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Agenda

Southern California Regional Rail Authority

BOARD OF DIRECTORS

NOVEMBER 13, 2026

Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

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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
	Tim Sandoval Mayor City of Pomona Metro Board	Pam O'Connor Metro Appointee
	Hilda Solis Supervisor, 1st District County of Los Angeles Metro Board	Gustavo V. Camacho Mayor City of Pico Rivera Metro Appointee

Updated: 11.04.26

	Member	Alternate
	VACANT Awaiting Appointment Metro Board	Walter Allen, III Council Member City of Covina Metro Appointee
San Bernardino: 2 votes	Larry McCallon Council Member City of Highland SBCTA Board	Helen Tran* Mayor City of San Bernardino SBCTA Board
	Ray Marquez Vice Mayor City of Chino Hills SBCTA Board	Jesse Armendarez* Supervisor, 2nd District County of San Bernardino 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, NOVEMBER 13, 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: 12.A-12.J**
   All Consent Calendar items are listed at the end of the agenda.

7. **PUBLIC HEARING**

7.A Adoption of the FY27 Metrolink Operating and Capital Budgets, the FY27 Salary Resolution, and Approval of Operating Forecasts for the Four Years FY28 through FY31

Under the terms of the Joint Exercise of Powers Agreement (JPA), the Authority is required to adopt a budget for the succeeding fiscal year no later than June 30th of each year. The Proposed FY27 Budget consists of the Operating Budget and State of Good Repair/New Capital Projects Budget. Consistent with multi-year budget planning, approval of the proposed budget forecasts for the fiscal years 2028 through 2031 is also requested at the time of budget adoption. In addition, the FY27 Salary Resolutions are submitted for approval as part of the Budget Adoption process.

It is recommended that the Board:
1. Conduct a Public Hearing; and
2. Adopt the Proposed FY27 Operating and Capital Budgets; and
3. Approve the FY27 Salary Resolution; and
4. Approve the Proposed Budget Forecasts for Fiscal Years FY28 through FY31.

Adoption of the Proposed FY27 Budget will create a budget and spending authority for Metrolink for the fiscal year 2026-2027.

8. **REGULAR CALENDAR**

***Item 8.A was added to the agenda on Monday, November 9, 2026 subsequent to the agenda posting on Friday, November 6, 2026**

8.A Proposed Modification to Board-Approved FY2027 Audit Plan

On September 24, 2026 the Metro Board approved a motion by Director Sandoval requesting SCRRA conduct an audit as part of its FY27 Audit Plan that focuses on parts and mechanical issues related to the 20% weekday service reduction which was effective March 2026. The letter from Metro's CEO dated November 6, 2026 and the motion are attached as Attachment A.

It is recommended that the Board consider Metro's request to amend the FY2027 Audit Plan as referenced in Attachment A.

8.B Proposed Employee Reclassifications and Salary Adjustments to Employee Compensation

Board approval is needed for salary adjustments to employee compensation, in accordance with HR Policy No. 2.1.

The Budget, Audit, and Finance Committee recommended (4-0) the Board approve:

1. Proposed employee reclassifications; and
2. Proposed salary adjustments to employee compensation.

The amount of $267,601 to increase salaries for thirty-five (35) employees is included in the Proposed FY27 Budget and is contingent upon the adoption of the proposed FY27 Operating Budget.

8.C Contract No. EP254-27 - Repair & Return of Wheelsets and Gearboxes - Recommendation to Award - UTC RAS, Inc

Repair and return services of locomotive and passenger car wheelsets and locomotive gearboxes are required to support the maintenance and safe operation of the Authority's rolling stock fleets. Two bids were received and UTC RAS, Inc was the lowest responsive and responsible bidder.

It is recommended that the Board authorize the Chief Executive Officer to award Contract No. EP254-27 to UTC RAS, Inc for the Repair and Return of Locomotive and Rail Car Wheelsets and Locomotive Gearboxes for a not-to-exceed amount of $7,326,433 for a base term of three years, with a single two-year renewal option. The option may be exercised at the discretion of the CEO. This award is subject to the resolution of any timely submitted protest.

The amount for which contract authority is requested for FY27 is $976,857. This amount is expected to cover 8 months of the fiscal year at an estimated need of $122,107 monthly. The amount is included in the operating budget for FY27 and is subject to the adoption of that FY27 Budget. Funding for subsequent fiscal years will be requested through the annual budget process.

8.D Annual Consideration of Fare Changes

At its meeting on June 26, 2026, the Board directed staff to prepare an agenda item regarding the annual consideration by the Board for potential fare changes and discussion of creating a policy so the Board considers potential fare changes every year. This item presents an amendment to Metrolink’s Fare Policy for an annual fare policy review.

It is recommended that the Board approve fare policy amendments that include clarifications and a new article 7.1 to consider potential changes to fares as part of the annual budget development process. This review will consider budget requirements and the share of operating expenses that are covered by fare revenue.

There is no budget impact as a result of this recommendation.

8.E Fiscal Year 2027 First Quarter Customer Experience Update

Staff is updating the Board on Customer Experience campaigns and activities. These updates will be provided periodically throughout the year.

Receive and file.

8.F November Legislative Update

Staff provides a regular monthly update on current legislative affairs.

Receive and file.

9. Chief Executive Officer's Report

- Authority Update

10. Board Members' Comments

11. Chair's Comments

12. CONSENT CALENDAR

12.A Approval of Meeting Minutes - October 23, 2026 Regular Board Meeting

It is recommended that the Board approve the Minutes of the October 23, 2026 Regular Board Meeting.

12.B Third-Party Agreement (TPA) Quarterly Reporting for Q1 FY2027

This report provides the Board with an overview of the current Third-Party Agreement portfolio, summarizing the total number of active projects, budget amounts, and remaining balances.

Receive and file.

12.C FY2026-27 Working Capital Fund Report, Quarter Ending September 30, 2026

SCRRA Working Capital Fund Policy - FIN 9.7, as well as executed Member Agency MOUs related thereto, require quarterly reporting of Working Capital Fund (WCF) activity to the SCRRA Board of Directors.

This quarterly report and accompanying attachments provide the following information:

1. Summary and project-level detail for WCF advances and repayments;
2. WCF interest income received; and
3. Reconciliation of beginning and ending quarterly WCF balances.

Receive and file.

12.D FY2026-27 Preliminary Quarterly Accounts Receivable Status Report - Quarter Ended September 30, 2026

This report presents an update on the Authority's Accounts Receivable for the quarter ended September 30, 2026. The report covers outstanding receivables, unbilled balances, and provides a status related to billing and collection efforts.

Receive and file.

12.E FY2026-27 Preliminary Quarterly Investment Report - Quarter Ended September 30, 2026

The Authority's Annual Investment Policy requires the Treasurer to make a quarterly investment report to the Board of Directors. Section 53646 of the California Government Code encourages local agencies to file this report and provides requirements for report content and disclosures. This report is for the quarter ended September 30, 2026, and contains estimated information published prior to the conclusion of the Authority's fiscal year close and is subject to adjustment.

Receive and file.

12.F FY2026-27 Quarterly Fuel Purchase Program Update - Quarter Ending September 30, 2026

Staff is providing an update on the Authority's Fuel Purchase Program for the quarter ended September 30, 2026.

Receive and file.

12.G Internal Audit Department Quarterly Update for Q1 FY 2027

The Internal Audit Department (Internal Audit) provides quarterly updates on internal and external audits and other activities. This item represents the first quarter of FY 2027 (July 1, 2026, to September 30, 2026).

Receive and file.

12.H Corrective Action Status Update - Q1 FY 2027

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

Receive and file.

12.I Report of FY27 Financial Results for the Three Months Ended September 2026

This report covers monthly Ridership, Revenue, and Financial Operating Performance for the first three months of FY27. The Ridership and Revenue data emphasizes "by line" performance. The reporting shows the effect of farebox subsidies in this year compared to last year. Financial control emphasizes adherence to budget, particularly at the Member Agency Support Line.

Receive and file.

***Item 12.J was added to the agenda on Monday, November 9, 2026 subsequent to the agenda posting on Friday, November 6, 2026**

12.J PO No. LI331-27 & SP678-27 Enterprise Performance Management Software & Implementation (OneStream) - Recommendation to Award - DLT Solutions, LLC. & PMCS Services Inc

The Authority requires an Enterprise Performance Management (EPM) software-as-a-service (SaaS) solution to modernize financial planning, budgeting, forecasting, allocations, and reporting. Current processes rely on a combination of a custom-developed budgeting system built on an old, discontinued platform, spreadsheets, manual workflows, and disparate reporting tools. These processes create challenges related to efficiency, data consistency, scalability, and timely management reporting. The proposed OneStream platform is intended to support a centralized financial planning and performance management environment and the Authority's public-sector requirements, including multi-department budgeting.

It is recommended that the Board authorize the Chief Executive Officer (CEO) to award the following:

1. Purchase Order No. LI331-27 to DLT Solutions, LLC (DLT), for Enterprise Performance Management software (OneStream) in an amount not to exceed $827,903.92 for a three-year period of performance, pursuant to California Multiple Award Schedule (CMAS) Agreement No. 3-16-70-1047B between the State of California Department of General Services and DLT; and
2. Purchase Order No. SP678-27 to PMCS Services Inc. (PMCS) for OneStream Implementation Services in an amount not-to-exceed $820,968.00 pursuant to Texas Department of Information Resources Contract No. DIR-CPO-5315 between the State of Texas and PMCS.

This award is for both the software, subscription, platform, and related components specified in the applicable vendor quotation and contract documents and the implementation services.

The requested contract authority is $827,903.92 for DLT Solutions (One Stream software) and $820,968 for Nova Advisory (implementation), for a total of $1,648,871.92. The first-year software amount of $279,486.00 is a part of the capital project and will be covered by the available amount included in the approved FY2026 Capital Budget. The remaining amounts of $274,208.96 in Year 2 and $274,208.96 in Year 3 for software are planned for inclusion in the FY2028 and FY2029 annual operating budgets, subject to adoption of the FY27 and FY28 Proposed Operating Budgets. The implementation costs

(PCMS Services / Nova Advisory) of $820,968 will be covered by a combination of the remaining funds available in the FY26 approved Capital ($592,513) and a new authorization in the Proposed FY27 Capital Budget ($228,455). That budget is subject to approval by the board at its November meeting.

13. ADJOURNMENT

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ITEM ID:	**2026-361-0**
TRANSMITTAL DATE:	**November 6, 2026**
MEETING DATE:	**November 13, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**Adoption of the FY27 Metrolink Operating and Capital Budgets, the FY27 Salary Resolution, and Approval of Operating Forecasts for the Four Years FY28 through FY31**

Issue

Under the terms of the Joint Exercise of Powers Agreement (JPA), the Authority is required to adopt a budget for the succeeding fiscal year no later than June 30th of each year. The Proposed FY27 Budget consists of the Operating Budget and State of Good Repair/New Capital Projects Budget. Consistent with multi-year budget planning, approval of the proposed budget forecasts for the fiscal years 2028 through 2031 is also requested at the time of budget adoption. In addition, the FY27 Salary Resolutions are submitted for approval as part of the Budget Adoption process.

Recommendation

It is recommended that the Board:

1. Conduct a Public Hearing; and
2. Adopt the Proposed FY27 Operating and Capital Budgets; and
3. Approve the FY27 Salary Resolution; and
4. Approve the Proposed Budget Forecasts for Fiscal Years FY28 through FY31.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve.

- **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.

- **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.

- **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.

- **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.

The FY27 Budget has been constructed in collaboration with Member Agencies' staff and CEOs to support each of Metrolink's strategic goals while remaining within their funding parameters.

Background

Public Hearing Requirement:
Members of the public were notified on October 28, 2026 of the postponed public hearing in accordance with applicable requirements, by advertisements in newspapers and publications, throughout the five-county areas served by the Authority in the following newspapers:

- Orange County Reporter (OC), English
- Ventura County Star (VT), English
- Daily News (LA), English
- Riverside Press Enterprise (RIV), English
- San Bernardino County Sun (SB), English

The Metrolink's Proposed FY27 Budget is posted on the metrolinktrains.com website. The Proposed FY27 Metrolink Budget with all attachments was transmitted to all Member Agencies on October 9, 2026, for their consideration and adoption.

Budget Background
Preparation of the FY27 Budget began on September 10, 2025. Several substantive changes occurred during the budget development period, altering the expected timeline for completing the budget. At the April 24, 2026 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 due to further unanticipated delays, and a three-month

extension of the Continuing Appropriations Resolution was approved on July 24, 2026, extending the Continuing Resolution to December 31, 2026.

In total, 8 service scenarios were considered, and 6 budgets were partly or wholly constructed based on those scenarios. On September 28, 2026, a budget that we believed would be acceptable, given all the requirements we were attempting to satisfy, was provided to the Member Agency CEOs, Member Agency CFOs, and the Member Agency Advisory Committee. By consensus, it was determined to move forward with that budget, referred to as Scenario 8.

Already operating a reduced schedule today (Scenario 4) from the optimized service in place since October 2024, without additional funding from the State, significant additional cuts to service were planned in the Scenario 8 budget. In parallel with consideration of Scenario 8, staff responded to a Notice of Funding Opportunity (NOFO) that made $66.6M available to commuter and intercity rail agencies through a program known as Flexible State Rail Assistance. Staff determined that with $20M of additional State funding for operations, Metrolink could continue to provide its current level of service through FY28, while adhering to member agency funding limitations. Metrolink submitted a funding request on October 19, 2026. Given the awkward timing of CalSTA's decision-making window relative to our scheduled public hearing and budget adoption scheduled for October 23, 2026, CEO Kettle obtained consent from all five member agencies to postpone budget adoption, allowing time for CalSTA to evaluate our funding request. This necessitated postponement of any additional service cuts to at least January 4, 2027. Operations continued to be funded under the continuing appropriations resolution in effect through December 31.

On November 5, 2026, CalSTA announced that Metrolink's request for $20M of flexible state rail assistance was awarded with the intent to keep today's level of service through June 30, 2028. In addition, CEO Kettle committed $12.3M of formula state rail assistance, normally reserved for capital grant pursuits, to fully fund the FY27 budget.

Discussion

As the budget was developed, the primary considerations included:

1. Safety is foundational;
2. Retaining and growing ridership;
3. Operational efficiency;
4. Fiscal sustainability for our Member Agencies;
5. Condition of Assets

FY27 Operating Budget Details

The FY27 Operating Budget is based on Service Scenario 4.1, which was developed as a result of the State funding award.

The proposed FY27 Operating Budget includes:

- Operating Revenue = $88.6M
- Total Expense = $355.3M
- Total Support from Member Agencies = $266.7M

Operating Revenues
Operating Revenues include Farebox, formula and flexible State Rail Assistance, Dispatching Revenue, and Maintenance-of-Way (MOW) Revenue, as well as Other Revenues, such as bank interest, sales of scrap materials, and other miscellaneous revenues. Operating Revenues are estimated to total $88.6M for FY27, an increase of $11.7M, or 15.2%, from the FY26 Adopted Budget. This increase is the result of the $18.3M in State Rail Support, offset by a reduction in farebox revenue.

Farebox Revenue, the largest component of total Operating Revenue, is projected at $40.7M, a decrease of $11.1M (21.4%) from the FY26 Budget. Service was reduced by approximately 20% as of March of FY26 on weekdays. Influences on FY27 Farebox Revenue include fare increases for the one-way ticket, SoCal Day Pass, and the Weekend Pass, which took effect on October 5th, and an increase in ridership induced by high gas prices, which are expected to continue throughout FY27. Compared to FY26, it is important to recall the overly optimistic ridership forecast in that year, which was budgeted based on the fully optimized schedule. Recalibrating FY27 ridership was necessary to reflect probable actual results.

Fare Revenues are subsidized by various other sources, including $3.5M from Caltrans' LCTOP program to provide a 50% discount to student/youth riders, $289K from SBCTA to support fare reductions on the San Bernardino line, and $1.0M in State Rail Assistance to fund the Mobility-4-All program, which offers a 50% discount to riders holding an EBT card. Metro also provides $2.7M to cover free fares for Metro Access Program riders. In total, these subsidies added $7.5M to fare revenues.

This year, Metrolink contributed $12.3M of formula State Rail Assistance towards operations. In addition, $6.0M of the $20M in flexible State Rail Assistance awarded by CalSTA was used to fund current service levels.

Dispatching and MOW (Maintenance of Way) Revenues from the freight railroads and Amtrak are based on existing agreements at the forecasted usage rate. The $2.6M Dispatching Revenue budget reflects an increase of $0.3M, or 13.8%, compared to the FY26 Budget. The MOW Revenue is $14.1M, reflecting an increase of $0.6M, or 4.2%, as compared to the FY26 Budget. These increases result from adjustments to the Association of American Railroads (AAR) index. Other Revenues are budgeted at $5.5M, an increase of $2.6M or 90.9%, driven primarily by known and highly likely collection of liquidated damages under various vendor agreements.

Operating Expenses
Operating Expenses are presented in the following four categories: Train Operations & Services, MOW, Administration & Services, and Insurance & Legal. All comparisons are to the FY26 Budget.

Train Operations includes the costs of operating Metrolink rail services across the six-county service area, including direct costs for railroad operations, equipment maintenance, and required supporting services. The Proposed FY27 Budget for expenditures related to Train Operations, including a small contingency, is $210.6M, an increase of $8.0M or 4.0% from the FY26 Budget. A decrease in crews to operate the trains is offset by contractual increases for the contractor providing those services. Despite operating fewer train miles under the new service schedule, significant increases in diesel costs offset those savings.

MOW expenditures are the costs of performing inspections and repairs to rail, signals, and structures needed to ensure the reliable, safe, and efficient operation of trains and public safety. The Proposed FY27 Budget amount for MOW-related expenditures is $65.6M, an increase of $2.6M (4.0%) from the FY26 Budget.

Administration & Services include internal overhead expenditures necessary to operate the railroad. The Proposed FY27 Budget for Administration & Services expenditures is $54.4M, a decrease of $5.8M (9.6%) from the FY26 Budget.

The Insurance & Legal category totals $ 20.6 million in the Proposed FY27 Budget, a decrease of $2.3M, or 10.1%, from the FY26 Budget. Due to the extended FY27 budget development timeline, actual insurance quotes were received and incorporated into the Proposed Budget, rather than relying on estimated costs.

Shown as separate items are $0.9M for Mega Events (e.g., 2028 Olympic Games), and the $3.3M cost of maintaining the right-of-way outside of 20' in LA County, funded entirely by Metro. Expenses associated with CFR 245-246 compliance were removed in FY27, as FRA enforcement is not anticipated this year.

Overall, the total Proposed FY27 Budget for operating expenditures is $355.3M, an increase of $2.0M or 0.6% from the FY26 Budget. Prior to considering service reductions, cost-cutting, or activity deferrals were applied to virtually every expense area where existing agreements did not preclude such reductions. These proactive actions amounted to more than $16M. Employees will not receive merit increases. Examples of cuts exceeding $1.0M are described below:

Station Maintenance totals $5.5M, a decrease of $1.5M, or 21.2%, due to the renegotiation of the Common Area Maintenance (CAM) contract for Metrolink's use of Union Station.

Rail Agreements total $6.0M, a decrease of $1.3M, or 18.3%, from the FY26 Budget. The decrease is primarily due to reduced service levels, resulting in fewer train movements over tracks owned by other parties (e.g., freight railroads).

Maintenance of Way totals $65.6M, an increase of $2.6M or 4.2%, but it should be noted that the unionized workers at our vendor performing MOW activities obtained a 6% increase. Other cuts allowed us to contain the MOW increase to only 4%.

Insurance & Legal costs total $20.6M, a $2.3M decrease (10.1%) from the FY26 Budget. The extended budget development timeline allowed staff to incorporate actual insurance quotes received into the Proposed Budget rather than relying on estimated costs, resulting in a more accurate projection of FY27 insurance expenses.

Operations Salaries & Benefits total $17.9M, a decrease of $1.6M, or 8.3%, from the FY26 Budget. The decrease is primarily due to a revised salary budgeting assumption, with employees who have not reached the top of their salary range budgeted at 90% of their salary capacity rather than 100% in prior years. The FY27 Budget also reflects the defunding of two FTEs associated with CFR 245 and 246. No merit increases for Metrolink staff were budgeted in FY27. Collectively, these adjustments contributed to the overall decrease in Salaries & Benefits.

Copies of the Proposed FY27 Operating Budget, with comparisons to last year (Attachment A), history of the past four years (Attachment B), by Member Agency (Attachment D), and by Line (Attachment E), are attached.

Member Agency Support

The Proposed FY27 Operating Budget includes $88.6M in Operating Revenue and $355.3M in Total Expenses, resulting in a Member Agency Operating Support requirement of $266.7M. This amount is equal to the member support request under the retracted Scenario 8 budget, which offered significantly less service. This was made possible by the award of flexible state rail assistance from CalSTA.

Compared with the FY26 Amended Budget, Operating Revenue increased by approximately $11.7M, or 15.2%, while Total Expenses increased by approximately $2.0M, or 0.6%. As a result, required Member Agency Operating Support decreased by approximately $9.7M, or 3.5%, as compared to the FY26 Budget.

Member Agency CEO's worked collaboratively to determine an equitable distribution of state rail assistance dollars amongst them.

Member Agency Support details are shown in Attachment E.

Capital Program Budget

The Proposed FY27 Capital Budget was developed based on the Metrolink Rehabilitation Plan (MRP), which was created to fulfill the FTA's Transit Asset Management (TAM) requirement and address the Authority's State of Good Repair (SGR) needs. The MRP addresses two critical elements:

Backlog: Total cost of maintaining all assets in a SGR. The backlog is estimated to be over $1 billion.
SGR: Annual cost of keeping assets in a SGR.

The FY27 SGR budget request addresses only the annual cost of keeping assets in a State of Good Repair.

State of Good Repair

The SGR request for FY27 is $142.6M, an increase of $5.1M or 3.7%. The projects are presented by Member Agency, by Line, and by individual project, with locations and descriptions in Attachment F.

New Capital

The New Capital request for FY27 is $10.9M, a decrease of $4.7M (30.1%) from the FY26 Budget. The New Capital projects are presented by Member Agency, by Line, and by individual project, with locations and descriptions in Attachment G.

Capital Carryover Authorization

As a part of the annual budget, the carryover of unspent prior capital authorizations must be renewed. The FY27 SGR Carryover is $509.2M. The FY27 New Capital Carryover is $87.4M. Details of all carryover projects are shown in Attachment H.

Capital Program Cash Flow
A forecast of annual cash flows for the entire Capital Program is also included in Attachment J.

Operating and Capital Multi-Year Forecasts
Operating and Capital Budget Forecasts for FY28, FY29, FY30, and FY31 are included in Attachment I for Capital and Attachments K through N for Operating. These forecasts are provided to the Member Agencies for consideration and programming. The four-year forecasts will be considered for adoption individually during the applicable year. They are considered information only for this adoption of the FY27 Budget.

Operating Budget Attachments
The attachments listed below provide additional detail on the FY27 Proposed Operating Budget:

- Attachment A - FY27 Proposed Operating Budget with Comparison to FY26
- Attachment B - Historical Actual and Budgeted Operating Statements
- Attachment C - FY27 Proposed Operating Budget by Member Agency
- Attachment D - FY27 Proposed Operating Budget by Line
- Attachment E - Support Request by Member Agency
- Attachment O - Metrolink Service Schedule

Capital Program Budget Attachments
The attachments listed below provide additional detail on the FY27 Proposed Budget for the Capital Program:

- Attachment F - FY27 Proposed SGR Projects by Member Agency, Line, and Project
- Attachment G - FY27 Proposed New Capital by Member Agency, Line, and Project
- Attachment H - FY27 SGR and New Capital Carryover Projects
- Attachment I - 4 Year Capital Project Forecast
- Attachment J - FY27 Proposed Capital Program Cashflow

Multi-Year Forecast

- Attachment K - FY28 Operating Budget Forecast
- Attachment L - FY29 Operating Budget Forecast
- Attachment M - FY30 Operating Budget Forecast
- Attachment N - FY31 Operating Budget Forecast

Annual Salary Resolution

- Attachment SR - FY27 Salary Resolution
- Attachment SR-1 - FY27 Proposed Salary Grade Range Structure
- Attachment SR-2 - FY27 Proposed Budgeted Position Roster
- Attachment SR-3 - FY27 Proposed Classification and Salary Plan

Budget Impact

Adoption of the Proposed FY27 Budget will create a budget and spending authority for Metrolink for the fiscal year 2026-2027.

Next Steps

Adoption of the FY27 Operating and Capital Budgets are contingent upon adoptions by each of the five member agencies. VCTC has already taken the actions necessary to meet this requirement. The other four member agencies anticipate adoption by their respective boards in November and December 2026, all before expiration of the current continuing resolution in place through December 31, 2026.

