELIMINARY OPERATING STATEMENT
FOR THE ELEVEN MONTHS ENDING MAY 31, 2026

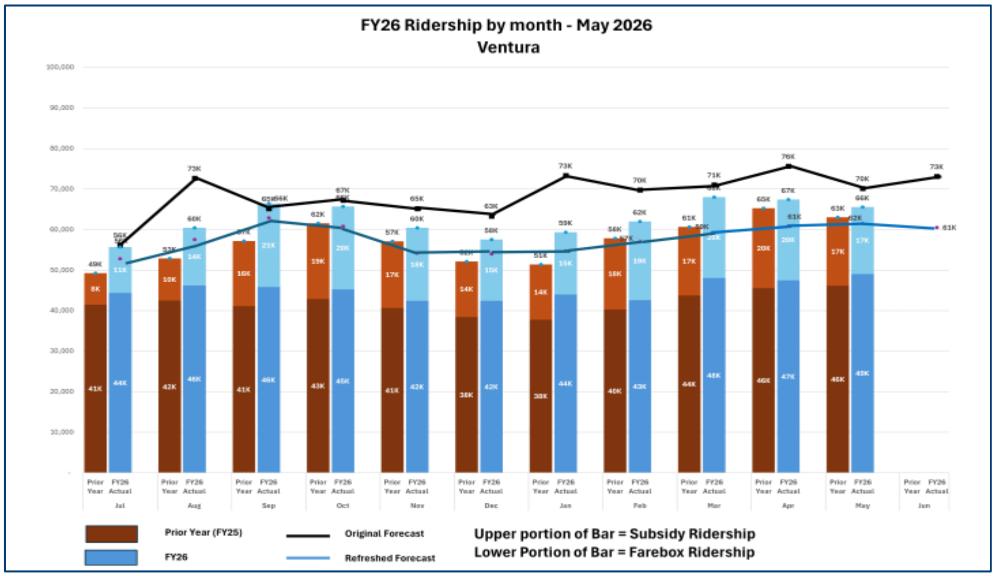
	FY26 BUDGET	FY26 ACTUAL	VARIANCE FROM ADJUSTED BUDGET		FY25 ACTUAL	VARIANCE FROM PRIOR YEAR ACTUAL	
Operation Revenue			AMOUNT	%		AMOUNT	%
Farebox Revenue	46,981,745	33,853,563	(13,128,181)	(27.9%)	29,781,559	4,072,004	13.7%
SB Line Fare Reduction	370,256	408,464	38,209	10.3%	540,845	(132,381)	(24.5%)
Mobility 4 All	0	741,510	741,510	0	678,744	62,766	9.2%
Student Youth Discount Grant	3,280,891	2,557,746	(723,145)	(22.0%)	0	2,557,746	0.0%
Student Adventure Pass	0	0	0	0	6,960,396	(6,960,396)	(100.0%)
Other Train Subsidies	2,351,636	2,464,199	112,563	4.8%	2,392,427	71,772	3.0%
Special Trains	0	0	0	0	39,200	(39,200)	(100.0%)
Subtotal Fare Revenues	**52,984,527**	**40,025,482**	**(12,959,045)**	**(24.5%)**	**40,393,170**	**(367,688)**	**(0.9%)**
Dispatching	2,068,638	2,564,743	496,105	24.0%	2,402,982	161,761	6.7%
Other Revenues	2,633,257	3,276,542	643,285	24.4%	4,155,190	(878,648)	(21.1%)
MOW Revenues	12,393,777	12,593,880	200,103	1.6%	12,559,885	33,995	0.3%
Total Operating Revenues	**70,080,199**	**58,460,647**	**(11,619,552)**	**(16.6%)**	**59,511,227**	**(1,050,581)**	**(1.8%)**
Student Adventure Pass Member Support	**0**	**0**	**0**	**0**	**3,211,300**	**(3,211,300)**	**(100.0%)**
Operating Expenses							
Operations & Services							
Train Operators	49,898,235	50,616,949	718,714	1.4%	44,924,296	5,692,654	12.7%
Train Dispatch	5,418,398	5,469,378	50,979	0.9%	5,279,173	190,205	3.6%
Equipment Maintenance	29,728,105	29,428,856	(299,249)	(1.0%)	28,183,133	1,245,723	4.4%
Materials	14,268,613	14,186,915	(81,698)	(0.6%)	13,336,857	850,058	6.4%
Fuel	29,178,325	26,827,097	(2,351,228)	(8.1%)	25,248,805	1,578,292	6.3%
Operating Facilities Maintenance	4,672,303	3,834,590	(837,713)	(17.9%)	2,001,861	1,832,729	91.6%
Other Operating Train Services	1,024,259	986,572	(37,687)	(3.7%)	548,237	438,335	80.0%
Security - LA Sheriffs	12,636,063	11,182,093	(1,453,970)	(11.5%)	10,941,861	240,231	2.2%
Security - SB Sheriffs	3,015,969	2,766,427	(249,542)	(8.3%)	0	2,766,427	0.0%
Security - Guards	5,208,830	5,235,839	27,009	0.5%	4,892,814	343,025	7.0%
Supplemental Security	100,143	0	(100,143)	(100.0%)	0	0	0.0%
Public Safety Program	61,358	17,382	(43,976)	(71.7%)	24,579	(7,197)	(29.3%)
Passenger Relations	1,813,504	1,598,251	(215,253)	(11.9%)	1,640,544	(42,294)	(2.6%)
TVM Maint/Revenue Collection	5,530,274	4,656,007	(874,267)	(15.8%)	4,077,535	578,472	14.2%
Marketing	3,168,700	2,490,355	(678,345)	(21.4%)	2,080,378	409,977	19.7%
Media & External Communications	271,902	95,792	(176,110)	(64.8%)	88,145	7,647	8.7%
Utilities / Leases	2,588,450	2,235,654	(352,796)	(13.6%)	2,143,030	92,625	4.3%
Transfers to Other Operators	2,651,000	3,076,984	425,984	16.1%	2,943,785	133,199	4.5%
Amtrak Transfers	630,476	977,382	346,906	55.0%	589,071	388,311	65.9%
Station Maintenance	6,398,359	4,503,558	(1,894,801)	(29.6%)	3,588,088	915,469	25.5%
Rail Agreements	6,720,043	6,402,111	(317,932)	(4.7%)	5,802,893	599,218	10.3%
Subtotal Operations & Services	**184,983,310**	**176,588,190**	**(8,395,120)**	**(4.5%)**	**158,623,763**	**17,964,427**	**11.3%**
Maintenance-of-Way							
MoW - Line Segments	48,120,931	45,981,381	(2,139,550)	(4.4%)	41,282,181	4,699,200	11.4%
MoW Labor & Benefits	4,311,004	4,717,830	406,826	9.4%	4,133,049	584,781	14.1%
Overhead MoW Expenses	4,260,795	2,767,713	(1,493,082)	(35.0%)	3,251,723	(484,010)	(14.9%)
MoW - Extraordinary Maintenance	759,693	480,605	(279,088)	(36.7%)	549,932	(69,327)	(12.6%)
Subtotal Maintenance-of-Way	**57,452,423**	**53,947,529**	**(3,504,894)**	**(6.1%)**	**49,216,885**	**4,730,644**	**9.6%**
Administration & Services							
Ops Salaries & Benefits	17,288,581	16,665,575	(623,006)	(3.6%)	16,875,401	(209,826)	(1.2%)
Ops Non-Labor Expenses	11,221,416	9,773,082	(1,448,335)	(12.9%)	7,706,064	2,067,018	26.8%
Indirect Administrative Expenses	24,555,380	20,306,150	(4,249,229)	(17.3%)	17,723,991	2,582,160	14.6%
Ops Professional Services	1,823,845	951,898	(871,947)	(47.8%)	1,757,744	(805,846)	(45.8%)
Subtotal Administration & Services	**54,889,222**	**47,696,705**	**(7,192,517)**	**(13.1%)**	**44,063,199**	**3,633,506**	**8.2%**
Contingency	45,841	13,400	(32,441)	(70.8%)	13,300	100	0.8%
Total Operating Expenses	**297,370,796**	**278,245,824**	**(19,124,972)**	**(6.4%)**	**251,917,147**	**26,328,677**	**10.5%**
Insurance Expense (Recoveries)							
Liability/Property/Auto/Misc	17,236,912	14,885,848	(2,351,064)	(13.6%)	15,029,036	(143,187)	(1.0%)
Net Claims / SI	1,687,356	154,739	(1,532,617)	(90.8%)	(2,205,460)	2,360,199	(107.0%)
Claims Administration	2,022,218	2,016,456	(5,762)	(0.3%)	1,374,576	641,880	46.7%
Subtotal Insurance Expense (Recov	**20,946,486**	**17,057,043**	**(3,889,443)**	**(18.6%)**	**14,198,152**	**2,858,891**	**20.1%**
Total Operating Expenses	**318,317,282**	**295,302,867**	**(23,014,415)**	**(7.2%)**	**269,326,599**	**25,976,268**	**9.6%**
Mini Bundle Mobilization			0	0	6,762,619	(6,762,619)	(100.0%)