Prepared by:	Christine J Wilson, Assistant Director, Finance Joanna Olmos, Senior Budget Analyst
Approved by:	Tom Schamber, Chief Financial Officer

Attachment(s)

Attachment A - FY27 Proposed Operating Budget with Comparison to FY26
Attachment B - Historical Actual and Budgeted Operating Statements
Attachment C - FY27 Proposed Operating Budget by Member Agency
Attachment D - FY27 Proposed Operating Budget by Line
Attachment E - Support Request by Member Agency
Attachment F - FY27 Proposed SGR Projects by Member Agency, Line, and Project
Attachment G - FY27 Proposed New Capital by Member Agency
Attachment H - FY26-FY27 Capital Project Carryover Details
Attachment I - Four-Year Capital Project Forecast
Attachment J - FY27 Total Capital and Cash Flow
Attachment K - FY28 Operating Budget Forecast
Attachment L - FY29 Operating Budget Forecast
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Attachment O - Metrolink Service Schedule
Attachment SR - FY27 Salary Resolution - Effective 07.01.2026
Attachment SR-1 - Proposed FY27 Salary Grade and Range Structure
Attachment SR-2 - Proposed FY27 Budgeted Position Roster
Attachment SR-3 - Proposed FY27 Classification and Salary Plan
Presentation - FY27 Metrolink Operating Capital Budget Adoption

Southern California Regional Rail Authority
FY27 Proposed Operating Budget
Scenario 4.1

Attachment A

($000s)	FY26 Amended Budget	FY27 Proposed Budget	Variance FY27 Proposed vs FY26 Adopted	
			$ Variance	% Variance
Operating Revenue				
Farebox Revenue	51,717	40,663	(11,054)	-21.4%
Fare Reduction Subsidy	408	289	(119)	-29.2%
Mobility 4 All	-	944	944	n/a
LCTOP Grant	3,574	3,539	(35)	-1.0%
Other Train Subsidies	2,565	2,738	172	6.7%
Subtotal-Pro Forma FareBox	**58,265**	**48,173**	**(10,092)**	**-17.3%**
State Rail Assistance	-	18,300	18,300	n/a
Dispatching	2,257	2,568	311	13.8%
Other Revenues	2,873	5,485	2,613	90.9%
MOW Revenues	13,520	14,086	565	4.2%
Total Operating Revenue	**76,915**	**88,611**	**11,697**	**15.2%**
Operating Expenses				
Operations & Services				
Train Operators	54,293	59,247	4,954	9.1%
Train Dispatch	6,033	6,337	304	5.0%
Equipment Maintenance	32,440	33,226	786	2.4%
Materials	15,760	14,813	(947)	-6.0%
Fuel	31,831	37,731	5,900	18.5%
Non-Scheduled Rolling Stock Repairs	125	-	(125)	-100.0%
Operating Facilities Maintenance	5,150	5,195	45	0.9%
Other Operating Train Services	1,115	1,547	432	38.7%
Security - LA Sheriffs	13,785	12,740	(1,044)	-7.6%
Security - SB Sheriffs	3,290	3,762	472	14.3%
Security - Guards	5,682	5,714	32	0.6%
Supplemental Security	251	251	-	0.0%
Public Safety Program	67	70	3	3.9%
Passenger Relations	1,978	1,862	(116)	-5.9%
TVM Maintenance/Revenue Collection	6,035	5,700	(335)	-5.5%
Marketing	3,651	2,721	(929)	-25.5%
Media & External Communications	289	461	172	59.3%
Utilities/Leases	2,843	2,901	58	2.0%
Transfers to Other Operators	2,892	2,939	47	1.6%
Amtrak Transfers	688	1,849	1,161	168.8%
Station Maintenance	6,980	5,501	(1,479)	-21.2%
Rail Agreements	7,331	5,987	(1,344)	-18.3%
Subtotal Operations & Services	**202,510**	**210,555**	**8,044**	**4.0%**
Maintenance-of-Way				
MoW - Line Segments	52,672	55,042	2,370	4.5%
MoW Labor & Benefits	4,804	5,330	526	10.9%
Overhead MoW Expenses	4,634	4,685	51	1.1%
MoW - Extraordinary Maintenance	829	512	(316)	-38.2%
Subtotal Maintenance-of-Way	**62,939**	**65,569**	**2,630**	**4.2%**
Administration & Services				
Ops Salaries & Benefits	19,553	17,939	(1,614)	-8.3%
Ops Non-Labor Expenses	11,713	11,130	(583)	-5.0%
Indirect Administrative Expenses	26,741	23,716	(3,025)	-11.3%
Ops Professional Services	2,175	1,617	(558)	-25.7%
Subtotal Admin & Services	**60,182**	**54,402**	**(5,780)**	**-9.6%**
Contingency	**50**	**30**	**(20)**	**-40.0%**
Total Operating Expenses	**325,681**	**330,556**	**4,875**	**1.5%**
Insurance and Legal				
Liability/Property/Auto	18,804	16,369	(2,435)	-12.9%
Net Claims / SI	1,841	1,914	73	4.0%
Claims Administration	2,206	2,269	63	2.9%
Subtotal Insurance and Legal	**22,851**	**20,552**	**(2,299)**	**-10.1%**
Total Expense	**348,532**	**351,108**	**2,576**	**0.7%**
Loss	**(271,617)**	**(262,496)**	**9,121**	**-3.4%**
Mega Events	1,100	900	(200)	-18.2%
CFR 245-246	500	-	(500)	-100.0%
Outside 20'	3,205	3,307	102	3.2%
Total Expense	**353,337**	**355,315**	**1,978**	**0.6%**
Loss / Member Support Required	**(276,423)**	**(266,704)**	**9,719**	**-3.5%**

Numbers may not foot due to rounding

Southern California Regional Rail Authority
Historical Actual and Budgeted Operating Statements
Scenario 4.1

Attachment B

($000s)	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Actual	FY 25-26 Amended Budget	FY 26-27 Proposed Budget	Variance $ Variance	Variance % Variance
Operating Revenue							
Farebox Revenue	31,114	32,175	32,507	51,717	40,663	(11,054)	-21.4%
Fare Reduction Subsidy	571	188	484	408	289	(119)	-29.2%
Mobility 4 All Subsidy	389	758	725	-	944	944	n/a
LCTOP Grant	-	7,475	7,469	3,574	3,539	(35)	-1.0%
Other Train Subsidies	2,443	2,534	2,610	2,565	2,738	172	6.7%
Special Trains	29	36	39	-	-	-	n/a
Subtotal-Pro Forma FareBox	**34,546**	**43,166**	**43,834**	**58,265**	**48,173**	**(10,092)**	**-17.3%**
State Rail Assistance	-	-	-	-	18,300	18,300	n/a
Dispatching	2,245	2,677	2,684	2,257	2,568	311	13.8%
Other Revenues	1,094	5,193	4,536	2,873	5,485	2,613	90.9%
MOW Revenues	13,402	13,528	13,097	13,520	14,086	565	4.2%
Total Operating Revenue	**51,287**	**64,563**	**64,151**	**76,915**	**88,611**	**11,697**	**15.2%**
Operating Expenses							
Operations & Services							
Train Operators	36,075	40,146	50,664	54,293	59,247	4,954	9.1%
Train Dispatch	5,260	6,131	5,877	6,033	6,337	304	5.0%
Equipment Maintenance	28,750	30,089	30,592	32,440	33,226	786	2.4%
Materials	13,594	14,306	15,101	15,760	14,813	(947)	-6.0%
Fuel	31,881	29,397	28,479	31,831	37,731	5,900	18.5%
Non-Scheduled Rolling Stock Repairs	93	125	56	125	-	(125)	-100.0%
Operating Facilities Maintenance	2,244	2,241	2,415	5,150	5,195	45	0.9%
Other Operating Train Services	532	904	725	1,115	1,547	432	38.7%
Security - LA Sheriffs	10,316	11,530	11,930	13,785	12,740	(1,044)	-7.6%
Security - SB Sheriffs	-	-	-	3,290	3,762	472	14.3%
Security - Guards	4,624	5,493	5,401	5,682	5,714	32	0.6%
Supplemental Security	-	413	33	251	251	-	0.0%
Public Safety Program	7	25	28	67	70	3	3.9%
Passenger Relations	1,636	1,686	1,777	1,978	1,862	(116)	-5.9%
TVM Maintenance/Revenue Collection	4,752	4,473	4,431	6,035	5,700	(335)	-5.5%
Marketing	2,622	2,887	2,682	3,651	2,721	(929)	-25.5%
Media & External Communications	232	164	125	289	461	172	59.3%
Utilities/Leases	2,538	2,370	2,472	2,843	2,901	58	2.0%
Transfers to Other Operators	2,130	2,664	3,394	2,892	2,939	47	1.6%
Amtrak Transfers	322	577	692	688	1,849	1,161	168.8%
Station Maintenance	2,081	4,591	4,124	6,980	5,501	(1,479)	-21.2%
Rail Agreements	5,313	6,280	6,259	7,331	5,987	(1,344)	-18.3%
Special Trains	-	169	222	-	-	-	n/a
Subtotal Operations & Services	**155,000**	**166,664**	**177,480**	**202,510**	**210,555**	**8,044**	**4.0%**
Maintenance-of-Way							
MoW - Line Segments	41,219	44,593	46,307	52,672	55,042	2,370	4.5%
MoW Labor & Benefits	3,975	4,410	4,640	4,804	5,330	526	10.9%
Overhead MoW Expenses	3,198	3,366	3,392	4,634	4,685	51	1.1%
MoW - Extraordinary Maintenance	873	695	581	829	512	(316)	-38.2%
Subtotal Maintenance-of-Way	**49,264**	**53,063**	**54,919**	**62,939**	**65,569**	**2,630**	**4.2%**
Administration & Services							
Ops Salaries & Benefits	15,144	16,922	18,788	19,553	17,939	(1,614)	-8.3%
Ops Non-Labor Expenses	8,616	9,023	8,360	11,713	11,130	(583)	-5.0%
Indirect Administrative Expenses	17,614	18,259	20,375	26,741	23,716	(3,025)	-11.3%
Ops Professional Services	1,786	1,573	1,955	2,175	1,617	(558)	-25.7%
Subtotal Admin & Services	**43,161**	**45,776**	**49,478**	**60,182**	**54,402**	**(5,780)**	**-9.6%**
Contingency	**40**	**-**	24	50	30	**(20)**	**-40.0%**
Total Operating Expenses	**247,465**	**265,503**	**281,902**	**325,681**	**330,556**	**4,875**	**1.5%**
Insurance and Legal							
Liability/Property/Auto	13,406	15,598	16,396	18,804	16,369	(2,435)	-12.9%
Net Claims / SI	382	1,065	503	1,841	1,914	73	4.0%
Claims Administration	1,935	1,949	2,068	2,206	2,269	63	2.9%
Total Net Insurance and Legal	**15,723**	**18,612**	**18,968**	**22,851**	**20,552**	**(2,299)**	**-10.1%**
Mobilization	**-**	**-**	**7,870**	**-**	**-**	**-**	**n/a**
Student Adventure Pass	**-**	**-**	**3,211**	**-**	**-**	**-**	**n/a**
Mega Events	**-**	**-**	**-**	**1,100**	**900**	**(200)**	**-18.2%**
CFR 245-246	**-**	**-**	**-**	**500**	**-**	**(500)**	**-100.0%**
Outside 20'	**-**	**-**	**-**	**3,205**	**3,307**	**102**	**3.2%**
Total Expense before Non-Recurring	**263,188**	**284,115**	**311,951**	**353,337**	**355,315**	**1,978**	**0.6%**
Non-Recurring Settlement Expense 3	**-**	**3,000**	**-**	**-**	**-**	**-**	**n/a**
Total Expenses including Non-Recurring	**263,188**	**287,115**	**311,951**	**353,337**	**355,315**	**1,978**	**0.6%**
Loss / Member Support Required	**(211,901)**	**(222,552)**	**(247,800)**	**(276,423)**	**(266,704)**	**9,719**	**-3.5%**

Numbers may not foot due to rounding
Excludes Unbudgeted Special Trains

Southern California Regional Rail Authority Attachment C
Fiscal Year 2026-27 Proposed Budget
Annual Operating Budget Distribution by Cost Component

SCENARIO 4.1	FY2026-27 Proposed Budget					
(000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	19,092	11,192	4,412	4,446	1,521	40,663
Fare Reduction Subsidy	173	-	-	116	-	289
Mobility 4 All	615	133	71	103	21	944
LCTOP Grant	1,740	910	373	369	148	3,539
Other Train Subsidies	2,738	-	-	-	-	2,738
Subtotal-Pro Forma FareBox	**24,358**	**12,235**	**4,856**	**5,034**	**1,690**	**48,173**
State Rail Assistance	9,393	5,831	346	2,452	278	18,300
Dispatching	1,166	949	13	120	321	2,568
Other Revenues	2,781	1,060	626	666	353	5,485
MOW Revenues	7,520	3,314	908	1,776	568	14,086
Total Operating Revenue	**45,217**	**23,388**	**6,748**	**10,048**	**3,210**	**88,611**
Operating Expenses						
Operations & Services						
Train Operators	30,874	12,708	6,493	6,677	2,494	59,247
Train Dispatch	3,746	1,125	494	621	350	6,337
Equipment Maintenance	17,208	6,871	3,794	3,701	1,651	33,226
Materials	7,672	3,063	1,692	1,650	736	14,813
Fuel	19,662	8,093	4,135	4,252	1,588	37,731
Operating Facilities Maintenance	2,805	1,097	540	548	204	5,195
Other Operating Train Services	730	366	190	169	93	1,547
Security - LA Sheriffs	6,880	2,691	1,324	1,345	501	12,740
Security - SB Sheriffs	-	-	-	3,762	-	3,762
Security - Guards	2,507	911	1,216	555	526	5,714
Supplemental Security	118	69	27	28	9	251
Public Safety Program	33	12	10	7	7	70
Passenger Relations	991	407	171	224	69	1,862
TVM Maintenance/Revenue Collection	2,491	1,224	929	718	338	5,700
Marketing	1,452	596	247	327	99	2,721
Media & External Communications	219	79	69	48	46	461
Utilities/Leases	1,376	500	432	305	289	2,901
Transfers to Other Operators	1,633	634	215	344	112	2,939
Amtrak Transfers	916	377	-	-	557	1,849
Station Maintenance	3,367	804	360	704	267	5,501
Rail Agreements	1,631	1,626	1,416	337	976	5,987
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	**106,310**	**43,254**	**23,755**	**26,323**	**10,912**	**210,555**
Maintenance-of-Way						
MoW - Line Segments	30,982	10,469	3,530	6,906	3,155	55,042
MoW Labor & Benefits	3,001	936	394	633	367	5,330
Overhead MoW Expenses	2,710	817	342	521	295	4,685
MoW - Extraordinary Maintenance	300	73	49	55	36	512
Subtotal Maintenance-of-Way	**36,993**	**12,295**	**4,315**	**8,114**	**3,852**	**65,569**
Administration & Services						
Ops Salaries & Fringe Benefits	8,510	3,091	2,669	1,884	1,785	17,939
Ops Non-Labor Expenses	5,658	2,279	1,324	1,237	631	11,130
Indirect Administrative Expenses	11,251	4,086	3,529	2,490	2,360	23,716
Ops Professional Services	767	279	241	170	161	1,617
Subtotal Admin & Services	**26,186**	**9,735**	**7,763**	**5,781**	**4,936**	**54,402**
Contingency	**14**	**5**	**4**	**3**	**3**	**30**
Total Operating Expenses	**169,504**	**65,290**	**35,838**	**40,221**	**19,703**	**330,556**
Insurance and Legal						
Liability/Property/Auto	8,839	3,457	1,701	1,728	643	16,369
Net Claims / SI	1,033	404	199	202	75	1,914
Claims Administration	1,225	479	236	240	89	2,269
Total Net Insurance and Legal	**11,098**	**4,341**	**2,136**	**2,170**	**808**	**20,552**
Total Expense	**180,602**	**69,630**	**37,973**	**42,391**	**20,511**	**351,108**
Loss/Member Support Required	**(135,385)**	**(46,242)**	**(31,226)**	**(32,343)**	**(17,301)**	**(262,496)**
2028 Olympics Readiness	**427**	**155**	**134**	**95**	**90**	**900**
Outside 20'	**3,307**	**-**	**-**	**-**	**-**	**3,307**
CFR 245-246	**-**	**-**	**-**	**-**	**-**	**-**
Total Expense	**184,337**	**69,785**	**38,107**	**42,486**	**20,600**	**355,315**
Loss/Member Support Required	**(139,119)**	**(46,397)**	**(31,360)**	**(32,438)**	**(17,390)**	**(266,704)**

Southern California Regional Rail Authority Attachment D
Fiscal Year 2026-27 Proposed Budget
Annual Operating Budget Distribution by Cost Component

SCENARIO 4.1	FY2026-27 Proposed Budget - Line Allocation							
(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
Farebox Revenue	8,910	3,599	5,626	2,559	10,893	4,383	4,694	40,663
Fare Reduction Subsidy	289	-	-	-	-	-	-	289
Mobility 4 All	226	52	381	25	110	68	83	944
LCTOP Grant	764	348	613	154	871	342	447	3,539
Other Train Subsidies	903	164	931	329	192	-	219	2,738
Subtotal-Pro Forma FareBox	**11,092**	**4,164**	**7,550**	**3,067**	**12,065**	**4,793**	**5,443**	**48,173**
State Rail Assistance	4,605	1,301	2,768	1,036	5,574	1,633	1,383	18,300
Dispatching	192	628	371	3	1,335	13	25	2,568
Other Revenues	1,205	757	1,063	529	794	654	483	5,485
MOW Revenues	4,094	1,704	3,462	248	2,120	1,497	961	14,086
Total Operating Revenue	**21,188**	**8,554**	**15,213**	**4,883**	**21,888**	**8,590**	**8,296**	**88,611**
Operating Expenses								
Operations & Services								
Train Operators	13,441	5,832	12,744	3,512	10,046	7,022	6,649	59,247
Train Dispatch	1,853	969	1,673	131	632	546	532	6,337
Equipment Maintenance	7,409	3,914	7,041	2,143	5,236	3,884	3,598	33,226
Materials	3,303	1,745	3,139	955	2,335	1,732	1,604	14,813
Fuel	8,560	3,714	8,116	2,237	6,398	4,472	4,235	37,731
Operating Facilities Maintenance	1,205	532	1,156	293	877	591	540	5,195
Other Operating Train Services	298	181	238	146	317	175	193	1,547
Security - LA Sheriffs	2,955	1,305	2,834	720	2,152	1,450	1,325	12,740
Security - SB Sheriffs	3,167	-	-	322	-	258	14	3,762
Security - Guards	771	878	954	792	503	646	1,170	5,714
Supplemental Security	55	22	35	16	67	27	29	251
Public Safety Program	10	12	13	10	7	9	10	70
Passenger Relations	516	178	361	79	363	180	186	1,862
TVM Maintenance/Revenue Collection	1,063	788	999	542	746	852	710	5,700
Marketing	759	256	528	112	534	261	271	2,721
Media & External Communications	67	77	83	69	44	56	65	461
Utilities/Leases	423	482	524	435	276	355	406	2,901
Transfers to Other Operators	750	265	647	144	737	93	303	2,939
Amtrak Transfers	-	1,300	-	-	549	-	-	1,849
Station Maintenance	1,523	697	1,347	393	995	7	540	5,501
Rail Agreements	-	976	-	1,619	964	1,052	1,376	5,987
Special Trains	-	-	-	-	-	-	-	-
Subtotal Operations & Services	**48,129**	**24,125**	**42,432**	**14,670**	**33,777**	**23,666**	**23,756**	**210,555**
Maintenance-of-Way								
MoW - Line Segments	16,476	7,999	13,301	1,323	7,552	4,967	3,424	55,042
MoW Labor & Benefits	1,522	892	1,254	56	720	540	346	5,330
Overhead MoW Expenses	1,296	717	1,235	72	635	452	276	4,685
MoW - Extraordinary Maintenance	112	77	81	71	86	69	15	512
Subtotal Maintenance-of-Way	**19,406**	**9,686**	**15,872**	**1,522**	**8,993**	**6,028**	**4,062**	**65,569**
Administration & Services								
Ops Salaries & Fringe Benefits	2,617	2,981	3,240	2,687	1,706	2,194	2,513	17,939
Ops Non-Labor Expenses	2,310	1,288	2,280	908	1,686	1,335	1,322	11,130
Indirect Administrative Expenses	3,460	3,942	4,283	3,553	2,255	2,901	3,323	23,716
Ops Professional Services	236	269	292	242	154	198	227	1,617
Subtotal Admin & Services	**8,624**	**8,480**	**10,095**	**7,391**	**5,801**	**6,627**	**7,385**	**54,402**
Contingency	**4**	**5**	**5**	**4**	**3**	**4**	**4**	**30**
Total Operating Expenses	**76,163**	**42,296**	**68,404**	**23,587**	**48,574**	**36,325**	**35,207**	**330,556**
Insurance and Legal								
Liability/Property/Auto	3,796	1,677	3,641	924	2,764	1,863	1,702	16,369
Net Claims / SI	444	196	426	108	323	218	199	1,914
Claims Administration	526	232	505	128	383	258	236	2,269
Total Net Insurance and Legal	**4,766**	**2,106**	**4,572**	**1,161**	**3,471**	**2,339**	**2,137**	**20,552**
Total Expense	**80,930**	**44,402**	**72,976**	**24,748**	**52,044**	**38,665**	**37,344**	**351,108**
Loss/Member Support Required	**(59,742)**	**(35,848)**	**(57,763)**	**(19,865)**	**(30,156)**	**(30,075)**	**(29,048)**	**(262,496)**
2028 Olympics Readiness	**131**	**150**	**163**	**135**	**86**	**110**	**126**	**900**
Outside 20'	**551**	**965**	**551**	**345**	**345**	**207**	**345**	**3,307**
CFR 245-246	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total Expense	**81,612**	**45,516**	**73,689**	**25,227**	**52,474**	**38,981**	**37,815**	**355,315**
Loss/Member Support Required	**(60,424)**	**(36,962)**	**(58,477)**	**(20,344)**	**(30,586)**	**(30,392)**	**(29,519)**	**(266,704)**

Southern California Regional Rail Authority
History of actual and budgeted Operating Support
with variances of FY27 vs FY26
Scenario 4.1

Attachment E

Support by Member Agency

	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY26 Amended Budget	**$276,422,523**	$141,980,140	$52,092,843	$32,046,657	$33,019,322	$17,283,561
FY27 Proposed Budget	**$266,703,767**	$139,119,499	$46,396,759	$31,359,674	$32,437,535	$17,390,300

Year-Over-Year Change	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY26 vs FY27						
$ increase (decrease)	**(9,718,756)**	(2,860,641)	(5,696,084)	(686,983)	(581,787)	106,739
% increase	**-3.5%**	-2.0%	-10.9%	-2.1%	-1.8%	0.6%

Whole numbers are provided as requested by Member Agencies for their board approval and budget adoption.

FY27 Proposed SGR Projects by Member Agency, Line, and Project Detail List

							FUNDINGS					
PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3445	Rehab	ALL	All	Business Systems	Optimization of Trapeze EAM State of Good Repair (SGR) and Capital Planning Module	This initiative will require technical expertise to establish the foundational, system-agnostic analytical models needed for a compliant, defensible State of Good Repair program. While Trapeze provides the software platform, Metrolink must still develop its own risk framework, Probability of Failure (PoF) models, Consequence of Failure (CoF) scoring, asset criticality weighting, and standardized condition assessment methodologies all of which are independent of any vendor solution and required for FTA compliance under 49 CFR Part 625, ISO 55000, and industry best practice. These agency-owned models ensure that capital prioritization reflects Metrolink's unique network, risk appetite, operating environment, and strategic goals, rather than generic vendor defaults. The scope of work includes a current-state assessment of existing asset data and inspection practices; the design and validation of PoF, CoF, and criticality models across all asset classes; creation of condition scoring standards and taxonomy; development of asset decay curves and lifecycle cost models consistent with ISO 15686; and integration of these models into the SGR module once implemented. These activities represent engineering and asset management analysis, not software development, and are essential prerequisites regardless of which SGR platform Metrolink uses now or in the future. In parallel, technical support will be required to configure the Trapeze SGR module to align with Metrolink's risk and lifecycle models, integrate it with existing EAM workflows, import and normalize condition data, and build dashboards, KPIs, and audit-ready reporting for FTA/FRA review. This work will create a unified capital planning framework that transforms raw inspections and work order history into transparent, data-driven investment decisions. The outcome will be a fully operational SGR capability that supports capital planning, maintenance optimization, budget	$1,000,000.00	$475,000.00	$198,000.00	$111,000.00	$144,000.00	$72,000.00	$0.00
3447	Rehab	ALL	All	Business Systems	EAM Current State Assessment and Gap Analysis for Parts Management and Warranty Management	This initiative will utilize technical consultants to perform a comprehensive current state assessment of Metrolink's Parts Management, and Warranty Management functions within the Trapeze EAM environment to identify process, data, and system configuration gaps impacting operational efficiency and asset lifecycle visibility. The project will evaluate existing workflows, integrations with procurement and financial systems, and data governance practices to determine where automation, standardization, and reporting improvements are needed. The effort will result in a detailed gap analysis, prioritized recommendations for enhancement, and a multi-phase implementation roadmap to strengthen system functionality, improve parts traceability, and establish a holistic, integrated warranty recovery process. These outcomes will position Metrolink to leverage EAM capabilities for cost savings, improved accountability, and greater support for long-term State of Good Repair and Capital Planning objectives.	$312,000.00	$148,200.00	$61,776.00	$34,632.00	$44,928.00	$22,464.00	$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3448	Rehab	ALL	All	Train Control	FY27 Annual Systemwide PTC Onboard Rehabilitation Program	For PTC Onboard team who oversee the PTC onboard hardware and software on SCRRA locomotives, cab car and multiple unit fleet. The systemwide PTC Onboard rehabilitation program encompasses a range of onboard systems and components to ensure they are maintained in a state of good repair. This includes power supplies and regulators; communication systems such as PTC 220 MHz radios, cellular modems, Wi-Fi, antennas, and filters; onboard computers (Train Management Computer); the cab display unit (CDU); event recorder; GPS; axle generators and speed sensors; test equipment to validate new functionalities; and other supporting technologies installed across the Metrolink fleet. Collectively, these systems support daily train operations and ensure safe, reliable PTC functionality—critical for safety critical service, as trains cannot operate without PTC and are reduced in speed when PTC fails en-route. a program that is part of the larger Metrolink Rehabilitation Plan (MRP), which provides a comprehensive evaluation of the condition, maintenance, useful life, and necessary overhauls of Metrolink's rail system assets. The MRP helps prioritize and guide rehab and improvement projects, as well as shape funding requests to member agencies to make sure the system remains safe and reliable for the next 25 years. It also helps address the backlog of aging systems—caused by past funding not fully meeting needs—and ensures there's consistent year-to-year funding to keep assets in good working order.	$2,500,000.00	$1,187,500.00	$495,000.00	$277,500.00	$360,000.00	$180,000.00	$0.00
3450	Rehab	San Bernardino LIne	San Gabriel	Communications	SAN GABRIEL SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	San Gabriel Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$1,287,000.00	$772,200.00	$0.00	$0.00	$514,800.00	$0.00	$0.00
3473	Rehab	ALL	All	Information Technology	Rehabilitation of Conference Room Equipment	For Metrolink employees and stakeholders who utilize conference rooms for collaboration and communication who face ongoing disruptions and frustration due to aging equipment that is no longer supported or receiving security updates the rehabilitation of conference room equipment is a is a strategic cybersecurity initiative that also improves operational efficiency and support effectiveness that eliminates vulnerabilities from unsupported AV systems, enhances productivity for end users, and reduces IT support burdens unlike legacy systems that are unreliable, hinder effective engagement, and pose security risks our solution delivers a secure, high-performance collaboration experience aligned with organizational needs.	$250,000.00	$118,750.00	$49,500.00	$27,750.00	$36,000.00	$18,000.00	$0.00
3492	Rehab	ALL	All	Information Technology	Rehabilitation of End-User Equipment	For Metrolink employees and contractors who rely on laptops, desktops, monitors, docking stations, tablets, and miscellaneous devices to perform daily tasks the rehabilitation of end-user equipment is a is a strategic cybersecurity initiative that also improves operational efficiency and support effectiveness that eliminates risks from unsupported hardware, enhances productivity for end users, and reduces IT support burdens unlike continued use of aging, unsupported devices that pose operational and cybersecurity risks our solution modernizes critical assets to strengthen security posture, enhance user experience, and streamline support operations.	$485,070.00	$230,408.25	$96,043.86	$53,842.77	$69,850.08	$34,925.04	$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3498	Rehab	ALL	All	Information Technology	Cisco 3800 Series Rehab / Replacement	For IDTS Department who Provide network connectivity for Metrolink users to the Metrolink applications the IDTS Infrastructure team provides network connectivity throughout Metrolink to provide access to services and applications, both on premise and cloud-based. is a Strategic cybersecurity initiative that improves operational efficiency and support effectiveness that eliminates the risks for out of date and unsupported devices unlike continued use of aging, unsupported devices that pose operational and cybersecurity risks our solution modernizes critical assets to strengthen security posture, enhance user experience, and streamline support operations.	$450,000.00	$213,750.00	$89,100.00	$49,950.00	$64,800.00	$32,400.00	$0.00
3500	Rehab	ALL	All	Rolling Stock	Bombardier Railcar Rebuild (EP199-19)	• Continue to rebuild on remaining 33 Bombardier cars as next option orders • Extend lifecycle by 15 years • Upgrade Bombardier railcar onboard system for safety and convenience.	$25,462,500.00	$12,094,687.50	$5,041,575.00	$2,826,337.50	$3,666,600.00	$1,833,300.00	$0.00
3503	Rehab	ALL	All	Facilities	MOC Dispatch Center Reconfiguration	Reconfiguration of the MOC Dispatch Center – to create offices for staff. Additional offices are needed for workspace for current staff.	$1,311,789.60	$623,100.06	$259,734.34	$145,608.65	$188,897.70	$94,448.85	$0.00
3504	Rehab	ALL	All	Facilities	Fences and Gates Renovation - CMF, MOC, Marine Way	Replace CMF existing fence along the LA river. Replace the MOC Existing fence and gates Provide Automatic and security badge-controlled gate at Marine Way	$3,007,000.00	$1,428,325.00	$595,386.00	$333,777.00	$433,008.00	$216,504.00	$0.00
3505	Rehab	ALL	All	Rolling Stock	Rotem HVAC Overhaul/Rebuild EP205R-22	• Overhaul/rebuild on Hyundai Rotem HVAC units and controller box. • Repair of OEM equipment and continue to overhaul HVAC units	$1,681,000.00	$798,475.00	$332,838.00	$186,591.00	$242,064.00	$121,032.00	$0.00
3519	Rehab	ALL	All	Rolling Stock	Car End-Door Improvement System	• Improvement in passengers' comfort in opening end-door of Bombardier & Talgo-SYSTRA cars. • New design on the end-door mechanism. • All legacy Bombardier car and Talgo-SYSTRA car. This requested project will bring a new design and deliver a product to reduce the force required to open end doors therefore providing convenience to the customer as well as ensuring safety for any emergency case	$142,000.00	$67,450.00	$28,116.00	$15,762.00	$20,448.00	$10,224.00	$0.00
3520	Rehab	ALL	All	Rolling Stock	F125 Intermediate Engine Overhaul	Intermediate engine overhaul of C175 engines for F125 locomotives. Required every 18,000 hours of engine operation.	$7,000,000.00	$3,325,000.00	$1,386,000.00	$777,000.00	$1,008,000.00	$504,000.00	$0.00
3521	Rehab	ALL	All	Rolling Stock	Communication Trainline System Overhaul	• Communication System Power Supply Install (fleet-wide) • Interior destination screens • Control Unit Upgrade • Side Destination Screen Control Unit Upgrade • Car built-in conductor PA.	$1,500,000.00	$712,500.00	$297,000.00	$166,500.00	$216,000.00	$108,000.00	$0.00
3525	Rehab	ALL	River	Track	FY 27 River Sub Track Project	River (RV) Sub Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Turnout -Rail Specific work will include: 8 Turnout component replacements, furnish & replace six insulated joints	$2,215,077.70	$1,052,161.91	$438,585.38	$245,873.62	$318,971.19	$159,485.59	$0.01
3526	Rehab	San Bernardino LIne	San Gabriel	Track	FY 27 San Gabriel Track	San Gabriel (SG) Sub Track Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Rail -Turnout Specific work will include: 6,000 TF of upgrade from 115# to 136# rail, (2) Turnout component replacements	$2,627,668.65	$1,576,601.19	$0.00	$0.00	$1,051,067.46	$0.00	$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3528	Rehab	ALL	All	Track	Systemwide FY27 Track Rehab Project	Systemwide Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Rail -Track measurement Specific work will include: Rail grinding and surfacing, track measurement system	$8,413,000.00	$3,996,175.00	$1,665,774.00	$933,843.00	$1,211,472.00	$605,736.00	$0.00
3529	Rehab	Antelope Valley Line	Valley	Track	Valley Sub FY 27 Track Rehab Project	Valley (VY) Sub Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Rail -Ties Specific work will include: 10,500 LF of curve rail, 5 single track rail lubricators, 1 crossing	$3,683,737.45	$3,683,737.45	$0.00	$0.00	$0.00	$0.00	$0.00
3530	Rehab	Ventura County Line	Ventura - LA County	Track	Ventura Sub (LA) FY 27 Track Rehab Project	Ventura (LA) Sub Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Turnouts Specific work includes: - Rail Replacement between MP 456-457.44 or - Up to two (2) turnout replacements	$1,827,524.99	$1,827,524.99	$0.00	$0.00	$0.00	$0.00	$0.00
3531	Rehab	Ventura County Line	Ventura - VC County	Track	Ventura Sub (VC) FY 27 Track Rehab Project	Ventura (VC) Sub Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Turnout -Ties Specific work will include: 1 turnout, 100 TF wood to concrete tie track, 343 ties	$1,714,376.40	$0.00	$0.00	$0.00	$0.00	$1,714,376.40	$0.00
3535	Rehab	Perris Valley Line	San Jacinto (PVL)	Structures	FY 27 PVL Structures Rehab	Perris Valley (PV) Sub Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: -Culverts Specific work will include: (2) culvert replacements	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
3536	Rehab	Antelope Valley Line	Valley	Structures	FY 27 Valley Sub Structures Rehab	Valley (VY) Sub Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: - Culverts Specific work will include: (6) culvert replacements	$1,942,607.40	$1,942,607.40	$0.00	$0.00	$0.00	$0.00	$0.00
3537	Rehab	ALL	River	Structures	FY 27 River Sub Structures Rehab	River Sub Structures Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts Specific work will include: (1) Bridge repair and (1) culvert repair	$911,356.60	$432,894.38	$180,448.61	$101,160.58	$131,235.35	$65,617.68	$0.00
3538	Rehab	Ventura County Line	Ventura - LA County	Structures	FY 27 Ventura Sub (LA) Structures Rehab	Ventura Sub (LA County) Structures Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges Specific work will include: (1) Bridge repair	$426,327.00	$426,327.00	$0.00	$0.00	$0.00	$0.00	$0.00
3539	Rehab	Ventura County Line	Ventura - VC County	Structures	FY 27 Ventura Sub (VC) Structures Rehab	Ventura Sub (VC) Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: -Culverts Specific work will include: (2) culvert full replacements	$2,116,444.00	$0.00	$0.00	$0.00	$0.00	$2,116,444.00	$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3540	Rehab	San Bernardino LIne	San Gabriel	Structures	FY 27 Big Dalton Wash Bridge MP 19.79 Rehab	Big Dalton Wash Bridge Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges Specific work will include: (1) bridge construction	$8,863,830.80	$5,318,298.48	$0.00	$0.00	$3,545,532.32	$0.00	$0.00
3541	Rehab	Orange County Line	Orange	Structures	FY 27 Orange Sub Structures Design	Orange (OR) Sub Structures Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts Specific work will include: bridge load rating analysis updates, design recommendations, and environmental clearance	$1,219,570.00	$0.00	$1,219,570.00	$0.00	$0.00	$0.00	$0.00
3542	Rehab	Ventura County Line	Ventura - LA County	Structures	FY 27 Ventura Sub (LA) Structures Design	Ventura Sub (LA) Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: -Culverts -Bridges Specific work will include: (2) Culvert, (1) Bridge Design recommendation, alternative analysis, bridge load ratings, and environmental clearance	$1,960,588.34	$1,960,588.34	$0.00	$0.00	$0.00	$0.00	$0.00
3543	Rehab	San Bernardino LIne	SB Shortway	Structures	FY 27 Shortway Structures Design	Shortway (SW) Sub Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges Specific work will include: (1) bridge design recommendation, alternative analysis, and environmental clearance	$1,276,334.40	$653,291.76	$272,318.71	$152,675.12	$198,048.81	$0.00	$0.00
3544	Rehab	Orange County Line	Orange	Structures	FY 27 PCH Bridge MP 200.2 Rehab	The PCH Bridge MP 200.2 Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridge Funding from other grants and not member agencies. Potentially coming from SCAG grant program. $5,544,000 funded by other. Remaining $719,000 funded by OCTA outside of FY27 funding cap. *as required match"	$6,263,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$6,263,000.00
3545	Rehab	San Bernardino LIne	Pasadena	Structures	FY 27 Route 66 Bridge Deck Design	Specific work will include: Route 66 (112.5) Bridge Deck Replacement (DESIGN ONLY)	$2,000,000.00	$2,000,000.00	$0.00	$0.00	$0.00	$0.00	$0.00
3559	Rehab	Orange County Line	Orange	Train Control	FY27 Orange & Olive Signals Rehab	Orange and Olive Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Signal systems - Crossing systems Specific Work Will Include: (1) crossing, replace (1) power switch and signals .	$2,660,394.00	$0.00	$2,660,394.00	$0.00	$0.00	$0.00	$0.00
3560	Rehab	San Bernardino LIne	San Gabriel	Train Control	FY27 San Gabriel Signals Rehab	San Gabriel (SG) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Signal systems - Crossing systems Specific Work Will Include: (2) crossings, replace (1) power switch and signals	$5,394,853.60	$3,236,912.16	$0.00	$0.00	$2,157,941.44	$0.00	$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3561	Rehab	ALL	River	Train Control	FY27 River Signals Rehab	River Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Signal systems - Crossing systems Specific Work Will Include: (1) crossing, replace (1) power switch and signal	$6,856,000.00	$3,256,600.00	$1,357,488.00	$761,016.00	$987,264.00	$493,632.00	$0.00
3562	Rehab	Antelope Valley Line	Valley	Train Control	FY27 Valley Signal Rehab	Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Signal systems - Crossing systems Specific Work Will Include: (1) crossing, replace (1) power switch & signals	$2,535,894.30	$2,535,894.30	$0.00	$0.00	$0.00	$0.00	$0.00
3563	Rehab	Ventura County Line	Ventura - LA County	Train Control	FY27 Ventura LA Signals Rehab	Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Crossing systems - Signal systems Specific work will include: (2) crossings	$1,793,889.09	$1,793,889.09	$0.00	$0.00	$0.00	$0.00	$0.00
3564	Rehab	Ventura County Line	Ventura - VC County	Train Control	FY27 Ventura VC Signals Rehab	Ventura (VC) Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Crossing systems - Signal systems Specific work will include: (2) crossings	$2,303,000.00	$0.00	$0.00	$0.00	$0.00	$2,303,000.00	$0.00
3565	Rehab	Ventura County Line	Ventura - VC County	Structures	FY 27 Arroyo Simi Restoration Plan and Monitoring Year 1 of 5	After Construction of Arroyo Simi Scour Mitigation Project, RWQCB requires a 5 year restoration, monitoring and reporting for the Arroyo Simi Channel per conditions of the regulatory permit. FY27 budget request will cover first year of restoration, monitoring and reporting.	$500,000.00	$0.00	$0.00	$0.00	$0.00	$500,000.00	$0.00
3579	Rehab	Riverside Line	River Sub - East Bank	Structures	FY27 River Subdivision Structures Rehabilitation - East Bank	River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work for this request is for rehabilitation of the Arroyo Seco Bridge. Requesting additional funding for construction due to material and labor escalation.	$18,620,000.00	$8,844,500.00	$3,686,760.00	$2,066,820.00	$2,681,280.00	$1,340,640.00	$0.00
3580	Rehab	ALL	All	Non-Revenue Fleet	FY27 Systemwide MOW and Ops vehicle and equipment replacement	Replace MOW and Ops. vehicles that are beyond their useful life and no longer reliable to support rail operations. The amount is based on MRP and have been reduced by $2M from previous years to accommodate higher priority projects in Facilities. The vehicles and equipment replaced will be based on the availability of ZEV (Zero Emission Vehicles) and will replace fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way.	$1,100,000.00	$522,500.00	$217,800.00	$122,100.00	$158,400.00	$79,200.00	$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3581	Rehab	ALL	All	Business Systems	EAM Current State Assessment, Gap Analysis, and Enhancement Roadmap (Enterprise Purchasing)	This initiative will utilize technical consultants to perform a comprehensive current state assessment of Metrolink's purchasing, replenishment and procurement functions within the Trapeze EAM environment to identify process, data, and system configuration gaps impacting operational efficiency and asset lifecycle visibility. The project will evaluate existing workflows, integrations with procurement and financial systems, and data governance practices to determine where automation, standardization, and reporting improvements are needed. The effort will result in a detailed gap analysis, prioritized recommendations for enhancement, and a multi-phase implementation roadmap to strengthen system functionality, and improve parts replenishment process. These outcomes will position Metrolink to leverage EAM capabilities for cost savings, improved accountability, and greater support for long-term State of Good Repair and Capital Planning objectives.	$250,000.00	$118,750.00	$49,500.00	$27,750.00	$36,000.00	$18,000.00	$0.00
3586	Rehab	Orange County Line	Orange	Communications	SoGR FY27 Orange Sub Communication	Orange Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$1,551,000.00	$0.00	$1,551,000.00	$0.00	$0.00	$0.00	$0.00
3588	Rehab	San Bernardino LIne	Valley	Communications	SoGR FY27 Valley Sub Communication	Valley Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$1,035,001.00	$1,035,001.00	$0.00	$0.00	$0.00	$0.00	$0.00
3590	Rehab	Ventura County Line	Ventura - VC County	Communications	SoGR FY27 Ventura Sub (VC - County) Communication	Ventura Sub (VC-County) Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$777,700.00	$0.00	$0.00	$0.00	$0.00	$777,700.00	$0.00
3591	Rehab	Riverside Line	Riverside	Communications	SoGR FY27 Riverside Line Communication	Riverside Line Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$636,020.00	$0.00	$0.00	$636,020.00	$0.00	$0.00	$0.00
3592	Rehab	ALL	River	Communications	SoGR FY27 River Sub Communication	River Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$500,060.00	$237,528.50	$99,011.88	$55,506.66	$72,008.64	$36,004.32	$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3594	Rehab	Ventura County Line	Ventura - LA County	Communications	SoGR FY27 Ventura Sub (LA - County) Communication	Ventura Sub (LA-County) Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$238,000.40	$238,000.40	$0.00	$0.00	$0.00	$0.00	$0.00
3596	Rehab	ALL	All	Facilities	LAUS Common Area Maintenance (CAM)	Perform rehab work at LA Union Station to address drainage issues, upgrade lighting to LED, landscape refurbishment, upgrade safety and security elements at the stations, and modernize plumbing.	$2,030,735.00	$964,599.12	$402,085.53	$225,411.58	$292,425.84	$146,212.92	$0.01
						SGR **TOTAL**	**$142,632,350.72**	**$69,849,728.28**	**$22,730,805.31**	**$10,334,427.48**	**$19,851,042.83**	**$13,603,346.80**	**$6,263,000.02**

PROJECT PROPOSAL

FY27

VEGAR PROJECT# 3445.00

PROJECT : OPTIMIZATION OF TRAPEZE EAM STATE OF GOOD REPAIR (SGR) AND CAPITAL PLANNING MODULE

SCOPE

TYPE: SGR | MRP |

This initiative will require technical expertise to establish the foundational, system-agnostic analytical models needed for a compliant, defensible State of Good Repair program. While Trapeze provides the software platform, Metrolink must still develop its own risk framework, Probability of Failure (PoF) models, Consequence of Failure (CoF) scoring, asset criticality weighting, and standardized condition assessment methodologies all of which are independent of any vendor solution and required for FTA compliance under 49 CFR Part 625, ISO 55000, and industry best practice. These agency-owned models ensure that capital prioritization reflects Metrolink's unique network, risk appetite, operating environment, and strategic goals, rather than generic vendor defaults.

The scope of work includes a current-state assessment of existing asset data and inspection practices; the design and validation of PoF, CoF, and criticality models across all asset classes; creation of condition scoring standards and taxonomy; development of asset decay curves and lifecycle cost models consistent with ISO 15686; and integration of these models into the SGR module once implemented. These activities represent engineering and asset management analysis, not software development, and are essential prerequisites regardless of which SGR platform Metrolink uses now or in the future.

In parallel, technical support will be required to configure the Trapeze SGR module to align with Metrolink's risk and lifecycle models, integrate it with existing EAM workflows, import and normalize condition data, and build dashboards, KPIs, and audit-ready reporting for FTA/FRA review. This work will create a unified capital planning framework that transforms raw inspections and work order history into transparent, data-driven investment decisions. The outcome will be a fully operational SGR capability that supports capital planning, maintenance optimization, budget justification, backlog reduction, and improved return on asset investment positioning Metrolink for long-term asset resilience and regulatory compliance.

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Improve service reliability
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The Trapeze EAM Optimization for State of Good Repair (SGR) and Capital Planning is a critical next step in aligning Metrolink's asset management practices with federal mandates under FTA 49 CFR Part 625 and advancing toward ISO 55000 lifecycle management standards. The 2023 FTA TAM Best Practices Review identified the lack of a formal, data-driven condition-based support tool and lifecycle cost integration as key gaps in Metrolink's asset management framework. This effort will directly address those deficiencies by implementing a unified, risk-informed, and predictive capital planning process within Trapeze EAM. By integrating condition assessments, risk scoring, and lifecycle cost modeling, Metrolink will enhance transparency, improve decision-making, and ensure regulatory compliance while extending asset life by 2–3 years and deferring up to 15% in major rehabilitation costs. This initiative establishes the foundation for sustainable asset stewardship, enabling data-driven prioritization, efficient capital programming, and improved return on investment for member agencies and funding partners.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

Implementation of the Trapeze State of Good Repair (SGR) Capital Planning Module is scheduled to begin in FY 2027 to align with the completion of ongoing EAM deployments and data readiness initiatives. The EAM Project team will begin to establish performance dashboards and conduct current state and gap assessments across asset classes. These foundational activities will ensure accurate asset inventory, condition data, and risk framework development, which are all prerequisites for the SGR Capital Planning Module to function effectively as a decision-support tool. Launching the optimization in FY 2027 positions the agency to integrate fully validated data, implement lifecycle cost models, and operationalize a compliant, data-driven SGR process consistent with FTA 49 CFR 625 Transit Asset Management requirements.

RISK CREATED BY NON-IMPLEMENTATION

If the Trapeze EAM State of Good Repair (SGR) and Capital Planning initiative is not implemented, Metrolink will continue to face fragmented asset data, manual reporting processes, and limited visibility into true asset condition, risk, and lifecycle costs. This lack of integrated, data-driven insight will hinder compliance with FTA 49 CFR Part 625 and TAM performance reporting requirements, increasing audit and funding risks. Without a formal lifecycle cost and risk framework, capital investment decisions will remain reactive rather than strategic and potentially leading to higher long-term maintenance and rehabilitation costs, missed opportunities for cost recovery, and inefficient allocation of capital funds. Over time, deferred maintenance and unplanned failures will likely rise, reducing service reliability, increasing safety exposure, and eroding confidence among regulators, funding partners, and member agencies.

Current Age: 6 Year(s) Standard Lifespan: 15 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$100,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$15,000		
PROJECT MANAGEMENT			
* P.M STAFF	$100,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$737,000		
CONTINGENCY	$48,000		
TOTAL	$1,000,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$237,500	$237,500	$237,500	$237,500	$950,000
2029	$12,500	$12,500	$12,500	$12,500	$50,000
2030	$0	$0	$0	$0	$0
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY27

VEGAR PROJECT# 3447.00

PROJECT : EAM CURRENT STATE ASSESSMENT AND GAP ANALYSIS FOR PARTS MANAGEMENT AND WARRANTY MANAGEMENT

SCOPE

TYPE: SGR | MRP |

This initiative will utilize technical consultants to perform a comprehensive current state assessment of Metrolink's Parts Management, and Warranty Management functions within the Trapeze EAM environment to identify process, data, and system configuration gaps impacting operational efficiency and asset lifecycle visibility. The project will evaluate existing workflows, integrations with procurement and financial systems, and data governance practices to determine where automation, standardization, and reporting improvements are needed. The effort will result in a detailed gap analysis, prioritized recommendations for enhancement, and a multi-phase implementation roadmap to strengthen system functionality, improve parts traceability, and establish a holistic, integrated warranty recovery process. These outcomes will position Metrolink to leverage EAM capabilities for cost savings, improved accountability, and greater support for long-term State of Good Repair and Capital Planning objectives.

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 4: Retain and Grow Ridership) Increase system utilization
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The EAM Current State Assessment and Gap Analysis is a strategic initiative designed to evaluate and modernize Metrolink's materials management and warranty management processes to align with FTA Transit Asset Management (TAM) and State of Good Repair (SGR) standards. Metrolink currently relies on an outdated Storekeeper Portal and fragmented manual processes that limit visibility into parts traceability and warranty cost recovery. This effort will conduct a comprehensive assessment across Enterprise Purchasing, Parts Management, and Warranty Program functions to identify operational, data, and integration gaps; develop standardized workflows; and define a multi-phase roadmap for optimization. By establishing stronger system integration between Trapeze EAM and finance systems, the project will enhance lifecycle cost tracking, supplier accountability, and data-driven capital planning—ultimately reducing total cost of ownership, improving asset uptime, and enabling full compliance with FTA TAM performance requirements.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If this assessment and optimization effort is not undertaken, Metrolink will continue operating with fragmented parts replenishment processes, and warranty management processes that undermine asset accountability, financial transparency, and maintenance efficiency. The lack of integration between Trapeze EAM, and financial systems will perpetuate data silos, increasing the likelihood of duplicate untracked inventory, and missed warranty recovery opportunities resulting in measurable financial losses and inefficient use of resources. Without standardized workflows and accurate traceability of parts and materials, the agency risks continued noncompliance with FTA Transit Asset Management (TAM) performance reporting requirements and diminished ability to support State of Good Repair (SGR) objectives. Over time, these deficiencies could lead to escalating maintenance costs, unreliable asset condition data, and reduced confidence among internal stakeholders, contractors, and funding partners.

Current Age: 6 Year(s) Standard Lifespan: 15 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$0		
PROJECT MANAGEMENT			
* P.M STAFF	$40,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$262,000		
CONTINGENCY	$10,000		
TOTAL	$312,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$15,600	$15,600
2028	$15,600	$15,600	$15,600	$15,600	$62,400
2029	$27,300	$27,300	$27,300	$27,300	$109,200
2030	$23,400	$23,400	$23,400	$23,400	$93,600
2031	$7,800	$7,800	$7,800	$7,800	$31,200
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY27

RODRIGUEZJ PROJECT# 3448.00

PROJECT : FY27 ANNUAL SYSTEMWIDE PTC ONBOARD REHABILITATION PROGRAM

SCOPE

TYPE: SGR | MRP |

For PTC Onboard team who oversee the PTC onboard hardware and software on SCRRA locomotives, cab car and multiple unit fleet. The systemwide PTC Onboard rehabilitation program encompasses a range of onboard systems and components to ensure they are maintained in a state of good repair. This includes power supplies and regulators; communication systems such as PTC 220 MHz radios, cellular modems, Wi-Fi, antennas, and filters; onboard computers (Train Management Computer); the cab display unit (CDU); event recorder; GPS; axle generators and speed sensors; test equipment to validate new functionalities; and other supporting technologies installed across the Metrolink fleet. Collectively, these systems support daily train operations and ensure safe, reliable PTC functionality—critical for safety critical service, as trains cannot operate without PTC and are reduced in speed when PTC fails en-route. a program that is part of the larger Metrolink Rehabilitation Plan (MRP), which provides a comprehensive evaluation of the condition, maintenance, useful life, and necessary overhauls of Metrolink's rail system assets. The MRP helps prioritize and guide rehab and improvement projects, as well as shape funding requests to member agencies to make sure the system remains safe and reliable for the next 25 years. It also helps address the backlog of aging systems—caused by past funding not fully meeting needs—and ensures there's consistent year-to-year funding to keep assets in good working order.

Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The Train Control Systems rehabilitation outlined in the Metrolink Rehabilitation Plan (MRP) includes both Positive Train Control (PTC) and centralized train control systems and equipment. This need has been identified due to these assets falling below the State of Good Repair, as defined by SCRRA staff and industry standards. Some PTC hardware is already over 10 years old, with initial designs dating back an additional five years. Our onboard systems, first implemented in 2012, were cutting-edge at the time but now require updated hardware to maintain functionality and operational efficiency.

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal

2. System Impact..... Average

Ranking was based of hardware life cycle, usage and probability of hardware going down based of events reported in the field

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 14 Year(s) Standard Lifespan: 15 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$250,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,364,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$250,000		
PROJECT MANAGEMENT			
* P.M STAFF	$105,000		
* SUPPORT STAFF	$53,000		
* CONSULTANT	$250,000		
CONTINGENCY	$228,000		
TOTAL	$2,500,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$125,000	$125,000
2028	$125,000	$125,000	$125,000	$125,000	$500,000
2029	$218,750	$218,750	$218,750	$218,750	$875,000
2030	$187,500	$187,500	$187,500	$187,500	$750,000
2031	$62,500	$62,500	$62,500	$62,500	$250,000
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

CONLEYD PROJECT# 3450.00

PROJECT : SAN GABRIEL SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION

SCOPE

TYPE: SGR | MRP |

San Gabriel Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.

Mile Posts: 2.4 - 57.7 Division: San Gabriel County: LA / SB Asset Type: Communications

OBJECTIVES

1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
3. (Goal 4: Retain and Grow Ridership) Improve service reliability
4. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Metrolink must prioritize the maintenance and upgrades of its Communications Systems in order to continue providing safe, secure, and efficient services to its users. By focusing on proactive asset management and timely rehabilitation, Metrolink can maintain a high level of system reliability and continue to meet the needs of its passengers while staying at the forefront of available technologies.