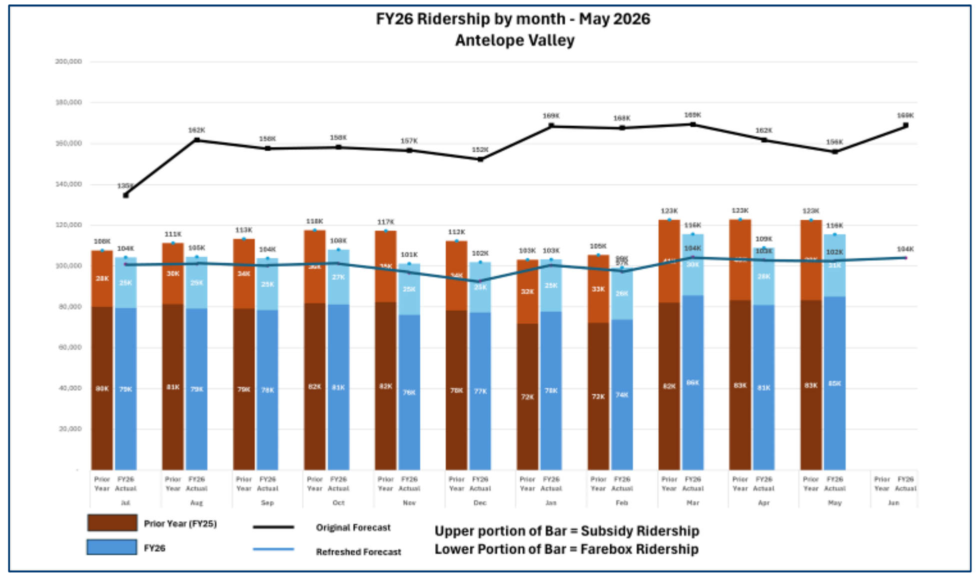
Total Expenses with Mobilization	**318,317,282**	**295,302,867**	**(23,014,415)**	**(7.2%)**	**276,089,218**	**19,213,649**	**7.0%**
Mega Events	1,558,526	558,507	(1,000,019)	(64.2%)	0	558,507	0.0%
CFR Compliance	364,357	198,843	(165,514)	(45.4%)	0	198,843	0.0%
Outside 20	2,886,035	1,809,508	(1,076,527)	(37.3%)	0	1,809,508	0.0%
Total Expenses	**323,126,200**	**297,869,724**	**(25,256,475)**	**(7.8%)**	**276,089,218**	**21,780,507**	**7.9%**
Unbudgeted Special Trains							
Holiday Trains							
Revenue	0	336,444	336,444	0	299,497	36,947	12.3%
Expense	0	291,201	291,201	0	209,587	81,614	38.9%
Surplus / (Deficit)	**0**	**45,243**	**45,243**	**0**	**89,910**	**(44,667)**	**(49.7%)**
Insomniac Trains							
Revenue	0	108,983	108,983	0	73,270	35,713	48.7%
Expense	0	13,560	13,560	0	9,669	3,891	40.2%
Surplus / (Deficit)	**0**	**95,423**	**95,423**	**0**	**63,601**	**31,822**	**50.0%**
Net effect of Unbudgeted Special Trains	**0**	**140,666**	**140,666**	**0**	**153,511**	**(12,845)**	**(8.4%)**
Net Loss	**(253,046,001)**	**(239,268,412)**	**13,777,589**	**(5.4%)**	**(216,424,479)**	**(22,843,933)**	**10.6%**
Member Subsidies	**252,360,479**	**252,360,479**	**0**	**0.0%**	**241,138,522**	**11,221,957**	**4.7%**
Surplus / (Deficit)	**(685,522)**	**13,092,068**	**13,777,589**	**n/a**	**24,714,043**	**(11,621,975)**	**(47.0%)**
	-	-					

Ridership by Line by Month as of May 2026

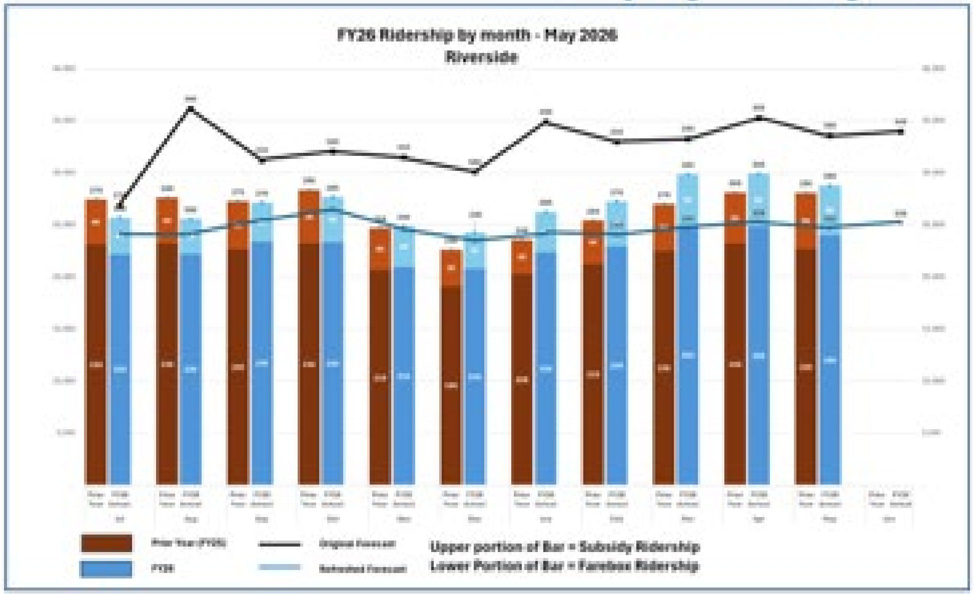


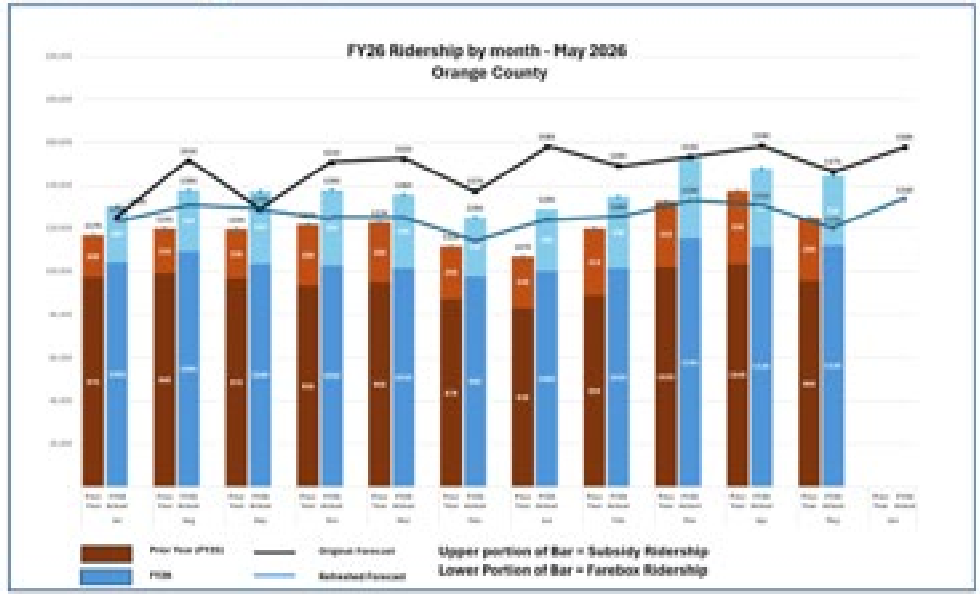


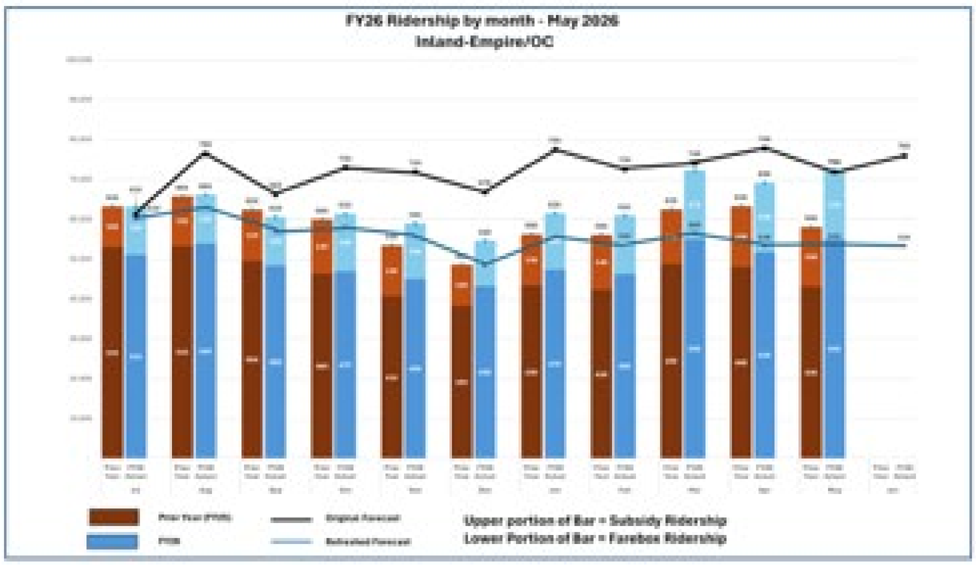


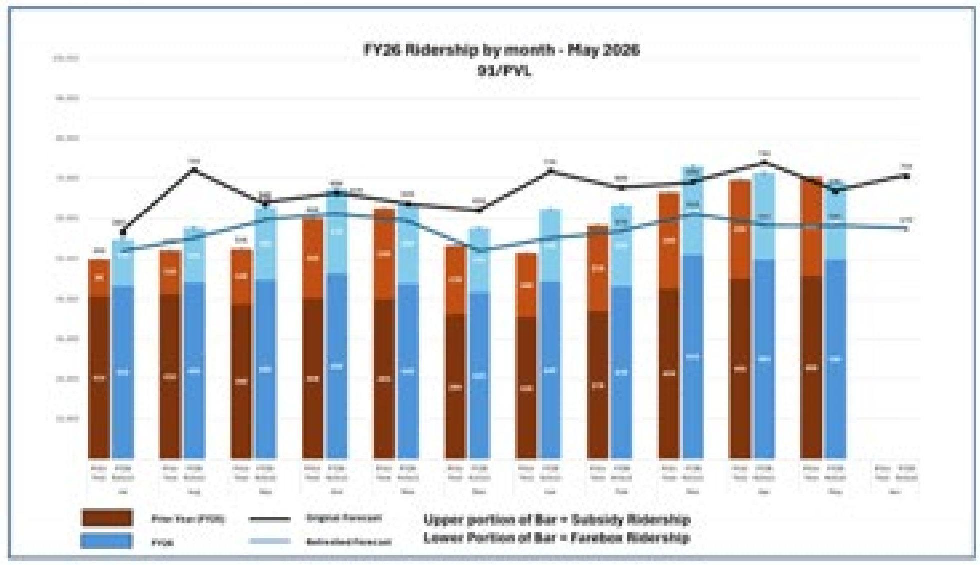


Ridership by Line by Month as of May 2026









SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
ARROW SERVICE
PRELIMINARY OPERATING STATEMENT
FOR THE ELEVEN MONTHS ENDING MAY 31, 2026