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal

2. System Impact..... Low

RISK CREATED BY NON-IMPLEMENTATION

Failure to maintain the communication system in a state of good repair and minimize single points of failures can impact train operations and on-time performance. Inability to rehabilitate and maintain the communication system in a state of good repair will lead to failures for the field and office systems to communication therefore causing train service outages, train delays and unsafe conditions to operate Metrolink service.

Current Age: 31 Year(s) Standard Lifespan: 15 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$100,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$400,000		
CONSTRUCTION	$540,500		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$26,000		
PROJECT MANAGEMENT			
* P.M STAFF	$105,000		
* SUPPORT STAFF	$35,000		
* CONSULTANT	$31,000		
CONTINGENCY	$49,500		
TOTAL	$1,287,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$305,662	$305,662	$305,662	$305,664	$1,222,650
2029	$16,088	$16,088	$16,088	$16,086	$64,350
2030	$0	$0	$0	$0	$0
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

GRAYK PROJECT# 3473.00

PROJECT : REHABILITATION OF CONFERENCE ROOM EQUIPMENT

SCOPE

TYPE: SGR | NON-MRP |

For Metrolink employees and stakeholders who utilize conference rooms for collaboration and communication
who face ongoing disruptions and frustration due to aging equipment that is no longer supported or receiving security updates
the rehabilitation of conference room equipment
is a is a strategic cybersecurity initiative that also improves operational efficiency and support effectiveness
that eliminates vulnerabilities from unsupported AV systems, enhances productivity for end users, and reduces IT support burdens
unlike legacy systems that are unreliable, hinder effective engagement, and pose security risks
our solution delivers a secure, high-performance collaboration experience aligned with organizational needs.

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 3: Invest in People and Assets) Reduce employee turnover
3. (Goal 6: Improve Communications to Customers and Stakeholders) Improve
4. (Goal 7: Improve Organizational Efficiency) Clearly define staff roles and

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

- Elimination of cybersecurity vulnerabilities tied to unsupported AV hardware
- Increased productivity and reduced downtime for end users during meetings
- Reduction in IT support tickets and resolution times related to AV issues

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

legacy systems are unreliable, hinder effective engagement, and pose security risks

Current Age: 15 Year(s) Standard Lifespan: 5 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$207,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$0		
PROJECT MANAGEMENT			
* P.M STAFF	$20,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$0		
CONTINGENCY	$23,000		
TOTAL	$250,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$82,500	$82,500
2028	$21,250	$21,250	$21,250	$21,250	$85,000
2029	$20,625	$20,625	$20,625	$20,625	$82,500
2030	$0	$0	$0	$0	$0
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY27

FREGOSOE PROJECT# 3492.00

PROJECT : REHABILITATION OF END-USER EQUIPMENT

SCOPE

TYPE: SGR | NON-MRP |

For Metrolink employees and contractors
who rely on laptops, desktops, monitors, docking stations, tablets, and miscellaneous devices to perform daily tasks
the rehabilitation of end-user equipment
is a is a strategic cybersecurity initiative that also improves operational efficiency and support effectiveness
that eliminates risks from unsupported hardware, enhances productivity for end users, and reduces IT support burdens
unlike continued use of aging, unsupported devices that pose operational and cybersecurity risks
our solution modernizes critical assets to strengthen security posture, enhance user experience, and streamline support operation

Mile Posts: n/a Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
3. (Goal 3: Invest in People and Assets) Reduce employee turnover
4. (Goal 6: Improve Communications to Customers and Stakeholders) Improve

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Elimination of cybersecurity vulnerabilities tied to unsupported hardware
Increased productivity and reduced downtime for end users
Reduction in IT support tickets and resolution times related to hardware issues

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

1. Reduction of deployed end-of-service-life end-user devices by 100%
2. Reduction in IT support tickets related to hardware failures by 30%
3. Decrease in average resolution time for hardware-related incidents by 25%
4. Increase in percentage of devices running current standard OS and firmware versions by 95%

Current Age: 6 Year(s) Standard Lifespan: 5 Year(s)

Additional support document was submitted

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$367,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$0		
PROJECT MANAGEMENT			
* P.M STAFF	$35,000		
* SUPPORT STAFF	$35,000		
* CONSULTANT	$0		
CONTINGENCY	$48,070		
TOTAL	$485,070		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$60,634	$60,634	$60,634	$60,633	$242,535
2029	$60,634	$60,634	$60,634	$60,633	$242,535
2030	$0	$0	$0	$0	$0
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

FREGOSOE PROJECT# 3498.00

PROJECT : CISCO 3800 SERIES REHAB / REPLACEMENT

SCOPE

TYPE: SGR | MRP |

For IDTS Department

who Provide network connectivity for Metrolink users to the Metrolink applications

the IDTS Infrastructure team provides network connectivity throughout Metrolink to provide access to services and applications, both on premise and cloud-based.

is a Strategic cybersecurity initiative that improves operational efficiency and support effectiveness

that eliminates the risks for out of date and unsupported devices

unlike continued use of aging, unsupported devices that pose operational and cybersecurity risks

our solution modernizes critical assets to strengthen security posture, enhance user experience, and streamline support operations.

Mile Posts: n/a Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

This project modernizes Metrolink's network infrastructure to replace outdated, unsupported devices, reducing cybersecurity risks and improving system reliability, security, and user experience.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... Low

RISK CREATED BY NON-IMPLEMENTATION

If not implemented, Metrolink will continue relying on outdated, unsupported devices that increase cybersecurity vulnerabilities, risk network failures, disrupt user access

Current Age: 10 Year(s) Standard Lifespan: 5 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$415,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$0		
PROJECT MANAGEMENT			
* P.M STAFF	$35,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$0		
CONTINGENCY	$0		
TOTAL	$450,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$22,500	$22,500
2028	$22,500	$22,500	$22,500	$22,500	$90,000
2029	$39,375	$39,375	$39,375	$39,375	$157,500
2030	$33,750	$33,750	$33,750	$33,750	$135,000
2031	$11,250	$11,250	$11,250	$11,250	$45,000
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

VELEZC PROJECT# 3500.00

PROJECT : BOMBARDIER RAILCAR REBUILD (EP199-19)

SCOPE

TYPE: SGR | NON-MRP |

- Continue to rebuild on remaining 33 Bombardier cars as next option orders
- Extend lifecycle by 15 years
- Upgrade Bombardier railcar onboard system for safety and convenience.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

- 30 years degraded conditions.
- Multiple OEM parts that are obsolete.
- FTA recommended life-cycle extension program.
- $59M is to complete remaining 33 cars with FY25 of $23.6M.

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

- Increase of impact to revenue service due to increase in unscheduled maintenance on degraded equipment.

Current Age: 34 Year(s) Standard Lifespan: 30 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$23,250,000		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$263,000		
PROJECT MANAGEMENT			
* P.M STAFF	$350,000		
* SUPPORT STAFF	$350,000		
* CONSULTANT	$37,000		
CONTINGENCY	$1,212,500		
TOTAL	$25,462,500		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$8,402,625	$8,402,625
2028	$2,164,312	$2,164,312	$2,164,312	$2,164,314	$8,657,250
2029	$2,100,656	$2,100,656	$2,100,656	$2,100,657	$8,402,625
2030	$0	$0	$0	$0	$0
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

GORGYOUSA PROJECT# 3503.00

PROJECT : MOC DISPATCH CENTER RECONFIGURATION

SCOPE

TYPE: SGR | NON-MRP |

Reconfiguration of the MOC Dispatch Center – to create offices for staff. Additional offices are needed for workspace for current staff.

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

A funding request was submitted in FY26 to procure a Mobile Dispatch Center. This will free up additional space in the MOC offices, which can be converted into office cubicles to provide more workspace for staff.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

The project is important to complete the move-out of the Dispatch Center at MOC, eliminating the risk of having two dispatch centers in the same geographic area and on the same electrical circuit, which could pose a high risk in the event of a terrorist attack, earth or catastrophic incident.

RISK CREATED BY NON-IMPLEMENTATION

The MOC offices are already over capacity, and some team members are operating from other facilities. This situation affects both work efficiency and communication.

Current Age: 33 Year(s) Standard Lifespan: 45 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$125,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$902,120		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$20,000		
DBE/LABOR	$30,000		
PROJECT MANAGEMENT			
* P.M STAFF	$61,250		
* SUPPORT STAFF	$26,250		
* CONSULTANT	$50,000		
CONTINGENCY	$97,170		
TOTAL	$1,311,790		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$65,589	$65,589
2028	$65,590	$65,590	$65,590	$65,588	$262,358
2029	$114,782	$114,782	$114,782	$114,780	$459,126
2030	$98,384	$98,384	$98,384	$98,385	$393,537
2031	$32,795	$32,795	$32,795	$32,794	$131,179
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

GORGYOUSA PROJECT# 3504.00

PROJECT : FENCES AND GATES RENOVATION - CMF, MOC, MARINE WAY

SCOPE

TYPE: SGR | NON-MRP |

Replace CMF existing fence along the LA river.
Replace the MOC Existing fence and gates
Provide Automatic and security badge-controlled gate at Marine Way

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Several theft incidents have occurred at the CMF site due to the insufficient height and deteriorated condition of the fences along the LA River side. For safety reasons, the fences at MOC also need to be replaced, as the gates are in poor condition. In addition, the Marine Way entrance requires an automatic, badge-controlled gate.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

We are rating probability of security breaches. It is likely that trespassers will enter the property frequently. Renovation of fences and gates will deter trespassers and improving security of equipment and personnel.

RISK CREATED BY NON-IMPLEMENTATION

Safety risk at CMF and MOC

Current Age: 36 Year(s) Standard Lifespan: 40 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$282,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$2,100,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$10,000		
BUS BRIDGES	$0		
CLOSE OUT	$20,000		
DBE/LABOR	$30,000		
PROJECT MANAGEMENT			
* P.M STAFF	$88,000		
* SUPPORT STAFF	$53,000		
* CONSULTANT	$150,000		
CONTINGENCY	$274,000		
TOTAL	$3,007,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$150,350	$150,350
2028	$150,350	$150,350	$150,350	$150,350	$601,400
2029	$263,112	$263,112	$263,112	$263,114	$1,052,450
2030	$225,525	$225,525	$225,525	$225,525	$902,100
2031	$75,175	$75,175	$75,175	$75,175	$300,700
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

VELEZC PROJECT# 3505.00

PROJECT : ROTEM HVAC OVERHAUL/REBUILD EP205R-22

SCOPE

TYPE:SGR | NON-MRP |

• Overhaul/rebuild on Hyundai Rotem HVAC units and controller box.
• Repair of OEM equipment and continue to overhaul HVAC units

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

1. (Goal 4: Retain and Grow Ridership) Improve service reliability
2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

• Remove systemic design issue in OEM HVAC Unit - high maintenance cost and impact to costumer convenience and safety.
• Continue to overhaul/rebuild for the remaining HVAC units as the currently ongoing project.
• This $4.1M request would be the last one to complete the project.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

• Impact to car availability due to no spare HVAC units.
• Increase in maintenance cost to procure parts that are obsolete.

Current Age: 16 Year(s) Standard Lifespan: 10 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$1,274,202		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$16,000		
PROJECT MANAGEMENT			
* P.M STAFF	$89,250		
* SUPPORT STAFF	$87,500		
* CONSULTANT	$134,000		
CONTINGENCY	$80,048		
TOTAL	$1,681,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$399,238	$399,238	$399,238	$399,236	$1,596,950
2029	$21,012	$21,012	$21,012	$21,014	$84,050
2030	$0	$0	$0	$0	$0
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

BLEICHK PROJECT# 3519.00

PROJECT : CAR END-DOOR IMPROVEMENT SYSTEM

SCOPE

TYPE: SGR | MRP |

• Improvement in passengers' comfort in opening end-door of Bombardier & Talgo-SYSTRA cars.
• New design on the end-door mechanism.
• All legacy Bombardier car and Talgo-SYSTRA car.
This requested project will bring a new design and deliver a product to reduce the force required to open end doors therefore providing convenience to the customer as well as ensuring safety for any emergency case
Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

1. (Goal 4: Retain and Grow Ridership) Improve service reliability
2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

One of the major complaints from the passengers is the end-door being difficult to operate. Hyundai-Rotem cars had a resolution applied with a project and delivered a new design to the system for around 30% improvement in the end-door operation. This project is to cover the rest of the fleet - legacy Bombardier cars and Talgo-SYSTRA rebuilt cars.

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal

2. System Impact..... Average

It is very true that current end door system in Bombardier and even Talgo-SYSTRA passenger cars requires a significant amount of force to open. This can present a safety issue for passengers traveling between train cars. To mitigate the issue for improving the system, it would require new design on the end-door system. This requested project will bring a new design and deliver a product to reduce the force required to open end doors therefore providing convenience to the customer as well as ensuring safety for any emergency case. A similar project is active on the Rotem rail car fleet which resulted in such satisfactory outcome to the agency. FY26 funding has previously been approved

RISK CREATED BY NON-IMPLEMENTATION

Continuous complaint from the passengers. Impact to safe operation when it is needed in any emergency.

Current Age: 34 Year(s) Standard Lifespan: 30 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$122,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$2,000		
PROJECT MANAGEMENT			
* P.M STAFF	$18,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$0		
CONTINGENCY	$0		
TOTAL	$142,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$142,000	$142,000
2028	$0	$0	$0	$0	$0
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

BLEICHK PROJECT# 3520.00

PROJECT : F125 INTERMEDIATE ENGINE OVERHAUL

SCOPE

TYPE: SGR | MRP |

Intermediate engine overhaul of C175 engines for F125 locomotives. Required every 18,000 hours of engine operation.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
3. (Goal 4: Retain and Grow Ridership) Improve service reliability

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

• Overhaul of engine is required as per the maintenance manual - overhaul would be required every 4 years.
• 31 engines are expected to be delivered within the budget up to FY26.
• The funding request of this $7M is for the remaining 7 engines.
• Some engines are nearing double the amount of hours from when they should have been overhauled - funding is needed to cover out of scope work for additional worn parts as a result

RANKING // PROJECT READINESS

1. Condition of Asset..... Adequate

2. System Impact..... Average

The engine overhaul is significant to SCRRA for maintaining EPA regulation (emissions) and service reliability. The project was approved by the Board in October 2024. The project must have sufficient budget secured to complete the engine overhaul therefore maintaining the compliance requirement in time.

RISK CREATED BY NON-IMPLEMENTATION

• Increase of impact to revenue service due to engine failures.
• Impact to shop availability due to increase of unscheduled maintanance for the failed engines.

Current Age: 9 Year(s) Standard Lifespan: 30 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$6,895,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$70,000		
PROJECT MANAGEMENT			
* P.M STAFF	$35,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$0		
CONTINGENCY	$0		
TOTAL	$7,000,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$7,000,000	$7,000,000
2028	$0	$0	$0	$0	$0
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

BLEICHK PROJECT# 3521.00

PROJECT : COMMUNICATION TRAINLINE SYSTEM OVERHAUL

SCOPE

TYPE: SGR | MRP |

- Communication System Power Supply Install (fleet-wide)
- Interior destination screens
- Control Unit Upgrade
- Side Destination Screen Control Unit Upgrade
- Car built-in conductor PA.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
3. (Goal 4: Retain and Grow Ridership) Improve service reliability
4. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

- Heavily outdated technology in the communication control device - ex) 512MB CF card. This issue is in all control device.
- Newly upgraded control system will be required for advanced features such as interior destination screen and so on.

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal

2. System Impact..... High

The product was delivered back in 2010. The malfunction rate on the control system and maintenance attention has been increasing continuously. Due to the age of the product, it is projected to have multiple unscheduled maintenance instances. The need of the interior panels seems very useful for passenger convenience.

RISK CREATED BY NON-IMPLEMENTATION

- Degradation in the performance of the communication system.
- Impact to car availability as the system is mandatory for the revenue service operation.

Current Age: 16 Year(s) Standard Lifespan: 15 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,350,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$15,000		
PROJECT MANAGEMENT			
* P.M STAFF	$50,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$85,000		
CONTINGENCY	$0		
TOTAL	$1,500,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$1,500,000	$1,500,000
2028	$0	$0	$0	$0	$0
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3525.00

PROJECT : FY 27 RIVER SUB TRACK PROJECT

SCOPE

TYPE: SGR | MRP |

River (RV) Sub Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

-Turnout
-Rail
Specific work will include: 8 Turnout component replacements, furnish & replace six insulated joints

Mile Posts: 0 - 485.2 Division: River County: RV Asset Type: Track

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Rail is approaching rail wear limits. Turnouts per turnout data, lower overall rating in subdivision

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Slow orders, service failures and interruptions If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 76 Year(s) Standard Lifespan: 60 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$27,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$672,000		
CONSTRUCTION	$728,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$115,000		
BUS BRIDGES	$0		
CLOSE OUT	$26,607		
DBE/LABOR	$0		
PROJECT MANAGEMENT			
* P.M STAFF	$280,000		
* SUPPORT STAFF	$30,100		
* CONSULTANT	$135,000		
CONTINGENCY	$201,371		
TOTAL	$2,215,078		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$110,754	$110,754
2028	$193,819	$193,819	$193,819	$193,820	$775,277
2029	$166,131	$166,131	$166,131	$166,130	$664,523
2030	$166,131	$166,131	$166,131	$166,130	$664,523
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3526.00

PROJECT : FY 27 SAN GABRIEL TRACK

SCOPE

TYPE: SGR | MRP |

San Gabriel (SG) Sub Track Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
-Rail
-Turnout
Specific work will include: 6,000 TF of upgrade from 115# to 136# rail, (2) Turnout component replacements

Mile Posts: 1.08 - 66.57 Division: San Gabriel County: LA / SB Asset Type: Track

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

(2) turnouts per turnout data, lower overall rating within subdivision. Upgrading rail to meet standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Slow orders, service failures and interuptions If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.
Current Age: 76 Year(s) Standard Lifespan: 60 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$64,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$558,450		
CONSTRUCTION	$645,090		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$50,000		
BUS BRIDGES	$0		
CLOSE OUT	$64,000		
DBE/LABOR	$53,000		
PROJECT MANAGEMENT			
* P.M STAFF	$665,000		
* SUPPORT STAFF	$75,250		
* CONSULTANT	$214,000		
CONTINGENCY	$238,879		
TOTAL	$2,627,669		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$131,383	$131,383
2028	$229,921	$229,921	$229,921	$229,921	$919,684
2029	$197,075	$197,075	$197,075	$197,076	$788,301
2030	$197,075	$197,075	$197,075	$197,076	$788,301
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3528.00

PROJECT : SYSTEMWIDE FY27 TRACK REHAB PROJECT

SCOPE

TYPE: SGR | MRP |

Systemwide Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
-Rail
-Track measurement
Specific work will include: Rail grinding and surfacing, track measurement system
Mile Posts: n/a

Division: All County: ALL Asset Type: Track

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Track measurement system assists in identifying safety risks in the track. Rail grinding preserves life of rail for longer term usage.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Slow orders, service failures and interuptions If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 76 Year(s) Standard Lifespan: 60 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$104,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$2,588,000		
CONSTRUCTION	$2,795,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$182,000		
BUS BRIDGES	$0		
CLOSE OUT	$104,000		
DBE/LABOR	$169,000		
PROJECT MANAGEMENT			
* P.M STAFF	$700,000		
* SUPPORT STAFF	$114,000		
* CONSULTANT	$892,000		
CONTINGENCY	$765,000		
TOTAL	$8,413,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$420,650	$420,650
2028	$736,138	$736,138	$736,138	$736,136	$2,944,550
2029	$630,975	$630,975	$630,975	$630,975	$2,523,900
2030	$630,975	$630,975	$630,975	$630,975	$2,523,900
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3529.00

PROJECT : VALLEY SUB FY 27 TRACK REHAB PROJECT

SCOPE

TYPE: SGR | MRP |

Valley (VY) Sub Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
-Rail
-Ties
Specific work will include: 10,500 LF of curve rail, 5 single track rail lubricators, 1 crossing

Mile Posts: 3.67 - 76.63 Division: Valley County: LA Asset Type: Track

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Rail is near wear limits. Tie ratings are the lowest in the subdivision. Subdivision has heavy grade and high degree curves. Valley sub track components are in immediate need for rehabilitation with high risk of failure.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Slow orders, service failures and interruptions If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 76 Year(s) Standard Lifespan: 60 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$500,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,250,000		
CONSTRUCTION	$1,145,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$42,000		
BUS BRIDGES	$17,321		
CLOSE OUT	$0		
DBE/LABOR	$24,500		
PROJECT MANAGEMENT			
* P.M STAFF	$350,000		
* SUPPORT STAFF	$59,500		
* CONSULTANT	$120,000		
CONTINGENCY	$175,416		
TOTAL	$3,683,737		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$184,187	$184,187
2028	$322,327	$322,327	$322,327	$322,327	$1,289,308
2029	$276,280	$276,280	$276,280	$276,281	$1,105,121
2030	$276,280	$276,280	$276,280	$276,281	$1,105,121
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3530.00

PROJECT : VENTURA SUB (LA) FY 27 TRACK REHAB PROJECT

SCOPE

TYPE: SGR | MRP |

Ventura (LA) Sub Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
- Rail
- Turnouts

Specific work includes:
- Rail Replacement between MP 456-457.44

or
- Up to two (2) turnout replacements

Mile Posts: 426.4 - 441.98

Division: Ventura - LA County County: LA / VC Asset Type: Track

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Tie ratings are the lowest in the subdivision.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Slow orders, service failures and interruptions If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 76 Year(s) Standard Lifespan: 60 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$20,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$500,386		
CONSTRUCTION	$516,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$68,000		
BUS BRIDGES	$0		
CLOSE OUT	$17,000		
DBE/LABOR	$31,000		
PROJECT MANAGEMENT			
* P.M STAFF	$350,000		
* SUPPORT STAFF	$35,000		
* CONSULTANT	$124,000		
CONTINGENCY	$166,139		
TOTAL	$1,827,525		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$91,376	$91,376
2028	$159,908	$159,908	$159,908	$159,910	$639,634
2029	$137,064	$137,064	$137,064	$137,065	$548,257
2030	$137,064	$137,064	$137,064	$137,065	$548,257
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3531.00

PROJECT : VENTURA SUB (VC) FY 27 TRACK REHAB PROJECT

SCOPE

TYPE: SGR | MRP |

Ventura (VC) Sub Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
-Turnout
-Ties
Specific work will include: 1 turnout, 100 TF wood to concrete tie track, 343 ties

Mile Posts: 442 - 463

Division: Ventura - VC County County: VN Asset Type: Track

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Turnout ratings are the lowest in the subdivision. Wood turnout is surrounded by concrete tie track.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Slow orders, service failures and interruptions If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 76 Year(s) Standard Lifespan: 60 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$21,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$521,824		
CONSTRUCTION	$562,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$89,000		
BUS BRIDGES	$0		
CLOSE OUT	$21,000		
DBE/LABOR	$35,000		
PROJECT MANAGEMENT			
* P.M STAFF	$210,000		
* SUPPORT STAFF	$28,700		
* CONSULTANT	$70,000		
CONTINGENCY	$155,852		
TOTAL	$1,714,376		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$85,719	$85,719
2028	$150,008	$150,008	$150,008	$150,008	$600,032
2029	$128,578	$128,578	$128,578	$128,579	$514,313
2030	$128,578	$128,578	$128,578	$128,579	$514,313
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3535.00

PROJECT : FY 27 PVL STRUCTURES REHAB

SCOPE — TYPE: SGR | MRP |

Perris Valley (PV) Sub Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog:
-Culverts
Specific work will include: (2) culvert replacements

Mile Posts: 65 - 85.4 Division: San Jacinto (PVL) County: RV Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Design of project is captured under FY21-22 funds. Rehabilitation is needed to address drainage issues in the area.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 96 Year(s) Standard Lifespan: 100 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$0		
PROJECT MANAGEMENT			
* P.M STAFF	$0		
* SUPPORT STAFF	$0		
* CONSULTANT	$0		
CONTINGENCY	$0		
TOTAL	$0		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$0	$0	$0	$0	$0
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3536.00

PROJECT : FY 27 VALLEY SUB STRUCTURES REHAB

SCOPE

TYPE: SGR| MRP |

Valley (VY) Sub Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog:
- Culverts

Specific work will include: (6) culvert replacements

Mile Posts: 53.61 - 67.51 Division: Valley County: LA Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Design of project is captured under FY22 funds. Address subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 96 Year(s) Standard Lifespan: 100 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$201,507		
CONSTRUCTION	$500,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$65,500		
BUS BRIDGES	$0		
CLOSE OUT	$26,000		
DBE/LABOR	$38,000		
PROJECT MANAGEMENT			
* P.M STAFF	$700,000		
* SUPPORT STAFF	$35,000		
* CONSULTANT	$200,000		
CONTINGENCY	$176,601		
TOTAL	$1,942,607		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$72,848	$72,848	$72,848	$72,847	$291,391
2029	$218,543	$218,543	$218,543	$218,544	$874,173
2030	$145,696	$145,696	$145,696	$145,694	$582,782
2031	$48,565	$48,565	$48,565	$48,566	$194,261
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3537.00

PROJECT : FY 27 RIVER SUB STRUCTURES REHAB

SCOPE

TYPE: SGR | MRP |

River Sub Structures Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
-Bridges
-Culverts

Specific work will include: (1) Bridge repair and (1) culvert repair
Mile Posts: 0 - 485.2

Division: River County: RV Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The structures selected for rehabilitation were identified based on the asset inventory, past inspection reports, and input from the maintenance team.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 96 Year(s) Standard Lifespan: 100 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$191,006		
CONSTRUCTION	$327,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$100,000		
BUS BRIDGES	$0		
CLOSE OUT	$10,000		
DBE/LABOR	$19,000		
PROJECT MANAGEMENT			
* P.M STAFF	$105,000		
* SUPPORT STAFF	$38,500		
* CONSULTANT	$38,000		
CONTINGENCY	$82,851		
TOTAL	$911,357		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$34,176	$34,176	$34,176	$34,175	$136,703
2029	$102,528	$102,528	$102,528	$102,526	$410,110
2030	$68,352	$68,352	$68,352	$68,351	$273,407
2031	$22,784	$22,784	$22,784	$22,784	$91,136
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3538.00

PROJECT : FY 27 VENTURA SUB (LA) STRUCTURES REHAB

SCOPE

TYPE: SGR | MRP |

Ventura Sub (LA County) Structures Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
-Bridges

Specific work will include: (1) Bridge repair

Mile Posts: 457.6 - 457.6 Division: Ventura - LA County County: LA / VC Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The web was previously warped due to a fire; web stiffener is warped from homeless encampment. There is an on-going effort to monitor the structure during hot and cold seasons.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

There is the potential for additional maintenance costs to be incurred to monitor and/or maintain the bridge if the bridge is not rehabilitated. Remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 96 Year(s) Standard Lifespan: 100 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$80,870		
CONSTRUCTION	$138,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$42,000		
BUS BRIDGES	$0		
CLOSE OUT	$4,000		
DBE/LABOR	$9,000		
PROJECT MANAGEMENT			
* P.M STAFF	$91,000		
* SUPPORT STAFF	$7,700		
* CONSULTANT	$15,000		
CONTINGENCY	$38,757		
TOTAL	$426,327		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$15,987	$15,987	$15,987	$15,988	$63,949
2029	$47,962	$47,962	$47,962	$47,961	$191,847
2030	$31,974	$31,974	$31,974	$31,976	$127,898
2031	$10,658	$10,658	$10,658	$10,659	$42,633
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3539.00

PROJECT : FY 27 VENTURA SUB (VC) STRUCTURES REHAB

SCOPE

TYPE: SGR | MRP |

Ventura Sub (VC) Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog:
-Culverts

Specific work will include: (2) culvert full replacements

Mile Posts: 427 - 463 Division: Ventura - VC County County: VN Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Address subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 96 Year(s) Standard Lifespan: 100 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$439,340		
CONSTRUCTION	$759,500		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$231,000		
BUS BRIDGES	$0		
CLOSE OUT	$22,000		
DBE/LABOR	$43,000		
PROJECT MANAGEMENT			
* P.M STAFF	$322,000		
* SUPPORT STAFF	$18,200		
* CONSULTANT	$89,000		
CONTINGENCY	$192,404		
TOTAL	$2,116,444		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$79,367	$79,367	$79,367	$79,366	$317,467
2029	$238,100	$238,100	$238,100	$238,100	$952,400
2030	$158,733	$158,733	$158,733	$158,734	$634,933
2031	$52,911	$52,911	$52,911	$52,911	$211,644
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3540.00

PROJECT : FY 27 BIG DALTON WASH BRIDGE MP 19.79 REHAB

SCOPE

TYPE: SGR | MRP |

Big Dalton Wash Bridge Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog:
- Bridges

Specific work will include: (1) bridge construction

Mile Posts: 19.79 - 19.79

Division: San Gabriel County: LA Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Design of project is captured under FY22 funds. Bridge deck is in poor condition and frequent work orders have been issued to adress bridge deck timber issues, tie replacements, and ballast.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

There is the potential for additional maintenance costs to be incurred to maintain the bridge. Remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 67 Year(s) Standard Lifespan: 100 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$2,000,764		
CONSTRUCTION	$3,835,014		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$324,000		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$178,000		
PROJECT MANAGEMENT			
* P.M STAFF	$1,015,000		
* SUPPORT STAFF	$355,250		
* CONSULTANT	$350,000		
CONTINGENCY	$805,803		
TOTAL	$8,863,831		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$332,394	$332,394	$332,394	$332,393	$1,329,575
2029	$997,181	$997,181	$997,181	$997,181	$3,988,724
2030	$664,787	$664,787	$664,787	$664,788	$2,659,149
2031	$221,596	$221,596	$221,596	$221,595	$886,383
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3541.00

PROJECT : FY 27 ORANGE SUB STRUCTURES DESIGN

SCOPE

TYPE: SGR | MRP |

Orange (OR) Sub Structures Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
-Bridges
-Culverts

Specific work will include: bridge load rating analysis updates, design recommendations, and environmental clearance
Mile Posts: 0.07 - 207.4 Division: Orange County: OC Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Address subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog. Bridge load ratings are recommended where the capacity is less than the demand, or if the demand or the capactiy is unknown.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 96 Year(s) Standard Lifespan: 100 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$922,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$6,800		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$9,000		
BUS BRIDGES	$0		
CLOSE OUT	$9,000		
DBE/LABOR	$25,000		
PROJECT MANAGEMENT			
* P.M STAFF	$80,500		
* SUPPORT STAFF	$15,400		
* CONSULTANT	$41,000		
CONTINGENCY	$110,870		
TOTAL	$1,219,570		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$30,489	$30,489	$30,489	$30,490	$121,957
2029	$106,712	$106,712	$106,712	$106,714	$426,850
2030	$106,712	$106,712	$106,712	$106,714	$426,850
2031	$60,978	$60,978	$60,978	$60,980	$243,914
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3542.00

PROJECT : FY 27 VENTURA SUB (LA) STRUCTURES DESIGN

SCOPE

TYPE: SGR | MRP |

Ventura Sub (LA) Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog:
-Culverts
-Bridges
Specific work will include:
(2) Culvert, (1) Bridge Design recommendation, alternative analysis, bridge load ratings, and environmental clearance

Mile Posts: 426.4 - 441.98 Division: Ventura - LA County County: LA / VC Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Address subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog. Bridge load ratings are recommended where the capacity is less than the demand, or if the demand or the capacity is unknown.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 96 Year(s) Standard Lifespan: 100 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$1,561,453		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$21,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$18,000		
BUS BRIDGES	$0		
CLOSE OUT	$19,000		
DBE/LABOR	$25,000		
PROJECT MANAGEMENT			
* P.M STAFF	$87,500		
* SUPPORT STAFF	$8,400		
* CONSULTANT	$42,000		
CONTINGENCY	$178,235		
TOTAL	$1,960,588		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$49,015	$49,015	$49,015	$49,014	$196,059
2029	$171,552	$171,552	$171,552	$171,550	$686,206
2030	$171,552	$171,552	$171,552	$171,550	$686,206
2031	$98,030	$98,030	$98,030	$98,028	$392,118
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3543.00

PROJECT : FY 27 SHORTWAY STRUCTURES DESIGN

SCOPE

TYPE: SGR | MRP |

Shortway (SW) Sub Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog:
-Bridges

Specific work will include: (1) bridge design recommendation, alternative analysis, and environmental clearance

Mile Posts: 0.3 - 2.2 Division: SB Shortway County: SB Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Address subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 96 Year(s) Standard Lifespan: 100 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$964,804		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$5,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$10,000		
BUS BRIDGES	$0		
CLOSE OUT	$10,000		
DBE/LABOR	$26,000		
PROJECT MANAGEMENT			
* P.M STAFF	$84,000		
* SUPPORT STAFF	$17,500		
* CONSULTANT	$43,000		
CONTINGENCY	$116,030		
TOTAL	$1,276,334		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$31,908	$31,908	$31,908	$31,909	$127,633
2029	$111,679	$111,679	$111,679	$111,680	$446,717
2030	$111,679	$111,679	$111,679	$111,680	$446,717
2031	$63,817	$63,817	$63,817	$63,816	$255,267
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3544.00

PROJECT : FY 27 PCH BRIDGE MP 200.2 REHAB

SCOPE

TYPE: SGR | MRP |

The PCH Bridge MP 200.2 Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog:
-Bridge

Funding from other grants and not member agencies. Potentially coming from SCAG grant program. $5,544,000 funded by other. Remaining $719,000 funded by OCTA outside of FY27 funding cap. *as required match

Mile Posts: 200.2 - 200.2 Division: Orange County: OC Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

A project study report has been developed for this structure location. This structure location has previously been identified for rehabilitation needs in the FY26 funding request.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 98 Year(s) Standard Lifespan: 100 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$3,303,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$145,000		
PROJECT MANAGEMENT			
* P.M STAFF	$1,491,000		
* SUPPORT STAFF	$565,000		
* CONSULTANT	$189,000		
CONTINGENCY	$570,000		
TOTAL	$6,263,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$156,575	$156,575	$156,575	$156,575	$626,300
2029	$548,012	$548,012	$548,012	$548,014	$2,192,050
2030	$548,012	$548,012	$548,012	$548,014	$2,192,050
2031	$313,150	$313,150	$313,150	$313,150	$1,252,600
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3545.00

PROJECT : FY 27 ROUTE 66 BRIDGE DECK DESIGN

SCOPE

TYPE: SGR | MRP |

Specific work will include: Route 66 (112.5) Bridge Deck Replacement (DESIGN ONLY)

Mile Posts: 112.5 - 112.5

Division: Pasadena County: LA Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Overall track and structure condition rating is poor.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 97 Year(s) Standard Lifespan: 100 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$1,000,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$40,000		
PROJECT MANAGEMENT			
* P.M STAFF	$700,000		
* SUPPORT STAFF	$100,000		
* CONSULTANT	$160,000		
CONTINGENCY	$0		
TOTAL	$2,000,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$50,000	$50,000	$50,000	$50,000	$200,000
2029	$175,000	$175,000	$175,000	$175,000	$700,000
2030	$175,000	$175,000	$175,000	$175,000	$700,000
2031	$100,000	$100,000	$100,000	$100,000	$400,000
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3559.00

PROJECT : FY27 ORANGE & OLIVE SIGNALS REHAB

SCOPE

TYPE: REHAB | MRP |

Orange and Olive Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog:
- Signal systems
- Crossing systems

Specific Work Will Include: (1) crossing, replace (1) power switch and signals .
Mile Posts: 0.07 - 207.4

Division: Orange County: OC Asset Type: Train Control

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Control Points Lemon, Lime, and College all have outdated equipment (VHLC) which is no longer supported by the OEM. The Santa Ana Crossing has not been upgraded since 1997 and is due for a replacement of all equipment.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

SCRRA runs the risk of increased service calls which will increase the load on the maintenance department. Additionally, since some of the equipment is no longer supported nor manufactured by the OEM, repairs become costlier and spare parts may no longer be available which will affect the safety and reliability of the system.

Current Age: 36 Year(s) Standard Lifespan: 20 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$132,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$497,290		
CONSTRUCTION	$871,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$56,000		
BUS BRIDGES	$0		
CLOSE OUT	$13,000		
DBE/LABOR	$50,000		
PROJECT MANAGEMENT			
* P.M STAFF	$525,000		
* SUPPORT STAFF	$82,250		
* CONSULTANT	$192,000		
CONTINGENCY	$241,854		
TOTAL	$2,660,394		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$133,020	$133,020
2028	$232,784	$232,784	$232,784	$232,786	$931,138
2029	$199,530	$199,530	$199,530	$199,528	$798,118
2030	$199,530	$199,530	$199,530	$199,528	$798,118
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3560.00

PROJECT : FY27 SAN GABRIEL SIGNALS REHAB

SCOPE

TYPE: SGR | MRP |

San Gabriel (SG) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog:
- Signal systems
- Crossing systems

Specific Work Will Include: (2) crossings, replace (1) power switch and signal
Mile Posts: 1.08 - 66.57

Division: San Gabriel County: LA / SB Asset Type: Train Control

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

All recommended crossing locations have experienced multiple trouble calls associated with defects with the equipment. The data justifies that these locations are prone to malfunctioning more often than other locations. Replacing these locations will yield the greatest benefit to reliability of the system. One crossing was put into service in 1992

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

SCRRA runs the risk of increased service calls which will increase the load on the maintenance department. Additionally, since some of the equipment is no longer

Current Age: 36 Year(s) Standard Lifespan: 20 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$420,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,060,212		
CONSTRUCTION	$2,110,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$147,000		
BUS BRIDGES	$0		
CLOSE OUT	$42,000		
DBE/LABOR	$108,000		
PROJECT MANAGEMENT			
* P.M STAFF	$525,000		
* SUPPORT STAFF	$249,200		
* CONSULTANT	$243,000		
CONTINGENCY	$490,441		
TOTAL	$5,394,854		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$269,743	$269,743
2028	$472,050	$472,050	$472,050	$472,049	$1,888,199
2029	$404,614	$404,614	$404,614	$404,614	$1,618,456
2030	$404,614	$404,614	$404,614	$404,614	$1,618,456
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3561.00

PROJECT : FY27 RIVER SIGNALS REHAB

SCOPE

TYPE: SGR | MRP |

River Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog:
- Signal systems
- Crossing systems

Specific Work Will Include: (1) crossing, replace (1) power switch and signal

Mile Posts: 0 - 485.2 Division: River County: ALL Asset Type: Train Control

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

All recommended locations were put into service in the mid 1990s and are among the oldest locations still in service without being upgraded. All equipment at these locations are at the end of their lifecycle and need replacement.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

SCRRA runs the risk of increased service calls which will increase the load on the maintenance department. Additionally, since some of the equipment is no longer supported nor manufactured by the OEM, repairs become costlier and spare parts may no longer be available which will affect the safety and reliability of the system.

Current Age: 36 Year(s) Standard Lifespan: 20 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$427,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,281,000		
CONSTRUCTION	$3,160,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$150,000		
BUS BRIDGES	$0		
CLOSE OUT	$43,000		
DBE/LABOR	$138,000		
PROJECT MANAGEMENT			
* P.M STAFF	$578,000		
* SUPPORT STAFF	$208,000		
* CONSULTANT	$247,000		
CONTINGENCY	$624,000		
TOTAL	$6,856,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$342,800	$342,800
2028	$599,900	$599,900	$599,900	$599,900	$2,399,600
2029	$514,200	$514,200	$514,200	$514,200	$2,056,800
2030	$514,200	$514,200	$514,200	$514,200	$2,056,800
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3562.00

PROJECT : FY27 VALLEY SIGNAL REHAB

SCOPE

TYPE: SGR | MRP |

Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog:
- Signal systems
- Crossing systems

Specific Work Will Include: (1) crossing, replace (1) power switch & signals
Mile Posts: 3.67 - 76.63

Division: Valley County: LA Asset Type: Train Control

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Both E. Barrel Springs and Aliso Canyon crossings have experienced multiple trouble calls associated with defects with the equipment. The data justifies that these locations are prone to malfunctioning more often than other locations. Replacing these locations will yield the greatest benefit to reliability of the system. CP Currier was put into service in 1998 and is one of the oldest CPs on the line yet to be upgraded.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

SCRRA runs the risk of increased service calls which will increase the load on the maintenance department. Additionally, since some of the equipment is no longer supported nor manufactured by the OEM, repairs become costlier and spare parts may no longer be available which will affect the safety and reliability of the system.

Current Age: 36 Year(s) Standard Lifespan: 20 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$550,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$500,758		
CONSTRUCTION	$550,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$51,000		
BUS BRIDGES	$0		
CLOSE OUT	$16,000		
DBE/LABOR	$50,000		
PROJECT MANAGEMENT			
* P.M STAFF	$280,000		
* SUPPORT STAFF	$124,600		
* CONSULTANT	$183,000		
CONTINGENCY	$230,536		
TOTAL	$2,535,894		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$126,795	$126,795
2028	$221,891	$221,891	$221,891	$221,890	$887,563
2029	$190,192	$190,192	$190,192	$190,192	$760,768
2030	$190,192	$190,192	$190,192	$190,192	$760,768
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3563.00

PROJECT : FY27 VENTURA LA SIGNALS REHAB

SCOPE

TYPE: SGR | MRP |

Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog:
- Crossing systems
- Signal systems

Specific work will include: (2) crossings
Mile Posts: 426.4 - 441.98

Division: Ventura - LA County County: LA / VC Asset Type: Train Control

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The recommended locations were put into service in the early 1990s and are among the oldest locations still in service without being upgraded. All equipment at these locations are past the end of their lifecycle and need replacement.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

SCRRA runs the risk of increased service calls which will increase the load on the maintenance department. Additionally, since some of the equipment is no longer supported nor manufactured by the OEM, repairs become costlier and spare parts may no longer be available which will affect the safety and reliability of the system.

Current Age: 36 Year(s) Standard Lifespan: 20 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$96,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$414,058		
CONSTRUCTION	$574,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$4,000		
BUS BRIDGES	$0		
CLOSE OUT	$10,000		
DBE/LABOR	$32,000		
PROJECT MANAGEMENT			
* P.M STAFF	$367,500		
* SUPPORT STAFF	$12,250		
* CONSULTANT	$121,000		
CONTINGENCY	$163,081		
TOTAL	$1,793,889		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$89,694	$89,694
2028	$156,965	$156,965	$156,965	$156,966	$627,861
2029	$134,542	$134,542	$134,542	$134,541	$538,167
2030	$134,542	$134,542	$134,542	$134,541	$538,167
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3564.00

PROJECT : FY27 VENTURA VC SIGNALS REHAB

SCOPE

TYPE: SGR | MRP |

Ventura (VC) Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog:
- Crossing systems
- Signal systems

Specific work will include: (2) crossings

Mile Posts: 442 - 463

Division: Ventura - VC County County: VN Asset Type: Train Control

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Chatworth is running a HPX3 and is in need of modernization. Avenida Colonia & Sequoia were put into service in 1992 and are past the end of their equipment lifecycle and in need of replacement.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

SCRRA runs the risk of increased service calls which will increase the load on the maintenance department. Additionally, since some of the equipment is no longer supported nor manufactured by the OEM, repairs become costlier and spare parts may no longer be available which will affect the safety and reliability of the system.

Current Age: 36 Year(s) Standard Lifespan: 20 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$144,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$431,000		
CONSTRUCTION	$1,062,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$51,000		
BUS BRIDGES	$0		
CLOSE OUT	$15,000		
DBE/LABOR	$47,000		
PROJECT MANAGEMENT			
* P.M STAFF	$224,000		
* SUPPORT STAFF	$36,000		
* CONSULTANT	$83,000		
CONTINGENCY	$210,000		
TOTAL	$2,303,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$115,150	$115,150
2028	$201,512	$201,512	$201,512	$201,514	$806,050
2029	$172,725	$172,725	$172,725	$172,725	$690,900
2030	$172,725	$172,725	$172,725	$172,725	$690,900
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3565.00

PROJECT : FY 27 ARROYO SIMI RESTORATION PLAN AND MONITORING YEAR 1 OF 5

SCOPE

TYPE: SGR | MRP |

After Construction of Arroyo Simi Scour Mitigation Project, RWQCB requires a 5 year restoration, monitoring and reporting for the Arroyo Simi Channel per conditions of the regulatory permit. FY27 budget request will cover first year of restoration, monitoring and reporting.

Mile Posts: 442.7 - 429.26 Division: Ventura - VC County County: VN Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Restoration work, monitoring, and reporting are required under the conditions of the regulatory permitting of the project.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

There is a potential to violate the regulatory permit conditions if the Year 1 of 5 of this program is not implemented in full, which can potentially result in halting the project, fines, or other penalties.

Current Age: 73 Year(s) Standard Lifespan: 100 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$350,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$70,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$75,000		
CONTINGENCY	$0		
TOTAL	$500,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$18,750	$18,750	$18,750	$18,750	$75,000
2029	$56,250	$56,250	$56,250	$56,250	$225,000
2030	$37,500	$37,500	$37,500	$37,500	$150,000
2031	$12,500	$12,500	$12,500	$12,500	$50,000
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3579.00

PROJECT : FY27 RIVER SUBDIVISION STRUCTURES REHABILITATION - EAST BANK

SCOPE

TYPE: SGR | MRP |

River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
- Bridges
- Culverts
- Tunnels

Specific work for this request is for rehabilitation of the Arroyo Seco Bridge. Requesting additional funding for construction due to material and labor escalation.

Mile Posts: 480.82 - 480.82

Division: River Sub - East Bank County: RV Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The Arroyo Seco Bridge requires rehabilitation to address structural deterioration, and ensure safety, with additional funding needed due to material and labor cost escalation.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 94 Year(s) Standard Lifespan: 100 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$6,518,000		
CONSTRUCTION	$5,587,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$559,000		
DBE/LABOR	$373,000		
PROJECT MANAGEMENT			
* P.M STAFF	$1,575,000		
* SUPPORT STAFF	$825,000		
* CONSULTANT	$1,490,000		
CONTINGENCY	$1,693,000		
TOTAL	$18,620,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$698,250	$698,250	$698,250	$698,250	$2,793,000
2029	$2,094,750	$2,094,750	$2,094,750	$2,094,750	$8,379,000
2030	$1,396,500	$1,396,500	$1,396,500	$1,396,500	$5,586,000
2031	$465,500	$465,500	$465,500	$465,500	$1,862,000
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY27

SHAHIDS PROJECT# 3580.00

PROJECT : FY27 SYSTEMWIDE MOW AND OPS VEHICLE AND EQUIPMENT REPLACEMENT

SCOPE

TYPE: SGR | MRP |

Replace MOW and Ops. vehicles that are beyond their useful life and no longer reliable to support rail operations. The amount is based on MRP and have been reduced by $2M from previous years to accommodate higher priority projects in Facilities. The vehicles and equipment replaced will be based on the availability of ZEV (Zero Emission Vehicles) and will replace fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way.

Mile Posts: n/a

Division: All County: ALL Asset Type: Non-Revenue Fleet

OBJECTIVES

1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

As vehicles age, failure rates become frequent and costly. It impacts directly on the annual maintenance cost and indirectly impacts response time to RR incidents, when vehicle is down regularly for repairs or breakdown on a call. Although, replacement is not due to regulations, new vehicle procurement must comply with CA and South Coast AQMD new vehicle regulations, as well as Metrolink Climate action plan.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Current Age: 15 Year(s) Standard Lifespan: 5 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$900,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$4,000		
DBE/LABOR	$11,000		
PROJECT MANAGEMENT			
* P.M STAFF	$94,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$0		
CONTINGENCY	$91,000		
TOTAL	$1,100,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$55,000	$55,000
2028	$55,000	$55,000	$55,000	$55,000	$220,000
2029	$96,250	$96,250	$96,250	$96,250	$385,000
2030	$82,500	$82,500	$82,500	$82,500	$330,000
2031	$27,500	$27,500	$27,500	$27,500	$110,000
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY27

SHAHIDS PROJECT# 3581.00

PROJECT : EAM CURRENT STATE ASSESSMENT, GAP ANALYSIS, AND ENHANCEMENT ROADMAP (ENTERPRISE PURCHASING)

SCOPE

TYPE: SGR | MRP |

This initiative will utilize technical consultants to perform a comprehensive current state assessment of Metrolink's purchasing, replenishment and procurement functions within the Trapeze EAM environment to identify process, data, and system configuration gaps impacting operational efficiency and asset lifecycle visibility. The project will evaluate existing workflows, integrations with procurement and financial systems, and data governance practices to determine where automation, standardization, and reporting improvements are needed. The effort will result in a detailed gap analysis, prioritized recommendations for enhancement, and a multi-phase implementation roadmap to strengthen system functionality, and improve parts replenishment process. These outcomes will position Metrolink to leverage EAM

Mile Posts: n/a Division: All County: ALL Asset Type: Business Systems

OBJECTIVES

1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The EAM Current State Assessment and Gap Analysis is a strategic initiative designed to evaluate and modernize Metrolink's materials management processes to align with FTA Transit Asset Management (TAM) and State of Good Repair (SGR) standards. Metrolink currently relies on an outdated Storekeeper Portal and fragmented manual processes that limit visibility into parts traceability. This effort will conduct a comprehensive assessment across Enterprise Purchasing, and Parts replenishment functions to identify operational, data, and integration gaps; develop standardized workflows; and define a multi-phase roadmap for optimization. By establishing stronger system integration between Trapeze EAM and finance systems, the project will enhance lifecycle cost tracking, supplier accountability, and data-driven capital planning—ultimately reducing total cost of ownership, improving asset uptime, and enabling full compliance with FTA TAM performance requirements.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If this assessment and optimization effort is not undertaken, Metrolink will continue operating with fragmented parts replenishment processes, that undermine asset accountability, financial transparency, and maintenance efficiency. The lack of integration between Trapeze EAM, and financial systems will perpetuate data silos, increasing the likelihood of duplicate untracked inventory, resulting in measurable financial losses and inefficient use of resources. Without standardized workflows and accurate traceability of parts and materials, the agency risks continued noncompliance with FTA Transit Asset Management (TAM) performance reporting requirements and diminished ability to support State of Good Repair (SGR) objectives. Over time, these deficiencies could lead to escalating maintenance costs, unreliable asset condition data, and reduced confidence among internal stakeholders, contractors, and funding partners.

Current Age: 6 Year(s) Standard Lifespan: 15 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$200,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$10,000		
DBE/LABOR	$0		
PROJECT MANAGEMENT			
* P.M STAFF	$17,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$0		
CONTINGENCY	$23,000		
TOTAL	$250,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$12,500	$12,500
2028	$12,500	$12,500	$12,500	$12,500	$50,000
2029	$21,875	$21,875	$21,875	$21,875	$87,500
2030	$18,750	$18,750	$18,750	$18,750	$75,000
2031	$6,250	$6,250	$6,250	$6,250	$25,000
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

CARDONAA PROJECT# 3586.00

PROJECT : SOGR FY27 ORANGE SUB COMMUNICATION

SCOPE

TYPE: SGR | MRP |

Orange Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.

Mile Posts: n/a

Division: Orange County: OC Asset Type: Communications

OBJECTIVES

1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Metrolink must prioritize the maintenance and upgrades of its Communications Systems in order to continue providing safe, secure, and efficient services to its users. By focusing on proactive asset management and timely rehabilitation, Metrolink can maintain a high level of system reliability and continue to meet the needs of its passengers while staying at the forefront of available technologies.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

Failure to maintain the communication system in a state of good repair and minimize single points of failures can impact train operations and on-time performance. Inability to rehabilitate and maintain the communication system in a state of good repair will lead to failures for the field and office systems to communication therefore causing train service outages, train delays and unsafe conditions to operate Metrolink service.

Current Age: 31 Year(s) Standard Lifespan: 15 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$300,000		
CONSTRUCTION	$1,046,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$5,000		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$35,000		
* SUPPORT STAFF	$14,000		
* CONSULTANT	$0		
CONTINGENCY	$141,000		
TOTAL	$1,551,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$77,550	$77,550
2028	$77,550	$77,550	$77,550	$77,550	$310,200
2029	$135,712	$135,712	$135,712	$135,714	$542,850
2030	$116,325	$116,325	$116,325	$116,325	$465,300
2031	$38,775	$38,775	$38,775	$38,775	$155,100
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY27

CARDONAA PROJECT# 3588.00

PROJECT : SOGR FY27 VALLEY SUB COMMUNICATION

SCOPE

TYPE: SGR | MRP |

Valley Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.

Mile Posts: 3.5 - 76.54

Division: Valley County: LA Asset Type: Communications

OBJECTIVES

1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Metrolink must prioritize the maintenance and upgrades of its Communications Systems in order to continue providing safe, secure, and efficient services to its users. By focusing on
proactive asset management and timely rehabilitation, Metrolink can maintain a high level of system reliability and continue to meet the needs of its passengers while staying at the forefront of available technologies.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

Failure to maintain the communication system in a state of good repair and minimize single points of failures can impact train operations and on-time performance. Inability to rehabilitate and maintain the communication system in a state of good repair will lead to failures for the field and office systems to communication therefore causing train service outages, train delays and unsafe conditions to operate Metrolink service.