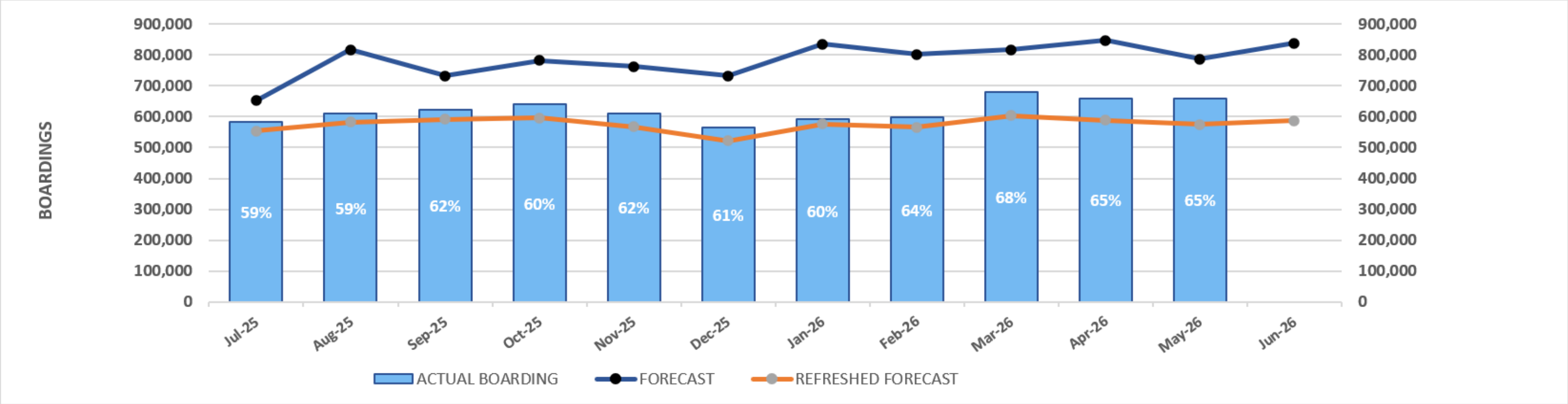
	FY26 BUDGET	FY26 ACTUAL	VARIANCE FROM BUDGET OVER/(UNDER) AMOUNT	%	FY25 ACTUAL	VARIANCE FROM PRIOR YEAR ACTUAL OVER/(UNDER) AMOUNT	%
Operation Revenue							
Farebox Revenue	334,692	209,788	(124,904)	(37.3%)	184,346	25,442	13.8%
Mobility 4 All	8,895	6,047	(2,848)	(32.0%)	5,992	55	0.9%
Student Youth Discount Grant	49,307	33,431	(15,876)	(32.2%)	0	33,431	0.0%
Student Adventure Pass	0	(0)	(0)	0	174,456	(174,456)	(100.0%)
Subtotal Fare Revenues	**392,894**	**249,266**	**(143,628)**	**(36.6%)**	**364,793**	**(115,527)**	**(31.7%)**
MOW Revenues	233,420	228,714	(4,706)	(2.0%)	231,748	(3,034)	(1.3%)
Total Operating Revenues	**626,314**	**477,980**	**(148,334)**	**(23.7%)**	**596,541**	**(118,560)**	**(19.9%)**
Operating Expenses							
Operations & Services							
Train Operators	3,802,243	2,854,792	(947,451)	(24.9%)	3,497,427	(642,635)	(18.4%)
Train Dispatch Fee	165,108	165,108	(0)	(0.0%)	13,861	151,247	1,091.1%
Equipment Maintenance	3,878,061	3,617,238	(260,823)	(6.7%)	3,643,901	(26,663)	(0.7%)
Materials	1,262,690	337,158	(925,532)	(73.3%)	120,131	217,027	180.7%
Fuel	399,201	408,922	9,721	2.4%	350,139	58,783	16.8%
Operating Facilities Maintenance	423,049	314,174	(108,875)	(25.7%)	216,783	97,390	44.9%
Other Operating Train Services	16,038	10,845	(5,193)	(32.4%)	10,242	603	5.9%
Security - LA Sheriffs	0	0	0	0	2,101,307	(2,101,307)	(100.0%)
Security - SB Sheriffs	2,109,888	1,935,634	(174,254)	(8.3%)	0	1,935,634	0.0%
Security - Guards	253,418	264,598	11,180	4.4%	239,899	24,699	10.3%
Public Safety Program	15,279	0	(15,279)	(100.0%)	0	0	0.0%
Passenger Relations	12,749	9,759	(2,990)	(23.5%)	15,562	(5,803)	(37.3%)
TVM Maint/Revenue Collection	92,620	68,067	(24,553)	(26.5%)	68,618	(552)	(0.8%)
Marketing	183,370	190,821	7,451	4.1%	93,382	97,439	104.3%
Media & External Communications	4,004	0	(4,004)	(100.0%)	0	0	0.0%
Utilities / Leases	251,645	267,298	15,653	6.2%	238,152	29,146	12.2%
Transfers to Other Operators	9,163	8,681	(482)	(5.3%)	7,583	1,098	14.5%
Mobilization Arrow	0	0	0	0	1,076,040	(1,076,040)	(100.0%)
Subtotal Operations & Services	**12,878,526**	**10,453,093**	**(2,425,432)**	**(18.8%)**	**11,693,026**	**(1,239,933)**	**(10.6%)**
Maintenance-of-Way							
Maintenance-of-Way Fee	**1,645,531**	**1,645,531**	**0**	**0.0%**	**1,054,974**	**590,558**	**56.0%**
Administration & Services							
Ops Salaries & Benefits	906,241	668,522	(237,719)	(26.2%)	667,265	1,258	0.2%
Ops Non-Labor Expenses	310,565	314,038	3,473	1.1%	260,480	53,559	20.6%
Indirect Administrative Expenses	808,326	755,710	(52,616)	(6.5%)	406,533	349,177	85.9%
Ops Professional Services	6,952	0	(6,952)	(100.0%)	59,240	(59,240)	(100.0%)
Subtotal Administration & Services	**2,032,084**	**1,738,270**	**(293,814)**	**(14.5%)**	**1,393,518**	**344,753**	**24.7%**
Total Operating Expenses	**16,556,141**	**13,836,895**	**(2,719,246)**	**(16.4%)**	**14,141,518**	**(304,622)**	**(2.2%)**
Insurance Expense (Recoveries)							
Liability/Property/Auto/Misc	95,755	87,050	(8,705)	(9.1%)	95,755	(8,705)	(9.1%)
Net Claims / SI	8,481	0	(8,481)	(100.0%)	0	0	0.0%
Claims Administration	4,587	0	(4,587)	(100.0%)	0	0	0.0%
Subtotal Insurance Expense (Recoveries	**108,823**	**87,050**	**(21,773)**	**(20.0%)**	**95,755**	**(8,705)**	**(9.1%)**
Total Operating Expenses	**16,664,964**	**13,923,945**	**(2,741,019)**	**(16.4%)**	**14,237,273**	**(313,327)**	**(2.2%)**
CFR Compliance	13,061	1,853	(11,208)	(85.8%)	0	1,853	0.0%
Total Expenses	**16,678,025**	**13,925,798**	**(2,752,227)**	**(16.5%)**	**14,237,273**	**(311,475)**	**(2.2%)**
Net Loss	**(16,051,711)**	**(13,447,818)**	**2,603,894**	**(16.2%)**	**(13,640,732)**	**192,914**	**(1.4%)**
Member Subsidies	**16,051,711**	**16,051,711**	**(0)**	**(0.0%)**	**15,868,845**	**182,866**	**1.2%**
Surplus / (Deficit)	**0**	**2,603,894**	**2,603,894**	**N/A**	**2,228,114**	**375,780**	**16.9%**

METROLINK

May 2026 – Financial Results

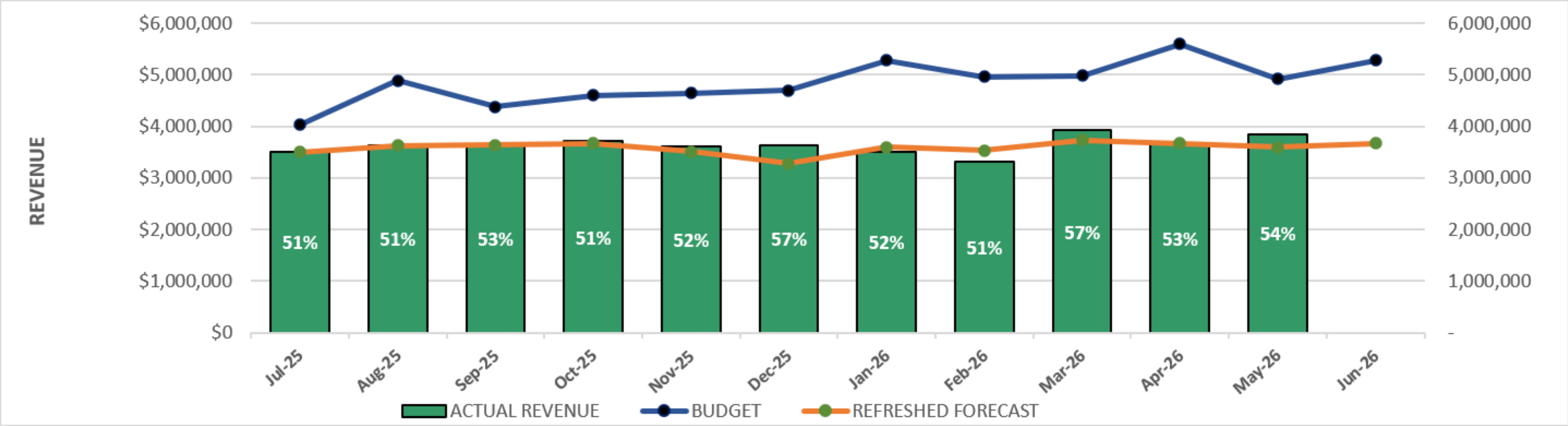
Receive and file.

Systemwide FY26 Forecast vs Actual & Recovery % Ridership (base & subsidized)



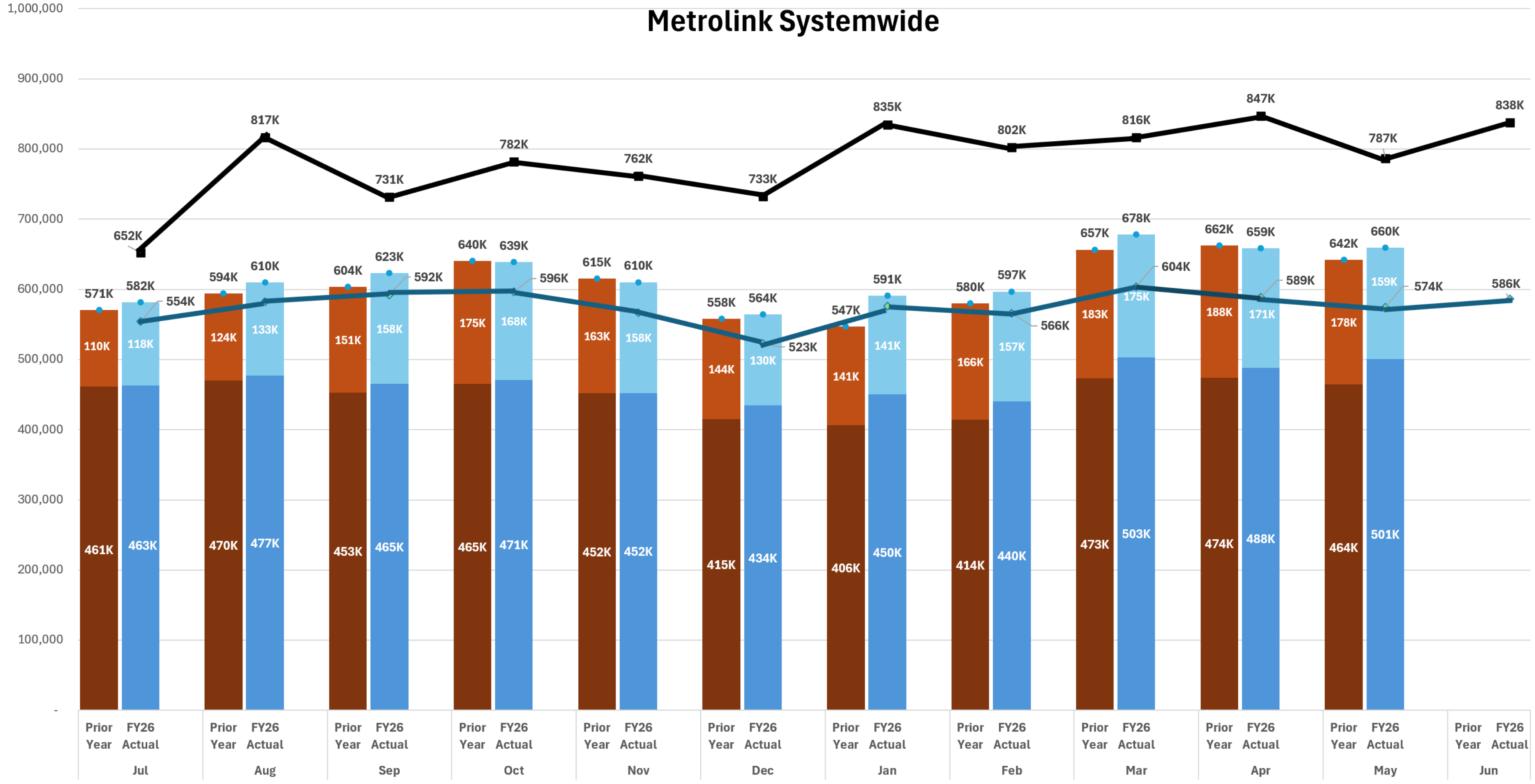
PERIOD	FORECAST BOARDINGS	FORECAST RECOVERY	REFRESHED FORECAST BOARDINGS	REFRESHED FORECAST RECOVERY	ACTUAL BOARDINGS	ACTUAL RECOVERY	RIDERSHIP VARIANCES FROM BUDGET	RIDERSHIP VARIANCES FROM REFRESH
JULY-25	652,288	66%	554,004	56%	581,688	59%	(70,600)	27,684
AUGUST-25	816,690	79%	582,078	57%	609,942	59%	(206,748)	27,864
SEPTEMBER-25	731,333	72%	591,591	58%	623,205	62%	(108,128)	31,614
FY26 Q1 TOTAL	**2,200,311**	**73%**	**1,727,673**	**57%**	**1,814,835**	**60%**	**(385,476)**	**87,162**
OCTOBER-25	782,087	74%	596,237	56%	639,051	60%	(143,036)	42,814
NOVEMBER-25	761,601	77%	566,763	57%	610,310	62%	(151,291)	43,547
DECEMBER-25	732,661	80%	522,568	57%	564,325	61%	(168,336)	41,757
FY26 YTD Q2 TOTAL	**4,476,659**	**75%**	**3,413,241**	**57%**	**3,628,521**	**61%**	**(848,138)**	**215,280**
JANUARY-26	834,933	85%	576,350	59%	591,313	60%	(243,620)	14,963
FEBRUARY-26	802,262	86%	566,020	60%	596,907	64%	(205,355)	30,887
MARCH-26	816,182	81%	603,744	60%	678,369	68%	(137,813)	74,625
FY26 Q3 YTD TOTAL	**6,930,036**	**78%**	**5,159,355**	**58%**	**5,495,110**	**62%**	**(1,434,926)**	**335,755**
APRIL-26	847,271	83%	589,034	58%	658,752	65%	(188,519)	69,718
MAY-26	787,022	77%	574,411	56%	659,576	65%	(127,446)	85,165
Fiscal Year to Date	**8,564,329**	**78%**	**6,322,800**	**58%**	**6,813,438**	**62%**	**(1,750,891)**	**490,638**

Systemwide FY26 Forecast vs Actual & Recovery %
Fare Revenues (base & subsidized)