Current Age: 31 Year(s) Standard Lifespan: 15 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$281,910		
CONSTRUCTION	$600,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$35,000		
* SUPPORT STAFF	$14,000		
* CONSULTANT	$0		
CONTINGENCY	$94,091		
TOTAL	$1,035,001		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$51,750	$51,750
2028	$51,750	$51,750	$51,750	$51,750	$207,000
2029	$90,562	$90,562	$90,562	$90,564	$362,250
2030	$77,625	$77,625	$77,625	$77,625	$310,500
2031	$25,875	$25,875	$25,875	$25,875	$103,500
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

CARDONAA PROJECT# 3590.00

PROJECT : SOGR FY27 VENTURA SUB (VC - COUNTY) COMMUNICATION

SCOPE

TYPE: SGR | MRP |

Ventura Sub (VC-County) Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.

Mile Posts: 441.26 - 426.4

Division: Ventura - VC County County: VN Asset Type: Communications

OBJECTIVES

1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Metrolink must prioritize the maintenance and upgrades of its Communications Systems in order to continue providing safe, secure, and efficient services to its users. By focusing on proactive asset management and timely rehabilitation, Metrolink can maintain a high level of system reliability and continue to meet the needs of its passengers while staying at the forefront of available technologies.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

Failure to maintain the communication system in a state of good repair and minimize single points of failures can impact train operations and on-time performance. Inability to rehabilitate and maintain the communication system in a state of good repair will lead to failures for the field and office systems to communication therefore causing train service outages, train delays and unsafe conditions to operate Metrolink service.

Current Age: 31 Year(s) Standard Lifespan: 15 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$108,000		
CONSTRUCTION	$540,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$35,000		
* SUPPORT STAFF	$14,000		
* CONSULTANT	$0		
CONTINGENCY	$70,700		
TOTAL	$777,700		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$38,885	$38,885
2028	$38,885	$38,885	$38,885	$38,885	$155,540
2029	$68,049	$68,049	$68,049	$68,048	$272,195
2030	$58,328	$58,328	$58,328	$58,326	$233,310
2031	$19,442	$19,442	$19,442	$19,444	$77,770
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

CARDONAA PROJECT# 3591.00

PROJECT : SOGR FY27 RIVERSIDE LINE COMMUNICATION

SCOPE

TYPE: SGR | MRP |

Riverside Line Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.

Mile Posts: 49.6 - 61.6

Division: Riverside County: RV Asset Type: Communications

OBJECTIVES

1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Metrolink must prioritize the maintenance and upgrades of its Communications Systems in order to continue providing safe, secure, and efficient services to its users. By focusing on proactive asset management and timely rehabilitation, Metrolink can maintain a high level of system reliability and continue to meet the needs of its passengers while staying at the forefront of available technologies.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

Failure to maintain the communication system in a state of good repair and minimize single points of failures can impact train operations and on-time performance. Inability to rehabilitate and maintain the communication system in a state of good repair will lead to failures for the field and office systems to communication therefore causing train service outages, train delays and unsafe conditions to operate Metrolink service.

Current Age: 31 Year(s) Standard Lifespan: 15 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$419,200		
CONSTRUCTION	$100,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$35,000		
* SUPPORT STAFF	$14,000		
* CONSULTANT	$0		
CONTINGENCY	$57,820		
TOTAL	$636,020		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$31,801	$31,801
2028	$31,801	$31,801	$31,801	$31,801	$127,204
2029	$55,652	$55,652	$55,652	$55,651	$222,607
2030	$47,702	$47,702	$47,702	$47,700	$190,806
2031	$15,900	$15,900	$15,900	$15,902	$63,602
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY27

CARDONAA PROJECT# 3592.00

PROJECT : SOGR FY27 RIVER SUB COMMUNICATION

SCOPE

TYPE: SGR | MRP |

River Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.

Mile Posts: 0 - 3.5

Division: River County: ALL Asset Type: Communications

OBJECTIVES

1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Metrolink must prioritize the maintenance and upgrades of its Communications Systems in order to continue providing safe, secure, and efficient services to its users. By focusing on proactive asset management and timely rehabilitation, Metrolink can maintain a high level of system reliability and continue to meet the needs of its passengers while staying at the forefront of available technologies.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Failure to maintain the communication system in a state of good repair and minimize single points of failures can impact train operations and on-time performance. Inability to rehabilitate and maintain the communication system in a state of good repair will lead to failures for the field and office systems to communication therefore causing train service outages, train delays and unsafe conditions to operate Metrolink service.

Current Age: 31 Year(s) Standard Lifespan: 15 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$100,000		
CONSTRUCTION	$295,600		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$35,000		
* SUPPORT STAFF	$14,000		
* CONSULTANT	$0		
CONTINGENCY	$45,460		
TOTAL	$500,060		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$25,003	$25,003
2028	$25,003	$25,003	$25,003	$25,003	$100,012
2029	$43,755	$43,755	$43,755	$43,756	$175,021
2030	$37,504	$37,504	$37,504	$37,506	$150,018
2031	$12,502	$12,502	$12,502	$12,500	$50,006
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

CARDONAA PROJECT# 3594.00

PROJECT : SOGR FY27 VENTURA SUB (LA - COUNTY) COMMUNICATION

SCOPE

TYPE: SGR | MRP |

Ventura Sub (LA-County) Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.

Mile Posts: n/a

Division: Ventura - LA County County: VN Asset Type: Communications

OBJECTIVES

1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Metrolink must prioritize the maintenance and upgrades of its Communications Systems in order to continue providing safe, secure, and efficient services to its users. By focusing on proactive asset management and timely rehabilitation, Metrolink can maintain a high level of system reliability and continue to meet the needs of its passengers while staying at the forefront of available technologies.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

Failure to maintain the communication system in a state of good repair and minimize single points of failures can impact train operations and on-time performance. Inability to rehabilitate and maintain the communication system in a state of good repair will lead to failures for the field and office systems to communication therefore causing train service outages, train delays and unsafe conditions to operate Metrolink service.

Current Age: 31 Year(s) Standard Lifespan: 15 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$40,000		
CONSTRUCTION	$141,364		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$4,000		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$17,500		
* SUPPORT STAFF	$3,500		
* CONSULTANT	$0		
CONTINGENCY	$21,636		
TOTAL	$238,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$11,900	$11,900
2028	$11,900	$11,900	$11,900	$11,900	$47,600
2029	$20,825	$20,825	$20,825	$20,825	$83,300
2030	$17,850	$17,850	$17,850	$17,850	$71,400
2031	$5,950	$5,950	$5,950	$5,950	$23,800
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY27

CARDONAA PROJECT# 3596.00

PROJECT : LAUS COMMON AREA MAINTENANCE (CAM)

SCOPE

TYPE: SGR | MRP |

Perform rehab work at LA Union Station to address drainage issues, upgrade lighting to LED, landscape refurbishment, upgrade safety and security elements at the stations, and modernize plumbing.

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Current Age: 90 Year(s) Standard Lifespan: 100 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$2,030,735		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$0		
PROJECT MANAGEMENT			
* P.M STAFF	$0		
* SUPPORT STAFF	$0		
* CONSULTANT	$0		
CONTINGENCY	$0		
TOTAL	$2,030,735		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$101,537	$101,537
2028	$101,537	$101,537	$101,537	$101,536	$406,147
2029	$177,689	$177,689	$177,689	$177,690	$710,757
2030	$152,305	$152,305	$152,305	$152,305	$609,220
2031	$50,768	$50,768	$50,768	$50,770	$203,074
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

FY27 Proposed New Capital by Member Agency, Line, and Project Detail List

								FUNDINGS					
PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3494	Capital	ALL	All	Information Technology	Data Integration Expansion (Boomi platform)	For SCRRA Business and staff across all departments. Who are impacted by data inconsistencies, siloed applications, and inconsistent information The current integration approach is an assortment of disconnected tools, manual processes and one-off integrations Is an enterprise data integration platform That will provide a format and platform to map data in and out of various software tools used by SCRRA in order to provide accurate and reliable data across all systems to make SCRRA operate more efficiently, effectively and reliably. Unlike the existing systems, processes and tools that have separate, non-integrated data sources that allow for errors and inaccuracies. Examples include mismatched data between financial system tools, badge records not aligning with HR data records, and project information tracked outside official tools. Our solution will provide a unified agency-wide platform that can seamlessly connect applications, data, devices and systems across the agency	$1,000,000.00	$475,000.00	$198,000.00	$111,000.00	$144,000.00	$72,000.00	$0.00
3495	Capital	ALL	All	Information Technology	Nutanix Implementation – Phase 2	For IDTS Department who manages the Information Technology Infrastructure for Metrolink The Technology Infrastructure traditionally is a 3 tier platform consisting of Compute, Storage and Network. Servers provide the computing power, Storage Area Network (SANS) provide the storage and the Network provides connectivity between all three. And to manage the servers, you require software like VMware. All of these have individual costs. One companonet, VMware is increasing in price due to the acquisition of the product by Broadcom. Initial costs show the price of VMware increasing 3 - 4 times their original price. Metrolink avoided seeing a dramatic price increase by purchasing a “lite” model of the software. Unfortunately Broadcom has since eliminated the “lite” version of the software and will require all customers to purchase the new , more expensive bundle. is a Nutanix is a hyperconverged platform that combines, computer, storage and network into one platform. With Nutanix their solutions combines all 3 tiers into one device. Also does not charge for the server management software called AHV. that With Nutanix, the cost of the management software, AHV is included with the price of the hardware. unlike the traditional 3 tier model, the Nuntanix solution elminates the individual cost of the management software, which is expected increase. Estimating the license costs of the Broadcom bundle, that cost alone will increase 33% our solution The Nutanix model will have Metrolink migrate away	$750,000.00	$356,250.00	$148,500.00	$83,250.00	$108,000.00	$54,000.00	$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3499	Capital	ALL	All	Facilities	Construction of PTC Training Center	The construction of the PTC Training Center at the Melbourne facility will include the following features: A. Two PTC simulator rooms, with an instructor's room positioned between them, equipped with glass windows for direct observation of trainee activities. B. Two training rooms: one with a capacity of 25-30 people, and a smaller room for 8-12 people. Additionally, a lab office with an access door to the PTC lab.	$4,464,000.00	$2,120,400.00	$883,872.00	$495,504.00	$642,816.00	$321,408.00	$0.00
3502	Capital	ALL	All	Facilities	EV Infrastructure	FY27 request is for completion of design and construction of up to 4 site locations for vehicle charging. Completion of this project will satisfy the following compliance requirements: California's Zero-Emission Vehicle (ZEV) and clean transportation mandates, including Executive Order N-79-20 and Senate Bill (SB) 100 and Assembly Bill (AB) 2127. This will require future funding request up to approximately $30M total. •Feasibility & Design Phase: Develop comprehensive drawings and plans for the EV charging infrastructure, including site layout, electrical specifications, and integration with existing facilities. This will involve coordination with utility providers and relevant stakeholders to ensure the infrastructure meets all operational and safety requirements. The project will also include preparation and submission of the necessary permit applications to local authorities and applications for applicable utility rebates and incentives. • Construction Phase: Build and install electric vehicle (EV) charging stations at designated Metrolink yards. This will include site preparation, installation of charging units, electrical connections, and integration with the existing power supply. The project aims to provide reliable and efficient charging facilities for the future electric Non-revenue fleet, supporting sustainability goals and enhancing operational efficiency across the Metrolink network.	$3,000,000.00	$1,425,000.00	$594,000.00	$333,000.00	$432,000.00	$216,000.00	$0.00
3506	Capital	ALL	All	Facilities	CMF-EMF Electronic Blue Signal	Project to replace non-functional power Derails at EMF and install new at CMF. Install electric blue signal systems to include electric derails, pop up blue signal track flag and track and overhead blue lights at all S & I tracks at CMF and EMF. Ideally, a single switch will raise and lower track derails, track flags, and illuminate track blue lights and overhead lights when activated on individual tracks.	$200,000.00	$95,000.00	$39,600.00	$22,200.00	$28,800.00	$14,400.00	$0.00
3603	Capital	ALL	All	Information Technology	Finance Technology Modernization	Modernize the Finance technology ecosystem to enhance financial performance management, planning, analysis, transparency, transaction processing, and contract lifecycle management to address persistent weaknesses in procurement and budgeting.	$1,110,000.00	$527,250.00	$219,780.00	$123,210.00	$159,840.00	$79,920.00	$0.00
3623	Capital	Arrow	Redlands	Facilities	Arrow Construction of PTC Training Center	7% ARROW ALLOCATION from Construction of PTC Training Center. The construction of the PTC Training Center at the Melbourne facility will include the following features: Remedying a compliance issue with FRA regarding training. A. Two PTC simulator rooms, with an instructor's room positioned between them, equipped with glass windows for direct observation of trainee activities. B. Two training rooms: one with a capacity of 25-30 people, and a smaller room for 8-12 people. Additionally, a lab offices with an access door to the PTC lab will be constructed.	$336,000.00	$0.00	$0.00	$0.00	$336,000.00	$0.00	$0.00
						CAPITAL TOTAL	**$10,860,000.00**	**$4,998,900.00**	**$2,083,752.00**	**$1,168,164.00**	**$1,851,456.00**	**$757,728.00**	**$0.00**

PROJECT PROPOSAL

FY27

FREGOSOE PROJECT# 3494.00

PROJECT : DATA INTEGRATION EXPANSION (BOOMI PLATFORM)

SCOPE

TYPE: CAPITAL | NON-MRP |

For SCRRA Business and staff across all departments.

Who are impacted by data inconsistencies, siloed applications, and inconsistent information

The current integration approach is an assortment of disconnected tools, manual processes and one-off integration:
Mile Posts: n/a Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

1. (Goal 4: Retain and Grow Ridership) Increase system utilization

2. (Goal 6: Improve Communications to Customers and Stakeholders) Improve communication and partnership with stakeholders

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

By expanding the Boomi platform, organizations can enable efficient, automated data flow across all tools and systems, maintaining a single, trusted source of truth. The result is improved operational efficiency, higher data integrity, and enhanced safety across the enterprise.

This can directly addresses recurring audit findings:

2024-03-IA (Invoice Submission to AP): inconsistent invoice dates and definitions between Oracle R12 and ApplicationXtender.

2025-05-IA (Deactivation of Badges): discrepancies between HR and PremiSys data leading to active badges for terminated individuals.

2024-14-IA (PMO Module): project data maintained in offline Excel sheets requiring manual re-entry.

RANKING // PROJECT READINESS

1. System Reliability..... High
2. Ridership Increase..... High
3. Capacity Improvements..... High
4. Safety & Security..... High
5. Environmental..... High

RISK CREATED BY NON-IMPLEMENTATION

- Fewer data mismatches detected across integrated systems.
- Reduced time and effort required to maintain data integrations and mappings.
- Higher data trust and satisfaction scores from internal users and customers.
- Faster access to accurate, up-to-date data across all business platforms.

Current Age: New Standard Lifespan: 0 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,000,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$0		
PROJECT MANAGEMENT			
* P.M STAFF	$0		
* SUPPORT STAFF	$0		
* CONSULTANT	$0		
CONTINGENCY	$0		
TOTAL	$1,000,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$50,000	$50,000
2028	$50,000	$50,000	$50,000	$50,000	$200,000
2029	$87,500	$87,500	$87,500	$87,500	$350,000
2030	$75,000	$75,000	$75,000	$75,000	$300,000
2031	$25,000	$25,000	$25,000	$25,000	$100,000
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY27

FREGOSOE PROJECT# 3495.00

PROJECT : NUTANIX IMPLEMENTATION – PHASE 2

SCOPE

TYPE: CAPITAL | MRP |

For IDTS Department

who manages the Information Technology Infrastructure for Metrolink

The Technology Infrastructure traditionally is a 3 tier platform consisting of Compute, Storage and Network. Servers provide the computing power, Storage Area Network (SANS

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 7: Improve Organizational Efficiency) Clearly define staff roles and responsibilities

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Eliminate dependency on Broadcom's VMware software (cost savings to Metrolink) in favor of Nutanix' AHV software
Replace outdated equipment (Servers, SANS, Network Appliance)

If we stayed with our traditional approach (3 Tier System + Nutanix), the renewal cost would be:
Computer (Servers) - $285,000
Storage (SAN Array) - $290,000
Network (Cisco SW) - $75,000
Management (VMware) - $280,000
Total - $930,000

Metrolink will realize a one-time replacement cost savings of $180,000 by switching to Nutanix.
Metrolink will also realize an annual operational cost savings of at least $160,000 per year.
Typically, customers see a Return on Investment within 3 – 5 years, even when end-of-life replacement isn't required.

RANKING // PROJECT READINESS

1. System Reliability..... High
2. Ridership Increase..... High
3. Capacity Improvements..... High
4. Safety & Security..... High
5. Environmental..... High

RISK CREATED BY NON-IMPLEMENTATION

• Operational cost reduction of $160,000 per year for infrastructure software licensing
• 100% reduction of server and storage cybersecurity vulnerabilities due to unsupported hardware and software.

Current Age: 126 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$715,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$0		
PROJECT MANAGEMENT			
* P.M STAFF	$35,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$0		
CONTINGENCY	$0		
TOTAL	$750,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$37,500	$37,500
2028	$37,500	$37,500	$37,500	$37,500	$150,000
2029	$65,625	$65,625	$65,625	$65,625	$262,500
2030	$56,250	$56,250	$56,250	$56,250	$225,000
2031	$18,750	$18,750	$18,750	$18,750	$75,000
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

GORGYOUSA PROJECT# 3499.00

PROJECT : CONSTRUCTION OF PTC TRAINING CENTER

SCOPE

TYPE: CAPITAL | NON-MRP |

The construction of the PTC Training Center at the Melbourne facility will include the following features:

A. Two PTC simulator rooms, with an instructor's room positioned between them, equipped with glass windows for direct observation of trainee activities.

B. Two training rooms: one with a capacity of 25-30 people, and a smaller room for 8-12 people. Additionally, a lab office with an access door to the PTC lab

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

1. (Goal 4: Retain and Grow Ridership) Increase system utilization
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Provide additional PTC training facility will have impact on.

• enhance and improve training capabilities for operational teams, particularly train engineers, are vital for the agency's ability to maintain safe and efficient revenue service. These upgrades are not just beneficial, but essential for meeting safety standards, regulatory compliance, and ensuring that staff are equipped to handle both current and future operational demands.

• Furthermore, any delay in securing the required funds could result in project delays, increased costs due to inflation and market fluctuations, and potential disruptions to the agency's overall service. Investing in this project now ensures cost efficiency and prevents costly future repairs or stop-gap measures.

RANKING // PROJECT READINESS

1. System Reliability..... High
2. Ridership Increase..... High
3. Capacity Improvements..... High
4. Safety & Security..... High
5. Environmental..... High

RISK CREATED BY NON-IMPLEMENTATION

• Disruption to PTC Training Program: Without the necessary funds, the Melbourne facility will be unable to support the required enhancements to the (PTC) training program. This would significantly impact the ability to adequately train engineers, potentially compromising operational readiness and safety.

If training is not completed, then incident and delays are far more likely. It is crucial that train crews understand how to prevent emergency brake enforcement and also understand how to operate during possible PTC system outage.

Current Age: New Standard Lifespan: 35 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$335,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$3,298,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$20,000		
DBE/LABOR	$30,000		
PROJECT MANAGEMENT			
* P.M STAFF	$105,000		
* SUPPORT STAFF	$70,000		
* CONSULTANT	$200,000		
CONTINGENCY	$406,000		
TOTAL	$4,464,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$223,200	$223,200
2028	$223,200	$223,200	$223,200	$223,200	$892,800
2029	$390,600	$390,600	$390,600	$390,600	$1,562,400
2030	$334,800	$334,800	$334,800	$334,800	$1,339,200
2031	$111,600	$111,600	$111,600	$111,600	$446,400
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY27

GORGYOUSA PROJECT# 3502.00

PROJECT : EV INFRASTRUCTURE

SCOPE

TYPE: CAPITAL | NON-MRP |

FY27 request is for completion of design and construction of up to 4 site locations for vehicle charging. Completion of this project will satisfy the following compliance requirements: California's Zero-Emission Vehicle (ZEV) and clean transportation mandates, including Executive Order N-79-20 and Senate Bill (SB) 100 and Assembly Bill (AB) 2127.

This will require future funding request up to approximately $30M total.

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

• Completion of Construction Requires Full Budget Allocation:
While the project is currently about to kick off the design phase, transitioning to the construction phase will require full budget allocation. Without securing additional funds, the project risks delays or incomplete execution, which could negatively impact the agency's timelines and goals for electrification. To ensure the seamless execution of the project, sufficient funding is necessary to cover all construction activities, including site preparation, equipment installation, and electrical integration.

• Supporting Metrolink's Sustainability Goals:
The successful completion of the EV charging infrastructure is critical for Metrolink's broader sustainability initiatives. These charging stations are essential to support the transition to electric vehicles, reducing the agency's carbon footprint and aligning with environmental regulations and green energy targets. Additional funding will ensure that Metrolink can meet these sustainability goals on time, enhancing its public image and positioning it as a leader in green transportation.

• Avoiding Cost Increases Due to Delays:
Delaying the construction phase due to insufficient funds could result in significant cost escalations. Construction materials, labor, and equipment costs are subject to inflation and market fluctuations.

RANKING // PROJECT READINESS

1. System Reliability..... High
2. Ridership Increase..... High
3. Capacity Improvements..... High
4. Safety & Security..... High
5. Environmental..... High

The compliance is related to not only the agency but also the public as to the zero-emission policy.

The EV non-revenue fleets are being procured and the infrastructure must be in place by the tim

RISK CREATED BY NON-IMPLEMENTATION

• Risk of Incomplete or Delayed Construction: There is a significant risk that construction could be delayed or left incomplete due to insufficient budget allocation. This would directly impact the timely delivery of critical infrastructure, potentially stalling progress on the overall project.
• Misalignment with Vehicle Procurement: The operations team is already in the process of procuring electric vehicles. Without timely completion of the EV charging stations, there will be no infrastructure in place to support these vehicles, leading to operational inefficiencies and potential service disruptions. The capital program for this facility must be aligned with the vehicle procurement timeline to avoid gaps in functionality.
• Regulatory Compliance Risk: Compliance with the zero-emission fleet mandate by 2030 is a critical requirement. Delays in completing the charging infrastructure could hinder the agency's ability to meet this regulatory deadline, which could result in penalties or missed sustainability targets. Securing the necessary funds now is essential to ensure compliance with state and federal environmental regulations.

Current Age: New Standard Lifespan: 35 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$250,000		
ENVIRONMENTAL	$30,000		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$2,000,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$10,000		
BUS BRIDGES	$0		
CLOSE OUT	$20,000		
DBE/LABOR	$30,000		
PROJECT MANAGEMENT			
* P.M STAFF	$105,000		
* SUPPORT STAFF	$70,000		
* CONSULTANT	$212,000		
CONTINGENCY	$273,000		
TOTAL	$3,000,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$150,000	$150,000
2028	$150,000	$150,000	$150,000	$150,000	$600,000
2029	$262,500	$262,500	$262,500	$262,500	$1,050,000
2030	$225,000	$225,000	$225,000	$225,000	$900,000
2031	$75,000	$75,000	$75,000	$75,000	$300,000
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

METRO LINK

PROJECT PROPOSAL

FY27

GORGYOUSA PROJECT# 3506.00

PROJECT : CMF-EMF ELECTRONIC BLUE SIGNAL

SCOPE

TYPE: CAPITAL | NON-MRP |

Project to replace non-functional power Derails at EMF and install new at CMF. Install electric blue signal systems to include electric derails, pop up blue signal track flag and track and overhead blue lights at all S & I tracks at CMF and EMF. Ideally, a single switch will raise and lower track derails, track flags, and illuminate track blue lights and overhead lights when activated on individual tracks.

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Improves safety and efficiency by not having to manually walk from end to end of each track just to provide blue signal protection. Also allows for added visibility by knowing the tracks are protected if the overhead lights are activated on the track.

Employees currently walk in ballasts and across multiple uneven surfaces throughout CMF and AMF repeatedly throughout their day to raise and lower blue signal protection.

RANKING // PROJECT READINESS

1. System Reliability..... High
2. Ridership Increase..... High
3. Capacity Improvements..... High
4. Safety & Security..... High
5. Environmental..... High

This project is a positive initiative that will enhance the efficiency and safety of the CMF and EMF facilities. Its implementation would be highly beneficial.

RISK CREATED BY NON-IMPLEMENTATION

Reduce safety risks

Current Age: New Standard Lifespan: 15 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$20,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$47,000		
CONSTRUCTION	$60,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$10,000		
BUS BRIDGES	$0		
CLOSE OUT	$2,000		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$11,000		
* SUPPORT STAFF	$6,000		
* CONSULTANT	$20,000		
CONTINGENCY	$19,000		
TOTAL	$200,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$10,000	$10,000
2028	$10,000	$10,000	$10,000	$10,000	$40,000
2029	$17,500	$17,500	$17,500	$17,500	$70,000
2030	$15,000	$15,000	$15,000	$15,000	$60,000
2031	$5,000	$5,000	$5,000	$5,000	$20,000
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY27

CARDONAA PROJECT# 3603.00

PROJECT : FINANCE TECHNOLOGY MODERNIZATION

SCOPE

TYPE: CAPITAL | MRP |

Modernize the Finance technology ecosystem to enhance financial performance management, planning, analysis, transparency, transaction processing, and contract lifecycle management to address persistent weaknesses in procurement and budgeting.