	BUDGET		REFRESHED FORECAST		ACTUAL		REVENUE VARIANCES	
PERIOD	REVENUE	RECOVERY	REVENUE	RECOVERY	REVENUE	VARIANCE	FROM BUDGET	FROM REFRESH
JULY-25	4,028,677	59%	3,503,679	51%	3,515,246	51%	(513,431)	11,567
AUGUST-25	4,890,365	69%	3,633,802	51%	3,637,351	51%	(1,253,014)	3,549
SEPTEMBER-25	4,374,645	64%	3,637,842	53%	3,648,662	53%	(725,983)	10,820
FY26 YTD Q1 TOTAL	**$ 13,293,687**	**64%**	**10,775,323**	**52%**	**$ 10,801,259**	**52%**	**(2,492,428)**	**25,936**
OCTOBER-25	4,600,054	63%	3,667,953	51%	3,710,352	51%	(889,702)	42,399
NOVEMBER-25	4,646,303	67%	3,508,394	51%	3,609,112	52%	(1,037,191)	100,718
DECEMBER-25	4,695,741	74%	3,278,615	52%	3,638,849	57%	(1,056,892)	360,235
FY26 YTD Q2 TOTAL	**$ 27,235,785**	**66%**	**21,230,285**	**51%**	**$ 21,759,572**	**53%**	**(5,476,213)**	**529,287**
JANUARY-26	5,281,638	78%	3,601,311	53%	3,516,067	52%	(1,765,571)	(85,244)
FEBRUARY-26	4,963,251	77%	3,528,792	55%	3,323,139	51%	(1,640,112)	(205,653)
MARCH-26	4,985,398	73%	3,735,967	54%	3,925,877	57%	(1,059,522)	189,910
FY26 Q3 YTD TOTAL	**$ 42,466,072**	**69%**	**32,096,354**	**52%**	**$ 32,524,655**	**53%**	**(9,941,418)**	**$ 428,301**
APRIL-26 *	5,593,855	80%	3,674,139	53%	3,651,363	53%	(1,942,493)	(22,776)
MAY-26 *	4,924,598	70%	3,593,041	51%	3,849,465	54%	(1,075,134)	256,424
Fiscal Year to Date	**$ 52,984,525**	**70%**	**$ 39,363,533**	**52%**	**$ 40,025,483**	**53%**	**$ (12,959,045)**	**$ 661,949**

FY26 Ridership by month - May 2026
Metrolink Systemwide



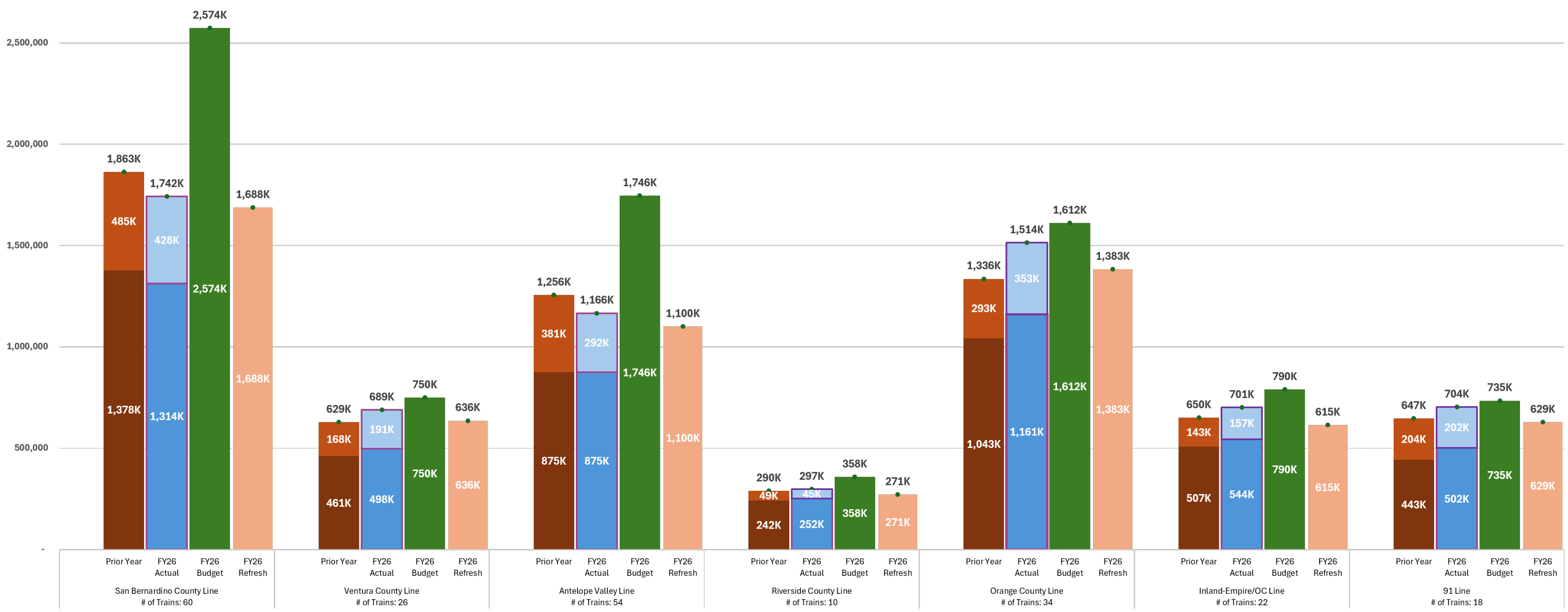
Prior Year (FY25) — Original Forecast
FY26 — Refreshed Forecast

Upper portion of Bar = Subsidized Ridership
Lower Portion of Bar = Base Ridership

Subsidized actual YTD through May- 1,667, 163
Base actual YTD through May- 5,145,626

FY26 YTD Ridership by Line

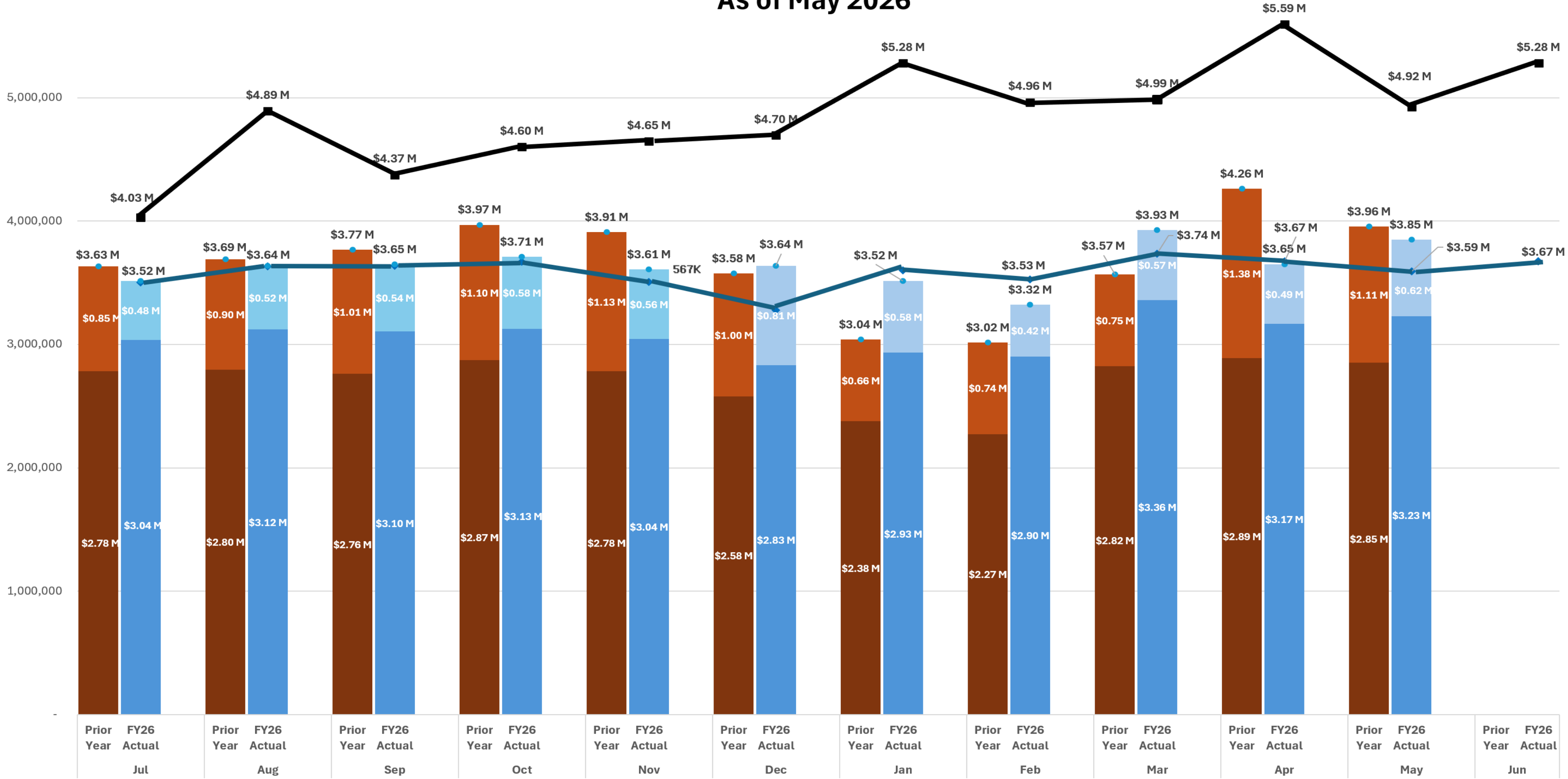
As of May 2026



Upper portion of Bar = Subsidized Ridership
Lower Portion of Bar = Base Ridership

Note – Optimized Schedule operated from 7/1/25 – 3/22/26
Reduced schedule operates from 3/23/26 – 6/30/26
Optimized schedule is used for chart train count

FY26 Systemwide Fare Revenues
As of May 2026



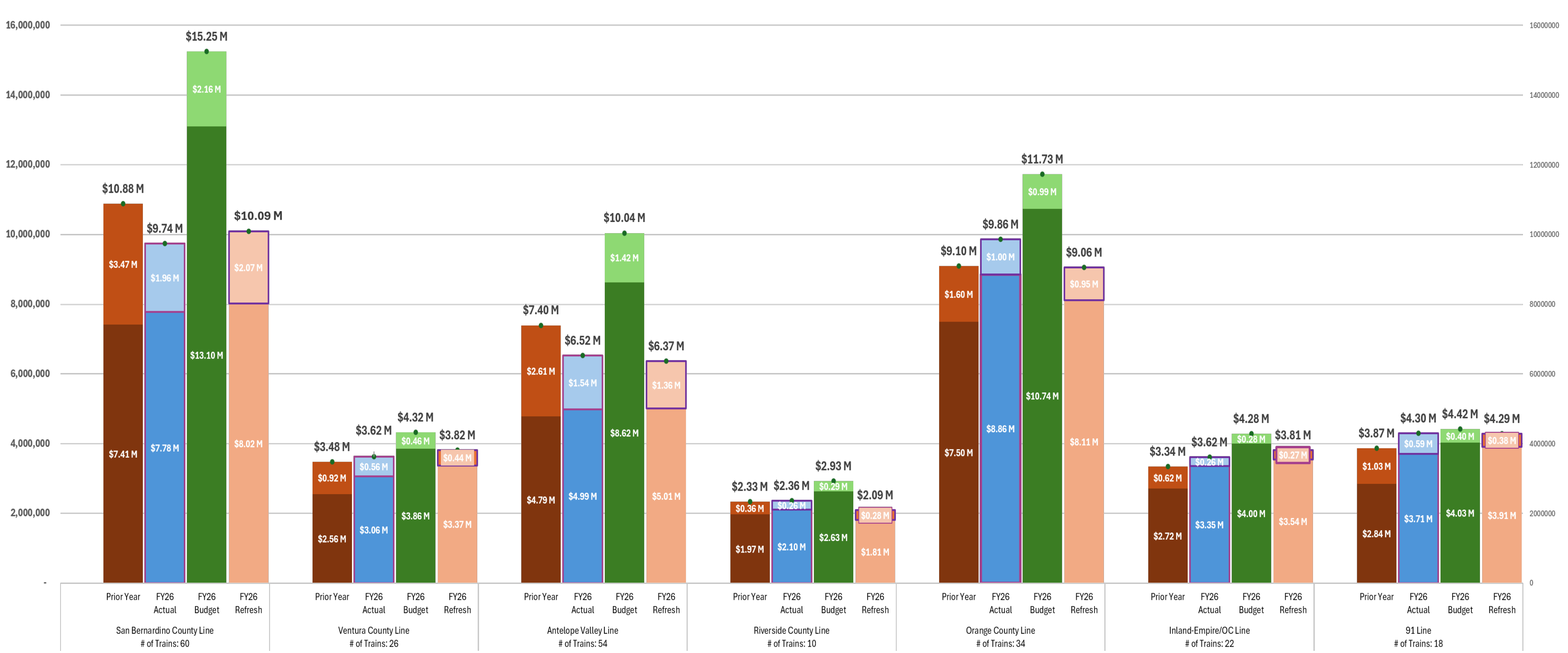
Prior Year (FY25)
FY26

Original Forecast
Refreshed Forecast

Upper portion of Bar = Subsidized Revenue
Lower Portion of Bar = Base Revenue

Subsidized actual YTD through May- $6,17 165
Base actual YTD through May- $33,853,565

FY26 YTD Fare Revenues by Line
As of May 2026



Upper portion of Bar = Subsidized Revenue
Lower Portion of Bar = Base Revenue

Note – Optimized Schedule operated from 7/1/25 – 3/22/26
Reduced schedule operates from 3/23/26 – 6/30/26
Optimized schedule is used for chart train count

Financial Results for May 2026

- **Total Operating Revenue is $58.5M, under budget by -$11.6M or -16.6%**
- **Total Expenses are $297.9M, under budget by -$25.3M or -7.8%**
- **Overall Member Agency Support Required is currently in surplus by $13.8M**

Major Categories <u>below</u> budget:

- Indirect Admin by $4.2M
- Insurance/Legal by $3.9M
- Fuel by $2.4M
- MOW–Line Segments by $2.1M
- Station Maintenance by $1.9
- L.A. Sheriffs by $1.5M
- Operation Non-Labor by $1.4M
- Outside 20’ by $1.1M
- MEGA Events by $1.0M
- Ops Professional Services by $0.9M

Note:

Some of these expenses include accruals.