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

RANKING // PROJECT READINESS

1. System Reliability..... High
2. Ridership Increase..... High
3. Capacity Improvements..... High
4. Safety & Security..... Low
5. Environmental..... Low

RISK CREATED BY NON-IMPLEMENTATION

Current Age: New Standard Lifespan: 10 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,110,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$0		
PROJECT MANAGEMENT			
* P.M STAFF	$0		
* SUPPORT STAFF	$0		
* CONSULTANT	$0		
CONTINGENCY	$0		
TOTAL	$1,110,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$0	$0
2028	$138,750	$138,750	$138,750	$138,750	$555,000
2029	$138,750	$138,750	$138,750	$138,750	$555,000
2030	$0	$0	$0	$0	$0
2031	$0	$0	$0	$0	$0
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

FY2026-27 State of Good Repair Carryover Projects Detail Attachment -H

(000's)

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
Olive Sub	Bridge / Structure	521520		226					226
Orange Sub	Bridge / Structure	519621		132					132
Orange Sub	Bridge / Structure	520620		50			1,608		1,659
Orange Sub	Bridge / Structure	521620		1,253					1,253
Orange Sub	Bridge / Structure	524620		2,027					2,027
Orange Sub	Bridge / Structure	526620		3,750					3,750
Orange Sub	Comm	520440	8			5			13
Orange Sub	Comm	522640		7					7
Orange Sub	Comm	523640		21					21
Orange Sub	Comm	525640		134					134
Orange Sub	Comm	526640		480					480
Orange Sub	Comm	521630		186					186
Orange Sub	Comm	524640		6					6
Orange Sub	Signal	523630		1,175					1,175
Orange Sub	Signal	525630		7,974					7,974
Orange Sub	Signal	526630		7,350					7,350
Orange Sub	Signal	572002		137					137
Orange Sub	Signal	522630		554					554
Orange Sub	Signal	524630		567					567
Orange Sub	Track	523610		5,882					5,882
Orange Sub	Track	525610		6,531					6,531
Orange Sub	Track	526610		5,363					5,363
Orange Sub	Track	521610		266					266
Orange Sub	Track	524610		6,062					6,062
Other	Comm	526240	450						450
Other	Rolling Stock	526058	130	51	28	30	13		252
Perris Valley	Bridge / Structure	522910			1,567				1,567
Perris Valley	Bridge / Structure	521920			1,739				1,739
Perris Valley	Comm	522940			129				129
Perris Valley	Comm	525930			2,737				2,737
Perris Valley	Comm	526930			2,018				2,018
Perris Valley	Signal	522930			70				70
Perris Valley	Track	525910			753				753
River Sub	Bridge / Structure	519020	0	0	0	0	0		0
River Sub	Bridge / Structure	523720	3,124	1,302	730	947	474		6,577
River Sub	Bridge / Structure	525720	400	167	94	121	61		843
River Sub	Bridge / Structure	526720	772	322	180	234	117		1,625
River Sub	Comm	524730	791	330	185	240	120		1,665
River Sub	Comm	525730	1,761	734	412	534	267		3,708
River Sub	Comm	526730	1,430	596	334	433	217		3,010
River Sub	Comm	526740	115	48	27	35	17		242
River Sub	Signal	519730	202	25	37	48	24		337
River Sub	Signal	519732	107	27	22	29	14		198
River Sub	Track	521710	12	5	3	3	2		24
River Sub	Track	524710	842	351	197	255	128		1,773
River Sub	Track	525710	1,492	622	349	452	226		3,141
River Sub	Track	526710	1,374	573	321	417	208		2,893
Riverside	Comm	526940			368				368
San Gabriel Sub	Bridge / Structure	520420	170			113			283
San Gabriel Sub	Bridge / Structure	521420	105		0	70			176
San Gabriel Sub	Bridge / Structure	522420	870			580			1,450
San Gabriel Sub	Bridge / Structure	524420	778						778
San Gabriel Sub	Bridge / Structure	526420	2,925			1,950			4,875
San Gabriel Sub	Comm	522430	1,517			1,011			2,528

FY2026-27 State of Good Repair Carryover Projects Detail Attachment -H

(000's)

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
San Gabriel Sub	Comm	522440	32			21			53
San Gabriel Sub	Comm	524430	2,119			1,413			3,532
San Gabriel Sub	Comm	524440	292			195			487
San Gabriel Sub	Comm	525430	5,534			3,689			9,223
San Gabriel Sub	Comm	525440	349			233			582
San Gabriel Sub	Comm	526430	2,655			1,770			4,425
San Gabriel Sub	Comm	526440	383			256			639
San Gabriel Sub	Signal	519430	112			79			190
San Gabriel Sub	Signal	520430	362			242			604
San Gabriel Sub	Track	520410	113			56			169
San Gabriel Sub	Track	521411	166			108			275
San Gabriel Sub	Track	522410	674			451			1,124
San Gabriel Sub	Track	524410	3,246			2,164			5,410
San Gabriel Sub	Track	525410	3,301			2,201			5,502
San Gabriel Sub	Track	526410	2,045			1,363			3,408
Short Way	Facilities	519034	0	0	0	0			0
Short Way	Signal	519033	8	5	3	4			20
Short Way	Track	521410	2	2	1	0			4
Short Way	Track	522411	24	10	6	8			48
Short Way	Track	524411	60	25	14	18			117
System	Bridge / Structure	525020	898	374	210	272	136		1,890
System	Comm	522040	637	266	149	193	97		1,341
System	Comm	522041	107	45	25	32	16		225
System	Comm	523040	1,110	463	261	337	167		2,337
System	Comm	523041	498	207	116	151	75		1,048
System	Comm	524040	1,009	421	236	306	153		2,124
System	Comm	524041	1,176	490	275	356	178		2,475
System	Comm	525041	1,343	560	314	407	204		2,827
System	Comm	526041	1,386	578	324	420	210		2,918
System	Comm	526042	468	195	109	142	71		986
System	Facilities	519064	42	19	8	13	8		90
System	Facilities	520060	464	194	109	24	68		858
System	Facilities	520061	1	0	0	0	0		1
System	Facilities	520062	1	0	0	0	0		1
System	Facilities	521060	854	356	199	181	129		1,719
System	Facilities	522060	51	21	12	15	8		107
System	Facilities	523060	2,331	972	545	707	353		4,907
System	Facilities	524060	469	195	110	142	71		987
System	Facilities	524061	300	125	70	91	45		631
System	Facilities	524062	110	46	26	33	17		231
System	Facilities	524063	471	196	110	143	71		992
System	Facilities	524064	120	50	28	36	18		252
System	Facilities	525062	202	84	47	61	31		425
System	Facilities	525063	148	62	35	45	23		313
System	Facilities	526060	695	290	162	211	105		1,463
System	Facilities	526061	155	65	36	47	24		327
System	Facilities	526064	808	337	189	245	122		1,700
System	Facilities	572501	29	3	5	7	3		48
System	IT	519093	49	0	8	11	5		74
System	IT	524070	4	2	1	1	1		8
System	IT	525040	1,114	464	260	338	169		2,345
System	IT	525070	29	12	7	9	4		61
System	IT	525072	510	212	119	155	77		1,073
System	IT	525091	187	78	44	57	28		393

FY2026-27 State of Good Repair Carryover Projects Detail Attachment -H

(000's)

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
System	IT	526040	1,188	495	278	360	180		2,500
System	IT	526070	231	96	54	70	35		486
System	IT	526071	404	168	94	122	61		850
System	IT	526072	229	96	54	70	35		483
System	IT	526091	713	297	167	216	108		1,500
System	IT	526092	197	82	46	60	30		414
System	Mechanical	521090	1	0	0	0	0		2
System	Mechanical	522090	21	9	5	6	3		45
System	Mechanical	523090	985	411	230	299	149		2,074
System	Mechanical	524090	1,330	554	311	403	202		2,800
System	Mechanical	524091	5	2	1	1	1		11
System	Mechanical	525090	1,460	609	341	443	221		3,074
System	Mechanical	526090	1,489	621	348	451	226		3,135
System	Rolling Stock	518050	51		7	6	2	858	924
System	Rolling Stock	519050	2,317	476	461	598	305		4,156
System	Rolling Stock	519051	367	153	86	111	56		774
System	Rolling Stock	519052	74	31	18	23	11		158
System	Rolling Stock	519054	402	167	94	122	61		845
System	Rolling Stock	519055	278	115	64	84	42		583
System	Rolling Stock	520050	60	25	14	18	9		127
System	Rolling Stock	520051	0	0	0	0	0		0
System	Rolling Stock	520052	194	81	45	59	29		409
System	Rolling Stock	520053	7	3	2	2	1		16
System	Rolling Stock	521050	1,655	690	387	502	251		3,485
System	Rolling Stock	521051	95	40	22	29	14		200
System	Rolling Stock	521052	1	1	0	0	0		3
System	Rolling Stock	522050	330	138	77	100	50		695
System	Rolling Stock	523050	160	67	37	49	24		338
System	Rolling Stock	523051	3,700	1,543	865	1,122	561		7,790
System	Rolling Stock	523052	20	9	4	6	3		42
System	Rolling Stock	523054	299	125	70	91	45		629
System	Rolling Stock	523055	1,074	448	251	325	163		2,260
System	Rolling Stock	523056	1,616	674	378	490	245		3,403
System	Rolling Stock	524050	9,454	3,941	2,209	2,866	1,433		19,903
System	Rolling Stock	524051	1,637	682	383	496	248		3,446
System	Rolling Stock	524052	785	327	183	238	119		1,652
System	Rolling Stock	524053	1,807	753	422	548	274		3,804
System	Rolling Stock	524054	1,691	705	395	513	256		3,561
System	Rolling Stock	525050	25,408	10,591	5,937	7,702	3,851		53,490
System	Rolling Stock	525051	1,005	419	235	305	152		2,115
System	Rolling Stock	525052	973	405	227	295	147		2,048
System	Rolling Stock	525053	2,872	1,197	671	871	435		6,046
System	Rolling Stock	525054	557	232	130	169	84		1,172
System	Rolling Stock	525055	3,947	1,645	922	1,196	598		8,308
System	Rolling Stock	525056	1,309	546	306	397	198		2,756
System	Rolling Stock	525057	1,726	719	403	523	262	3,499	7,132
System	Rolling Stock	526050	5,237	2,183	1,224	1,588	794		11,026
System	Rolling Stock	526051	1,143	477	267	347	173		2,407
System	Rolling Stock	526052	523	218	122	158	79		1,100
System	Rolling Stock	526053	7,159	2,984	1,673	2,170	1,085		15,072
System	Rolling Stock	526054	475	198	111	144	72		1,001
System	Rolling Stock	526055	2,967	1,237	693	899	450		6,246
System	Rolling Stock	526056	4,754	1,982	1,111	1,441	721		10,008
System	Rolling Stock	526057	216	90	50	65	33		454

FY2026-27 State of Good Repair Carryover Projects Detail Attachment -H

(000's)

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
System	Rolling Stock	572550						11,879	11,879
System	Track	520011	31	13	7	9	5		65
System	Track	522010	53	16	12	21	10		111
System	Track	522011	201	84	47	61	30		423
System	Track	523010	127	53	30	39	19		268
System	Track	523011	47	19	53	14	7		140
System	Track	524010	65	27	15	20	10		137
System	Track	524011	444	185	104	135	67		935
System	Track	525010	2,187	912	511	663	331		4,604
System	Track	525011	1,476	615	345	448	224		3,108
System	Track	526010	2,375	990	555	720	360		5,000
System	Track	526011	713	297	167	216	108		1,500
Valley Sub	Bridge / Structure	522320	2,170						2,170
Valley Sub	Bridge / Structure	526320	4,875						4,875
Valley Sub	Bridge / Structure	526321	4,599						4,599
Valley Sub	Bridge / Structure	572304						336	336
Valley Sub	Bridge / Structure	524320	3,466						3,466
Valley Sub	Comm	522340	13						13
Valley Sub	Comm	524340	480						480
Valley Sub	Comm	525330	2,617						2,617
Valley Sub	Comm	526330	4,475						4,475
Valley Sub	Comm	526340	450						450
Valley Sub	Comm	520340	9						9
Valley Sub	Comm	523330	1,632						1,632
Valley Sub	Comm	523340	151						151
Valley Sub	Comm	524330	3,821						3,821
Valley Sub	Facilities	522360	1,167						1,167
Valley Sub	Signal	520330	818						818
Valley Sub	Signal	520331	555						555
Valley Sub	Signal	522330	2,313						2,313
Valley Sub	Track	522310	786						786
Valley Sub	Track	525310	4,714						4,714
Valley Sub	Track	526310	6,005						6,005
Valley Sub	Track	572014	20						20
Valley Sub	Track	519310	82						82
Valley Sub	Track	520310	0						0
Valley Sub	Track	523310	3,679						3,679
Valley Sub	Track	524310	7,506						7,506
Ventura Sub - LA County	Bridge / Structure	526220	1,275						1,275
Ventura Sub - LA County	Comm	522230	1,437						1,437
Ventura Sub - LA County	Comm	522240	2						2
Ventura Sub - LA County	Comm	526210	456						456
Ventura Sub - LA County	Comm	520240	1						1
Ventura Sub - LA County	Comm	524230	973						973
Ventura Sub - LA County	Comm	524240	4						4
Ventura Sub - LA County	Track	520210	21						21
Ventura Sub - LA County	Track	524210	2,969						2,969
Ventura Sub - Ventura County	Bridge / Structure	519120					6,805	13,203	20,008
Ventura Sub - Ventura County	Bridge / Structure	521120					201		201
Ventura Sub - Ventura County	Bridge / Structure	524120					998		998
Ventura Sub - Ventura County	Bridge / Structure	526120					773		773
Ventura Sub - Ventura County	Bridge / Structure	524121					830		830
Ventura Sub - Ventura County	Comm	521130					475		475
Ventura Sub - Ventura County	Comm	522130					278		278

FY2026-27 State of Good Repair Carryover Projects Detail Attachment -H

(000's)

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
Ventura Sub - Ventura County	**Comm**	522140					0		0
Ventura Sub - Ventura County	**Comm**	524130					787		787
Ventura Sub - Ventura County	**Comm**	526130					2,008		2,008
Ventura Sub - Ventura County	**Comm**	526140					332		332
Ventura Sub - Ventura County	**Comm**	524140					2		2
Ventura Sub - Ventura County	**Comm**	525130					1,931		1,931
Ventura Sub - Ventura County	**Signal**	524131					948		948
Ventura Sub - Ventura County	**Signal**	520130					2,052		2,052
Ventura Sub - Ventura County	**Signal**	524132					1,546		1,546
Ventura Sub - Ventura County	**Track**	525110					1,563		1,563
Ventura Sub - Ventura County	**Track**	526110					781		781
Ventura Sub - Ventura County	**Track**	521110					1,851		1,851
Ventura Sub - Ventura County	**Track**	524110					1,843		1,843
Total of State of Good Repair Carryover			**226,480**	**105,671**	**40,803**	**58,478**	**47,951**	**29,776**	**509,159**

FY2026-27 New Capital Carryover Projects Detail
(000's)

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
Orange Sub	**Bridge / Structure**	419004		10,263					10,263
River Sub	**Signal**	420001	89		125	42			256
System	**Comm**	426062	1,867	778	436	566	283		3,930
System	**Comm**	425040	954	398	223	289	145		2,009
System	**Facilities**	426060	198	82	46	60	30		416
System	**Facilities**	426061	1,022	426	239	310	155		2,151
System	**Facilities**	426063	1,026	428	240	311	156		2,161
System	**Facilities**	423061	1,632	680	381	495	247		3,436
System	**Facilities**	424060	490	204	114	148	74		1,031
System	**Facilities**	425061	644	268	150	195	98		1,355
System	**IT**	426070	112	47	26	34	17		236
System	**IT**	426071	110	46	26	33	17		231
System	**IT**	426090	414	173	97	126	63		872
System	**IT**	423070	209	87	49	63	32		439
System	**IT**	423090	1,676	698	392	508	254		3,528
System	**IT**	423091	240	100	56	73	36		506
System	**IT**	424090	278	116	65	84	42		584
System	**IT**	424091	220	92	51	67	33		463
System	**IT**	425090	397	165	93	120	60		835
System	**IT**	425091	247	103	58	75	37		520
System	**Mechanical**	626051	274	114	64	83	41		576
System	**Rolling Stock**	626050	2,377	991	556	721	360		5,005
System	**Rolling Stock**	616002	371	0	0	0	0	0	371
System	**Rolling Stock**	624001	2,648	1,104	619	803	401		5,575
System	**Rolling Stock**	624050	143	59	33	43	22		300
System	**Rolling Stock**	624052	256	107	60	77	39		538
System	**Rolling Stock**	624053	712	297	166	216	108		1,499
System	**Rolling Stock**	624054	1,529	637	357	464	232		3,219
System	**Rolling Stock**	672601	5,072	2,114	1,185	1,538	769		10,678
Valley Sub	**Signal**	421001						1,454	1,454
Valley Sub	**Signal**	421002						828	828
Valley Sub	**Signal**	421003						748	748
Valley Sub	**Signal**	421004						1,376	1,376
Valley Sub	**Signal**	423001						459	459
Valley Sub	**Track**	420310						17,306	17,306
Ventura Sub - LA County	**Track**	421110	2						2
Redlands Sub	**Facilities**	425460				750			750
Redlands Sub	**IT**	425440				1,318			1,318
Systemwide	**Equipment**	613003	216						216
Total of New Capital Carryover			**25,423**	**20,578**	**5,908**	**9,611**	**3,751**	**22,170**	**87,441**
Total of State of Good Repair & New Capital Carryover			**251,902**	**126,249**	**46,711**	**68,089**	**51,702**	**51,946**	**596,600**

Note: Zeros in file represent items rounding to less than $1,000. Retained to achieve reconciled amount.

Projected New Additions to Capital Program
FY28 through FY31

Attachment I

		SYSTEMWIDE	METRO	OCTA	RCTC	SBCTA	VCTC
FY28	State of Good Repair	$136,300	$69,800	$22,700	$10,300	$19,900	$13,600
	New Capital	$10,600	$5,000	$2,100	$1,200	$1,500	$800
	FY28 Total Additions	**$146,900**	**$74,800**	**$24,800**	**$11,500**	**$21,400**	**$14,400**
FY29	State of Good Repair	$136,300	$69,800	$22,700	$10,300	$19,900	$13,600
	New Capital	$10,600	$5,000	$2,100	$1,200	$1,500	$800
	FY29 Total Additions	**$146,900**	**$74,800**	**$24,800**	**$11,500**	**$21,400**	**$14,400**
FY30	State of Good Repair	$136,300	$69,800	$22,700	$10,300	$19,900	$13,600
	New Capital	$10,600	$5,000	$2,100	$1,200	$1,500	$800
	FY30 Total Additions	**$146,900**	**$74,800**	**$24,800**	**$11,500**	**$21,400**	**$14,400**
FY31	State of Good Repair	$143,200	$73,300	$23,900	$10,800	$20,900	$14,300
	New Capital	$11,200	$5,300	$2,200	$1,300	$1,600	$800
	FY31 Total Additions	**$154,400**	**$78,600**	**$26,100**	**$12,100**	**$22,500**	**$15,100**

Attachment J

FY27 Capital Program

	SYSTEMWIDE	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
Carryover of Projects approved in prior years	**$596,599,546**	**$251,902,356**	**$126,248,994**	**$46,710,527**	**$68,089,499**	**$51,701,823**	**$51,946,347**
FY27 Additions:							
State of Good Repair	$142,632,351	$69,849,728	$22,730,805	$10,334,427	$19,851,043	$13,603,347	$6,263,000
New Capital	$10,860,000	$4,998,900	$2,083,752	$1,168,164	$1,851,456	$757,728	$0
Total Additions	**$153,492,351**	**$74,848,628**	**$24,814,557**	**$11,502,591**	**$21,702,499**	**$14,361,075**	**$6,263,000**
Total Capital Progrm	**$750,091,897**	**$326,750,984**	**$151,063,551**	**$58,213,118**	**$89,791,998**	**$66,062,898**	**$58,209,347**

Projected Cash Flows FY 27 through FY31

	SYSTEMWIDE	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
FY27	$93,698,871	$38,774,817	$17,372,308	$6,694,509	$10,326,080	$7,597,233	$12,933,924
FY28	$102,005,056	$40,843,873	$18,882,944	$7,276,640	$11,224,000	$8,257,862	$15,519,737
FY29	$110,017,787	$44,928,260	$20,771,238	$8,004,304	$12,346,400	$9,083,648	$14,883,937
FY30	$111,600,875	$48,195,770	$22,281,874	$8,586,435	$13,244,320	$9,744,277	$9,548,199
FY31	$102,187,107	$45,745,138	$21,148,897	$8,149,837	$12,570,880	$9,248,806	$5,323,550
Future Years	$230,582,201	$108,263,126	$50,606,290	$19,501,395	$30,080,319	$22,131,071	$0
Total Cash Flows	**$750,091,897**	**$326,750,984**	**$151,063,551**	**$58,213,118**	**$89,791,998**	**$66,062,898**	**$58,209,347**

FY28 Forecast - Operating Budget by Member Agency Attachment K

	FY28 Budget Forecast by Member Agency					
($000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	21,751	12,751	5,026	5,066	1,733	46,326
Fare Reduction Subsidy	173	-	-	116	-	289
Mobility 4 All	615	133	71	103	21	944
LCTOP Grant	-	-	-	-	-	-
Other Train Subsidies	2,847	-	-	-	-	2,847
Subtotal-Pro Forma FareBox	**25,386**	**12,884**	**5,097**	**5,285**	**1,754**	**50,407**
State Rail Assistance	12,832	7,965	473	3,350	380	25,000
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,201	977	13	124	330	2,645
Other Revenues	2,809	1,070	632	672	356	5,540
MOW Revenues	7,745	3,414	935	1,829	585	14,508
Total Operating Revenue	**49,973**	**26,310**	**7,150**	**11,260**	**3,406**	**98,100**
Operating Expenses						
Operations & Services						
Train Operators	30,822	12,687	6,483	6,666	2,490	59,148
Train Dispatch	3,896	1,170	514	646	364	6,590
Equipment Maintenance	18,017	7,194	3,973	3,875	1,729	34,788
Materials	7,978	3,186	1,759	1,716	766	15,405
Fuel	22,528	9,273	4,738	4,872	1,820	43,231
Operating Facilities Maintenance	2,884	1,128	555	564	210	5,341
Other Operating Train Services	617	309	160	143	78	1,307
Security - LA Sheriffs	7,430	2,906	1,430	1,453	541	13,760
Security - SB Sheriffs	-	-	-	4,063	-	4,063
Security - Guards	2,708	983	1,313	599	568	6,171
Supplemental Security	122	71	28	29	10	258
Public Safety Program	34	12	11	8	7	72
Passenger Relations	1,020	419	176	231	71	1,918
TVM Maintenance/Revenue Collection	2,566	1,261	957	739	348	5,871
Marketing	1,496	614	255	337	102	2,803
Media & External Communications	225	82	71	50	47	475
Utilities/Leases	1,418	515	445	314	297	2,988
Transfers to Other Operators	1,682	653	222	355	116	3,027
Amtrak Transfers	944	388	-	-	573	1,905
Station Maintenance	3,468	828	370	725	275	5,666
Rail Agreements	1,680	1,675	1,459	348	1,006	6,167
Subtotal Operations & Services	**111,533**	**45,355**	**24,918**	**27,730**	**11,417**	**220,954**
Maintenance-of-Way						
MoW - Line Segments	32,222	10,888	3,672	7,182	3,281	57,244
MoW Labor & Benefits	3,121	973	410	658	381	5,543
Overhead MoW Expenses	2,791	842	352	537	304	4,825
MoW - Extraordinary Maintenance	303	74	49	55	36	518
Subtotal Maintenance-of-Way	**38,437**	**12,777**	**4,483**	**8,431**	**4,002**	**68,129**
Administration & Services						
Ops Salaries & Fringe Benefits	8,851	3,215	2,776	1,959	1,856	18,657
Ops Non-Labor Expenses	5,828	2,348	1,364	1,275	649	11,464
Indirect Administrative Expenses	11,364	4,127	3,564	2,515	2,383	23,954
Ops Professional Services	790	287	248	175	166	1,665
Subtotal Admin & Services	**26,832**	**9,976**	**7,952**	**5,924**	**5,055**	**55,739**
Contingency	**14**	**5**	**4**	**3**	**3**	**30**
Total Operating Expenses	**176,817**	**68,113**	**37,357**	**42,088**	**20,477**	**344,853**
Insurance and Legal						
Liability/Property/Auto	9,281	3,630	1,786	1,815	676	17,187
Net Claims / SI	1,054	412	203	206	77	1,952
Claims Administration	1,262	494	243	247	92	2,337
Total Net Insurance and Legal	**11,598**	**4,536**	**2,232**	**2,267**	**844**	**21,477**
Total Expense	**188,414**	**72,649**	**39,589**	**44,356**	**21,321**	**366,329**
Loss/Member Support Required	**(138,441)**	**(46,339)**	**(32,439)**	**(33,096)**	**(17,915)**	**(268,230)**
Mega Events	**512**	**186**	**161**	**113**	**107**	**1,080**
Outside 20'	**3,407**	**-**	**-**	**-**	**-**	**3,407**
CFR 245-246						
Total Expense	**192,333**	**72,835**	**39,750**	**44,469**	**21,429**	**370,816**
Loss/Member Support Required	**(142,360)**	**(46,525)**	**(32,600)**	**(33,209)**	**(18,022)**	**(272,716)**