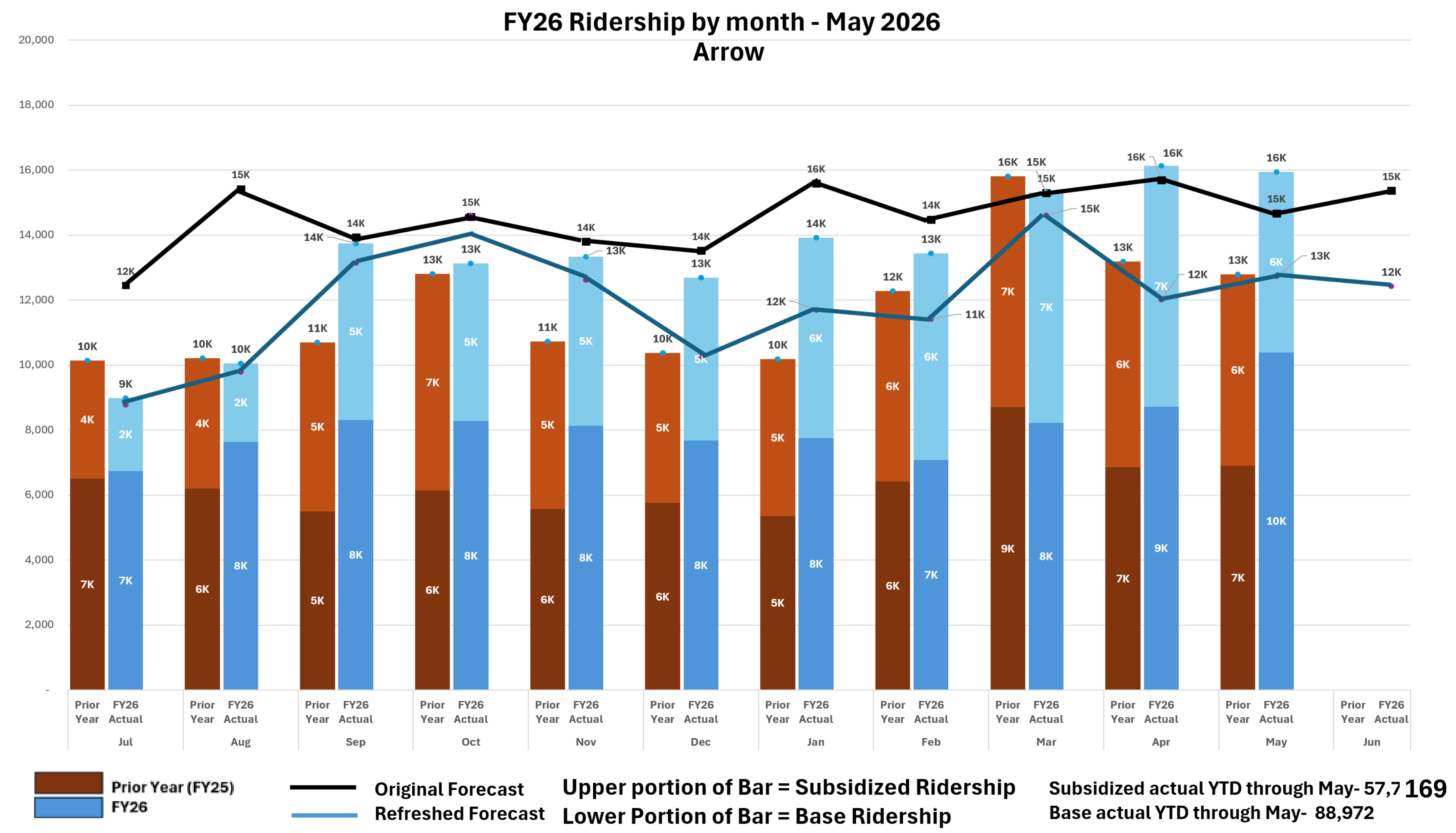
Comparisons are to the Adopted Budget not the refreshed forecast.

Arrow direction indicates over or under budget

Unfavorable

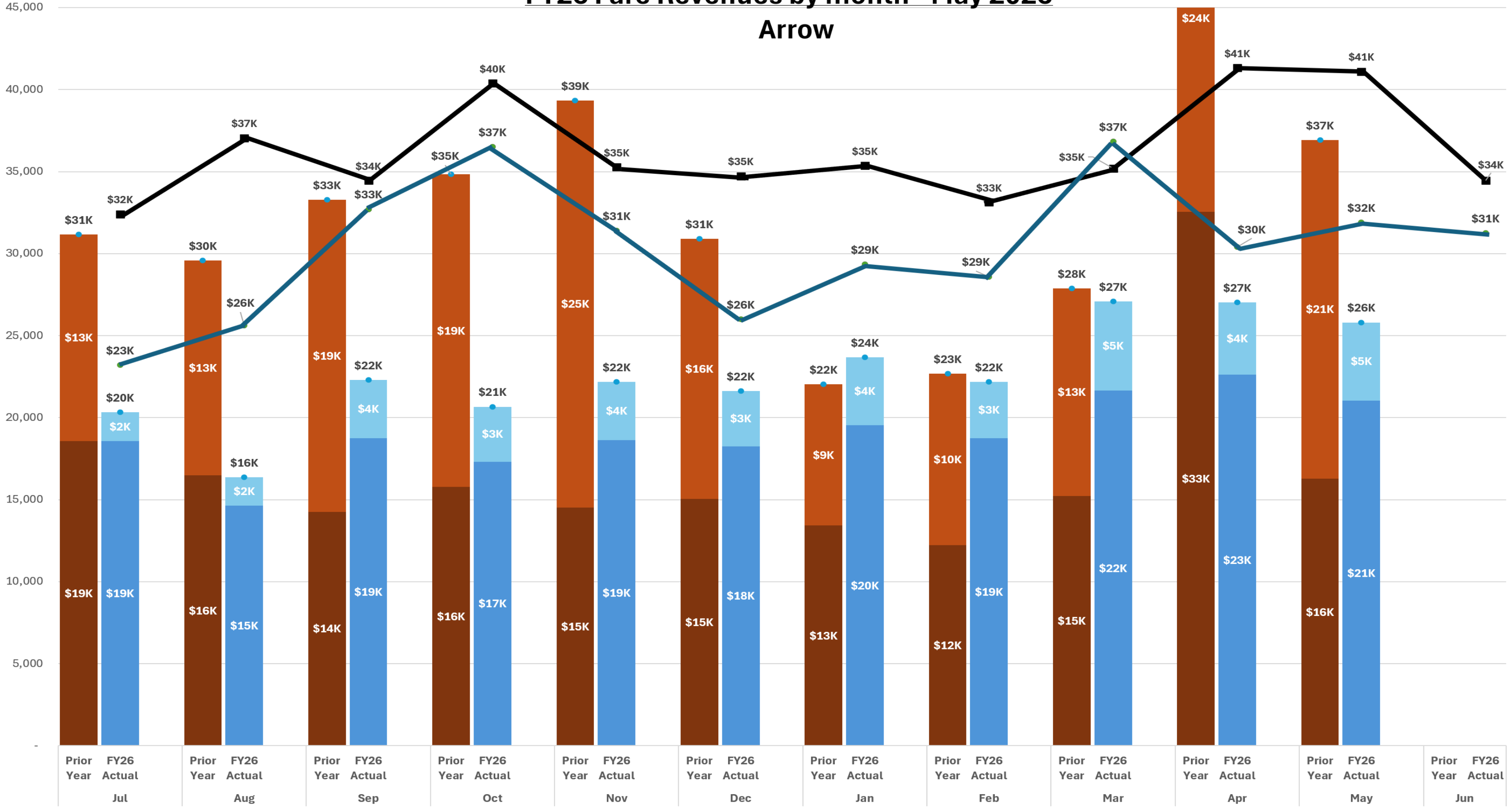
Favorable

Arrow Service


FY26 Ridership by month - May 2026
Arrow
20,000
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
-
Prior Year
FY26 Actual
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
Prior Year (FY25)
FY26
Original Forecast
Refreshed Forecast
Upper portion of Bar = Subsidized Ridership
Lower Portion of Bar = Base Ridership
Subsidized actual YTD through May- 57,7 169
Base actual YTD through May- 88,972

FY26 Fare Revenues by month - May 2026

Arrow



Prior Year (FY25)
FY26

Original Forecast
Refreshed Forecast

Upper portion of Bar = Subsidized Revenue
Lower Portion of Bar = Base Revenue

Subsidized actual YTD through May- $39,478
Base actual YTD through May- $209,788

FY26 Arrow Service Financial Results

Financial Results for YTD May 2026

Operating Revenue is $478K, under budget by $148K or -23.7%

Total Expenses are $13.9M, under budget by $2.8M or -16.5%

Support is $13.4M, under budget by $2.6M or 16.2%

Note:
Comparisons are to the Adopted Budget not the refreshed forecast.

Arrow direction indicates over or under budget

Unfavorable

Favorable

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Thank you.