FY29 Forecast - Operating Budget by Member Agency Attachment L

	FY29 Budget Forecast by Member Agency					
($000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	22,186	13,006	5,127	5,167	1,768	47,253
Fare Reduction Subsidy	176	-	-	118	-	295
Mobility 4 All	628	136	72	105	22	963
LCTOP Grant	-	-	-	-	-	-
Other Train Subsidies	2,904	-	-	-	-	2,904
Subtotal-Pro Forma FareBox	**25,894**	**13,142**	**5,199**	**5,391**	**1,789**	**51,415**
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,237	1,006	13	127	340	2,724
Other Revenues	2,893	1,102	651	693	367	5,706
MOW Revenues	7,978	3,516	963	1,884	603	14,943
Total Operating Revenue	**38,002**	**18,766**	**6,827**	**8,095**	**3,099**	**74,789**
Operating Expenses						
Operations & Services						
Train Operators	32,387	13,332	6,812	7,005	2,617	62,152
Train Dispatch	4,091	1,229	540	678	382	6,920
Equipment Maintenance	18,950	7,567	4,179	4,076	1,819	36,590
Materials	8,218	3,281	1,812	1,768	789	15,868
Fuel	22,978	9,458	4,833	4,970	1,856	44,096
Operating Facilities Maintenance	2,966	1,160	571	580	216	5,493
Other Operating Train Services	635	318	165	147	81	1,346
Security - LA Sheriffs	8,025	3,138	1,544	1,569	584	14,861
Security - SB Sheriffs	-	-	-	4,388	-	4,388
Security - Guards	2,924	1,062	1,418	647	613	6,665
Supplemental Security	125	73	29	30	10	266
Public Safety Program	35	13	11	8	7	74
Passenger Relations	1,051	432	182	238	73	1,975
TVM Maintenance/Revenue Collection	2,643	1,299	986	761	359	6,048
Media & External Communications	232	84	73	51	49	489
Utilities/Leases	1,460	530	458	323	306	3,078
Transfers to Other Operators	1,732	673	228	365	119	3,118
Amtrak Transfers	972	400	-	-	590	1,962
Station Maintenance	3,572	853	381	747	283	5,836
Rail Agreements	1,730	1,725	1,503	358	1,036	6,352
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	**116,269**	**47,260**	**25,986**	**29,055**	**11,894**	**230,463**
Maintenance-of-Way						
MoW - Line Segments	33,510	11,323	3,818	7,469	3,412	59,533
MoW Labor & Benefits	3,277	1,022	430	691	400	5,821
Overhead MoW Expenses	2,875	867	362	553	313	4,970
MoW - Extraordinary Maintenance	306	75	50	56	36	523
Subtotal Maintenance-of-Way	**39,969**	**13,287**	**4,661**	**8,768**	**4,161**	**70,846**
Administration & Services						
Ops Salaries & Fringe Benefits	9,293	3,375	2,915	2,057	1,949	19,589
Ops Non-Labor Expenses	6,003	2,418	1,405	1,313	669	11,807
Indirect Administrative Expenses	11,477	4,168	3,600	2,540	2,407	24,193
Ops Professional Services	814	296	255	180	171	1,715
Subtotal Admin & Services	**27,587**	**10,257**	**8,175**	**6,090**	**5,196**	**57,305**
Contingency	**15**	**5**	**5**	**3**	**3**	**31**
Total Operating Expenses	**183,839**	**70,810**	**38,827**	**43,916**	**21,254**	**358,646**
Insurance and Legal						
Liability/Property/Auto	9,745	3,811	1,875	1,905	709	18,047
Net Claims / SI	1,075	420	207	210	78	1,991
Claims Administration	1,300	508	250	254	95	2,408
Total Net Insurance and Legal	**12,121**	**4,740**	**2,333**	**2,370**	**882**	**22,445**
Total Expense	**195,960**	**75,550**	**41,159**	**46,286**	**22,136**	**381,091**
Loss/Member Support Required	**(157,958)**	**(56,784)**	**(34,333)**	**(38,191)**	**(19,037)**	**(306,302)**
Mega Events	**528**	**192**	**166**	**117**	**111**	**1,112**
Outside 20'	**3,509**	**-**	**-**	**-**	**-**	**3,509**
CFR 245-246						
Total Expense	**199,996**	**75,742**	**41,325**	**46,403**	**22,247**	**385,712**
Loss/Member Support Required	**(161,995)**	**(56,975)**	**(34,498)**	**(38,308)**	**(19,148)**	**(310,924)**

FY30 Forecast - Operating Budget by Member Agency Attachment M

	FY30 Budget Forecast by Member Agency					
($000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	22,630	13,266	5,229	5,270	1,803	48,198
Fare Reduction Subsidy	180	-	-	121	-	301
Mobility 4 All	640	139	74	108	22	983
LCTOP Grant	-	-	-	-	-	-
Other Train Subsidies	2,962	-	-	-	-	2,962
Subtotal-Pro Forma FareBox	**26,412**	**13,404**	**5,303**	**5,499**	**1,825**	**52,443**
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,274	1,037	14	131	350	2,806
Other Revenues	2,980	1,135	670	713	378	5,877
MOW Revenues	8,217	3,622	992	1,941	621	15,392
Total Operating Revenue	**38,883**	**19,198**	**6,979**	**8,284**	**3,174**	**76,518**
Operating Expenses						
Operations & Services						
Train Operators	33,356	13,730	7,015	7,214	2,695	64,010
Train Dispatch	4,295	1,290	567	712	401	7,266
Equipment Maintenance	19,528	7,797	4,306	4,200	1,874	37,705
Materials	8,464	3,380	1,866	1,821	812	16,344
Fuel	23,438	9,648	4,930	5,069	1,894	44,977
Operating Facilities Maintenance	3,052	1,194	587	597	222	5,652
Other Operating Train Services	654	328	170	151	83	1,387
Security - LA Sheriffs	8,667	3,390	1,668	1,694	631	16,049
Security - SB Sheriffs	-	-	-	4,739	-	4,739
Security - Guards	3,158	1,147	1,531	699	662	7,198
Supplemental Security	129	75	30	31	10	274
Public Safety Program	36	13	11	8	8	76
Passenger Relations	1,083	445	187	245	76	2,035
TVM Maintenance/Revenue Collection	2,722	1,338	1,015	784	369	6,229
Media & External Communications	239	87	75	53	50	504
Utilities/Leases	1,504	546	472	333	315	3,170
Transfers to Other Operators	1,784	693	235	376	123	3,212
Amtrak Transfers	1,001	411	-	-	608	2,021
Station Maintenance	3,679	879	393	769	292	6,011
Rail Agreements	1,782	1,777	1,548	369	1,067	6,542
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	**120,158**	**48,819**	**26,877**	**30,221**	**12,300**	**238,374**
Maintenance-of-Way						
MoW - Line Segments	34,851	11,776	3,971	7,768	3,549	61,915
MoW Labor & Benefits	3,441	1,073	452	725	420	6,112
Overhead MoW Expenses	2,961	893	373	569	322	5,119
MoW - Extraordinary Maintenance	309	75	50	56	37	528
Subtotal Maintenance-of-Way	**41,562**	**13,818**	**4,847**	**9,119**	**4,328**	**73,673**
Administration & Services						
Ops Salaries & Fringe Benefits	9,758	3,544	3,061	2,160	2,047	20,569
Ops Non-Labor Expenses	6,183	2,491	1,447	1,352	689	12,162
Indirect Administrative Expenses	11,592	4,210	3,636	2,566	2,431	24,435
Ops Professional Services	838	304	263	186	176	1,767
Subtotal Admin & Services	**28,371**	**10,549**	**8,407**	**6,263**	**5,343**	**58,932**
Contingency	**15**	**5**	**5**	**3**	**3**	**32**
Total Operating Expenses	**190,106**	**73,191**	**40,135**	**45,606**	**21,973**	**371,011**
Insurance and Legal						
Liability/Property/Auto	10,233	4,002	1,969	2,000	745	18,949
Net Claims / SI	1,097	429	211	214	80	2,031
Claims Administration	1,339	524	258	262	97	2,480
Total Net Insurance and Legal	**12,668**	**4,955**	**2,438**	**2,477**	**922**	**23,460**
Total Expense	**202,775**	**78,145**	**42,573**	**48,083**	**22,895**	**394,471**
Loss/Member Support Required	**(163,892)**	**(58,948)**	**(35,593)**	**(39,799)**	**(19,721)**	**(317,953)**
Mega Events	**-**	**-**	**-**	**-**	**-**	**-**
Outside 20'	**3,614**	**-**	**-**	**-**	**-**	**3,614**
CFR 245-246						
Total Expense	**206,389**	**78,145**	**42,573**	**48,083**	**22,895**	**398,085**
Loss/Member Support Required	**(167,506)**	**(58,948)**	**(35,593)**	**(39,799)**	**(19,721)**	**(321,567)**

FY31 Forecast - Operating Budget by Member Agency Attachment N

	FY31 Budget Forecast by Member Agency					
($000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	23,082	13,531	5,334	5,376	1,839	49,162
Fare Reduction Subsidy	184	-	-	123	-	307
Mobility 4 All	653	142	75	110	23	1,002
LCTOP Grant	-	-	-	-	-	-
Other Train Subsidies	3,021	-	-	-	-	3,021
Subtotal-Pro Forma FareBox	**26,940**	**13,672**	**5,409**	**5,609**	**1,862**	**53,492**
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,312	1,068	14	135	361	2,890
Other Revenues	3,070	1,169	690	735	390	6,054
MOW Revenues	8,463	3,730	1,022	1,999	639	15,853
Total Operating Revenue	**39,785**	**19,640**	**7,136**	**8,477**	**3,251**	**78,289**
Operating Expenses						
Operations & Services						
Train Operators	34,344	14,137	7,223	7,428	2,775	65,907
Train Dispatch	4,510	1,355	595	748	421	7,629
Equipment Maintenance	20,118	8,033	4,436	4,327	1,931	38,846
Materials	8,718	3,481	1,922	1,875	837	16,834
Fuel	23,907	9,841	5,028	5,170	1,931	45,877
Operating Facilities Maintenance	3,140	1,228	604	614	229	5,814
Other Operating Train Services	674	338	175	156	86	1,428
Security - LA Sheriffs	9,360	3,661	1,801	1,830	681	17,333
Security - SB Sheriffs	-	-	-	5,118	-	5,118
Security - Guards	3,411	1,239	1,654	755	715	7,774
Supplemental Security	133	77	30	31	11	282
Public Safety Program	37	13	12	8	8	78
Passenger Relations	1,115	458	193	252	78	2,096
TVM Maintenance/Revenue Collection	2,804	1,378	1,046	808	380	6,416
Media & External Communications	246	89	77	54	52	519
Utilities/Leases	1,549	563	486	343	325	3,265
Transfers to Other Operators	1,838	714	242	388	126	3,308
Amtrak Transfers	1,031	424	-	-	626	2,081
Station Maintenance	3,790	905	405	792	300	6,192
Rail Agreements	1,835	1,830	1,594	380	1,099	6,738
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	**124,195**	**50,435**	**27,803**	**31,445**	**12,722**	**246,600**
Maintenance-of-Way						
MoW - Line Segments	36,245	12,247	4,130	8,079	3,691	64,391
MoW Labor & Benefits	3,613	1,127	475	761	441	6,417
Overhead MoW Expenses	3,050	920	385	586	332	5,272
MoW - Extraordinary Maintenance	312	76	51	57	37	533
Subtotal Maintenance-of-Way	**43,220**	**14,370**	**5,040**	**9,483**	**4,501**	**76,614**
Administration & Services						
Ops Salaries & Fringe Benefits	10,246	3,721	3,214	2,268	2,149	21,597
Ops Non-Labor Expenses	6,368	2,565	1,491	1,393	710	12,526
Indirect Administrative Expenses	11,708	4,252	3,672	2,591	2,456	24,679
Ops Professional Services	863	314	271	191	181	1,820
Subtotal Admin & Services	**29,185**	**10,852**	**8,647**	**6,443**	**5,495**	**60,623**
Contingency	**16**	**6**	**5**	**3**	**3**	**33**
Total Operating Expenses	**196,616**	**75,663**	**41,495**	**47,375**	**22,721**	**383,870**
Insurance and Legal						
Liability/Property/Auto	10,744	4,202	2,068	2,101	782	19,897
Net Claims / SI	1,119	437	215	219	81	2,071
Claims Administration	1,379	539	265	270	100	2,554
Total Net Insurance and Legal	**13,242**	**5,179**	**2,548**	**2,589**	**964**	**24,522**
Total Expense	**209,858**	**80,842**	**44,043**	**49,964**	**23,685**	**408,392**
Loss/Member Support Required	**(170,073)**	**(61,202)**	**(36,908)**	**(41,486)**	**(20,434)**	**(330,103)**
Mega Events	**-**	**-**	**-**	**-**	**-**	**-**
Outside 20'	**3,723**	**-**	**-**	**-**	**-**	**3,723**
CFR 245-246						
Total Expense	**213,581**	**80,842**	**44,043**	**49,964**	**23,685**	**412,114**
Loss/Member Support Required	**(173,796)**	**(61,202)**	**(36,908)**	**(41,486)**	**(20,434)**	**(333,825)**

METROLINK

VC | AV | SB | RIV | 91/PV | OC | IEOC



Effective Monday, May 4, 2026

All Lines **Timetable**

Visit **metrolinktrains.com** for more in

METROLINK

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Service Information

NOTES & SYMBOLS

000	Train number (in color of line)
0:00	AM time (morning)
0:00	PM time (afternoon and evening)
:00	Minutes past the hour
•••	Train numbers omitted during clockface schedule period
↓	Express / Train does not stop at this station
➤	Transfer
0:00	San Bernardino Line/Arrow connecting train time (shaded in line color)
A000	Amtrak Pacific Surfliner train
🚌	Bus service

Track boarding info is available at each station and Metrolink's online Train Tracker at metrolinktrains.com/trainstatus.

HOLIDAY SERVICE

Weekend (Saturday–Sunday) schedules are in effect on the following holidays:

- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Day after Thanksgiving
- Christmas Day

No weekend service on the Riverside Line.

TITLE VI

Title VI prohibits discrimination on the basis of race, color and national origin. If you feel you have been subjected to discrimination under Title VI you may file a complaint at metrolinktrains.com/civilrights.

Información del servicio

NOTAS Y SÍMBOLOS

000	Número de tren (en color de la línea)
0:00	Hora AM (mañana)
0:00	Hora PM (tarde y noche)
:00	Minutos después de la hora
•••	Números de trenes omitidos durante el período de programación regular
↓	Tren express / El tren no para en esta estación
➢	Transferir
0:00	Tiempo de conexión de la línea San Bernardino/Arrow (sombreado en color de línea)
A000	Tren de Amtrak Pacific Surfliner
	Servicio de autobuses

Información sobre las vías de abordaje está disponible en cada estación y en el mapa de seguimiento de trenes en línea: metrolinktrains.com/trainstatus.

SERVICIO DE DIAS FESTIVOS

Los horarios de fin de semana (sábado-domingo) están en efecto en los siguientes días festivos:

- Día de Año Nuevo
- Día de los Caídos
- Día de la Independencia
- Día del Trabajo
- Día de Acción de Gracias
- Día después de Acción de Gracias
- Día de Navidad

No hay servicio de fin de semana en la línea Riverside.

TÍTULO VI

El Título VI prohíbe la discriminación por motivos de raza, color y origen nacional. Si usted siente que ha sido discriminado bajo el Título VI, puede presentar una queja en metrolinktrains.com/civilrights.

Ticket Information

Buy Your Ticket

- Purchase your ticket from any Metrolink Ticket Machine, at L.A. Union Station Metrolink ticket windows or through the Metrolink Mobile App.
- Passengers must have a valid Metrolink paper ticket or activated mobile ticket before boarding the train.

Free Connections

All Metrolink tickets include free transfers to over 50 transit providers including connecting buses, shuttles and rail lines. Visit metrolinktrains.com/connections for a list of participating operators.

Discounts

STUDENTS 50% off all fares, except L.A. Zone Day Pass. Must present valid student ID to the fare inspector.

CHILDREN Ages 5 and under. Up to 3 children ride free with an adult using a valid ticket. Additional children pay youth fare. Up to 3 kids 17 and younger ride free on weekends with an adult using a valid ticket.

SENIORS 65+/ DISABLED/MEDICARE 50% off*, except L.A. Zone Day Pass. *25% off the Monthly Pass.

MOBILITY-4-ALL California EBT card holders qualify for 50% off fares.

ACTIVE MILITARY/ VETERANS 10% off all fares, except L.A. Zone Day Pass.

Ticket Types

For details, scan the QR code or visit metrolinktrains.com/tickets.

Amtrak

The **Codeshare** and **Rail 2 Rail®** Programs are available at no additional cost. They may be suspended on blackout dates during major holidays and special events.

Bicycles require a paid Amtrak ticket with reservation.

The Metrolink Kids Ride Free on Weekends Promotion is not valid on Amtrak trains.

Codeshare

All Metrolink ticket and pass holders may travel on all Amtrak Pacific Surfliner trains between L.A. Union Station and Ventura–Downtown/ Beach within the station pairs of their ticket. For details, visit metrolinktrains.com/codeshare.

Rail 2 Rail®

Metrolink Monthly Pass holders may travel on Amtrak Pacific Surfliner trains within the station pairs of their pass. For details, visit metrolinktrains.com/rail2rail.

Información Sobre Boletos

Compre su Boleto

- Compre su boleto en cualquier máquina de boletos de Metrolink, en las ventanillas de boletos de Metrolink de L.A. Union Station o a través de la aplicación móvil de Metrolink.
- Los pasajeros deben tener un boleto de papel de Metrolink válido o un boleto activado móvil antes de abordar el tren.

Conexiones Gratuitas

Todos los boletos de Metrolink incluyen transferencias gratuitas a más de 50 proveedores de tránsito, incluyendo conexiones a autobuses, y varias líneas de tren. Visite metrolinktrains.com/conexiones para ver la lista de los proveedores participantes.

Tipos de Boletos

Para más detalles, escanee el código QR o visite metrolinktrains.com/boletos.

Descuentos

ESTUDIANTES 50% de descuento en todas las tarifas, excepto el Pase Diario Zona L.A. Debe presentar una identificación de estudiante válida al inspector de tarifas.

NIÑOS Menores de 5 años, viajan gratis con un adulto con boleto válido. Cada niño adicional paga la tarifa de menor de edad. Hasta 3 menores de 17 viajan gratis los fines de semana con un adulto con boleto válido.

PERSONA MAYOR 65+/DISCAPACITADO/ MEDICARE 50% de descuento*, excepto el Pase Diario Zona L.A. *25% en el Pase Mensual.

MOVILIDAD-PARA-TODOS Los titulares de la tarjeta EBT de California califican para un 50% de descuento en las tarifas.

SERVICIO ACTIVO MILITAR/VETERANOS 10% de descuento en todas las tarifas, excepto el Pase Diario Zona L.A.

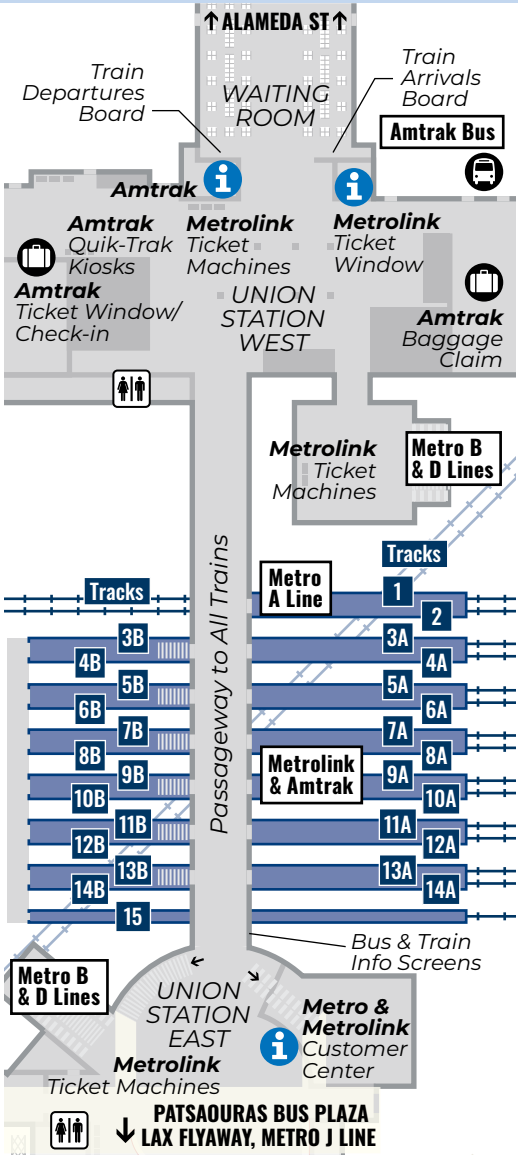
Codeshare

Todos los titulares de boletos y pases de Metrolink pueden viajar en trenes Amtrak Pacific Surfliner de Codeshare dentro de los pares de estaciones de su pase. Para más detalles, visite metrolinktrains.com/codeshare.

Programa Rail 2 Rail®

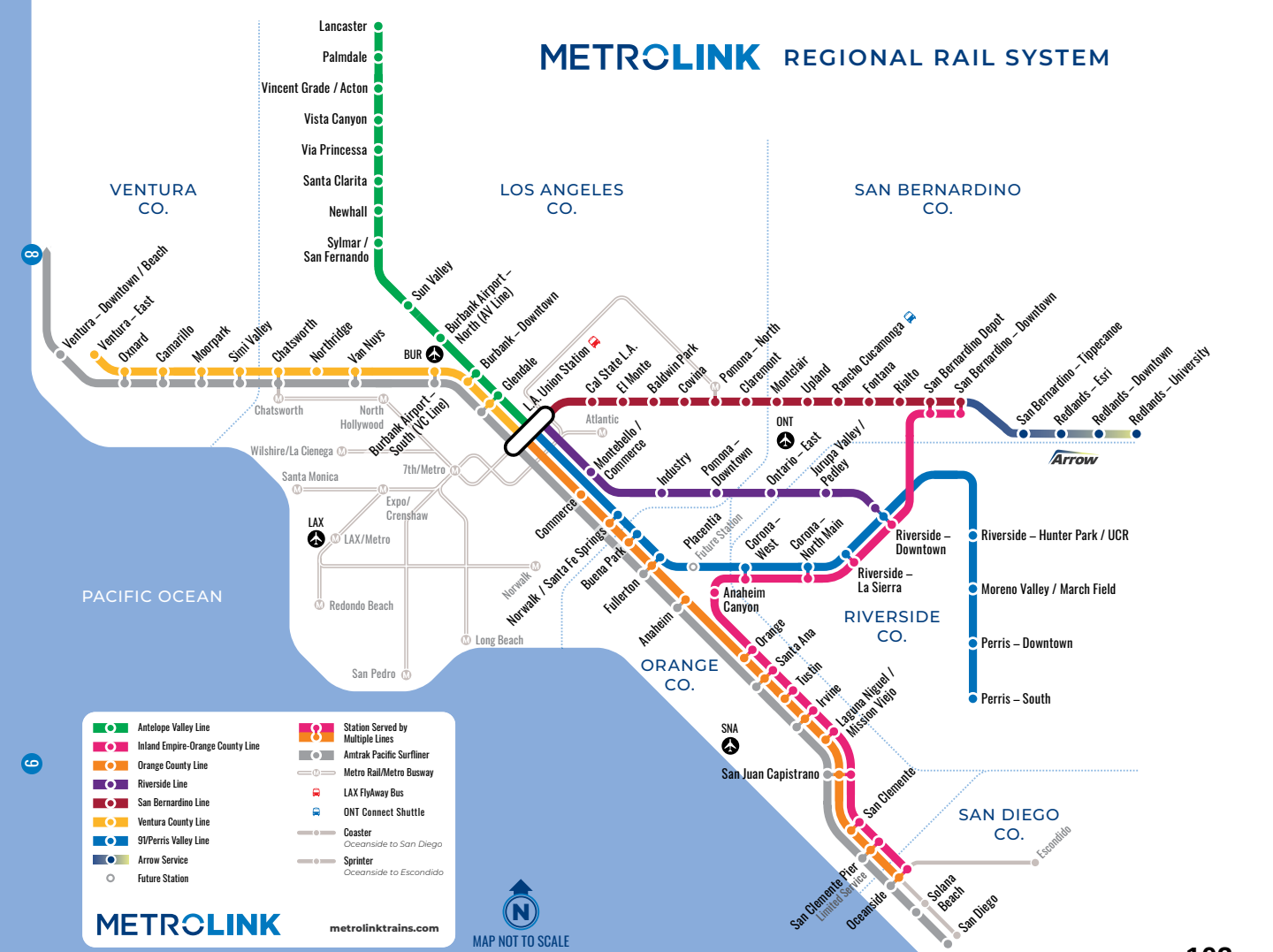
Los titulares de un Pase Mensual de Metrolink pueden viajar en los trenes Amtrak Pacific Surfliner dentro de los pares de estaciones de su pase. Para más detalles, visite metrolinktrains.com/rail2rail.

L.A. Union Station Map



Metrolink trains at L.A. Union Station are scheduled to arrive and depart at the same times each hour during the day to allow quick and easy connections between lines within 10–20 minutes.

Confirm your train's boarding track using displa the station or online at Metrolink's Train Tracke


METROLINK REGIONAL RAIL SYSTEM
VENTURA CO.
LOS ANGELES CO.
SAN BERNARDINO CO.
ORANGE CO.
RIVERSIDE CO.
SAN DIEGO CO.
PACIFIC OCEAN
Lancaster
Palmdale
Vincent Grade / Acton
Vista Canyon
Via Princessa
Santa Clarita
Newhall
Sylmar / San Fernando
Sun Valley
Burbank Airport – North (AV Line)
Burbank – Downtown
Glendale
L.A. Union Station
Cal State L.A.
El Monte
Baldwin Park
Covina
Pomona – North
Claremont
Montclair
Upland
Rancho Cucamonga
Fontana
Rialto
San Bernardino Depot
San Bernardino – Downtown
San Bernardino – Tippecanoe
Redlands – Esri
Redlands – Downtown
Redlands – University
Arrow
Ventura – Downtown / Beach
Ventura – East
Oxnard
Camarillo
Moorpark
Simi Valley
Chatsworth
Northridge
Van Nuys
BUR
Chatsworth
North Hollywood
Burbank Airport – South (VC Line)
Wilshire/La Cienega
7th/Metro
Santa Monica
Expo/ Crenshaw
LAX
LAX/Metro
Redondo Beach
San Pedro
Long Beach
Norwalk
Norwalk / Santa Fe Springs
Atlantic
Montebello / Commerce
Industry
Pomona – Downtown
ONT
Ontario – East
Jurupa Valley / Pedley
Commerce
Placentia
Future Station
Buena Park
Fullerton
Anaheim
Anaheim Canyon
Corona – West
Corona – North Main
Riverside – Downtown
Riverside – La Sierra
Riverside – Hunter Park / UCR
Moreno Valley / March Field
Perris – Downtown
Perris – South
Orange
Santa Ana
Tustin
Irvine
Laguna Niguel / Mission Viejo
SNA
San Juan Capistrano
San Clemente
San Clemente Pier
Limited Service
Oceanside
Solana Beach
San Diego
Escondido
Antelope Valley Line
Inland Empire-Orange County Line
Orange County Line
Riverside Line
San Bernardino Line
Ventura County Line
91/Perris Valley Line
Arrow Service
Future Station
Station Served by Multiple Lines
Amtrak Pacific Surfliner
Metro Rail/Metro Busway
LAX FlyAway Bus
ONT Connect Shuttle
Coaster
Oceanside to San Diego
Sprinter
Oceanside to Escondido
METROLINK
metrolinktrains.com
MAP NOT TO SCALE
Updated May 2026, subject to change without notice.

Station Addresses

Ventura County Line

VENTURA–DOWNTOWN / BEACH
39 E. Harbor Blvd., Ventura, 93001

VENTURA–EAST
6175 Ventura Blvd., Ventura, 93003

OXNARD
201 E. 4th St., Oxnard, 93030

CAMARILLO
30 Lewis Rd., Camarillo, 93012

MOORPARK
300 High St., Moorpark, 93021

SIMI VALLEY
5050 Los Angeles Ave., Simi Valley, 93063

CHATSWORTH
10046 Old Depot Plaza Rd.,
Chatsworth, 91311

NORTHRIDGE
8775 Wilbur Ave., Northridge, 91324

VAN NUYS
7720 Van Nuys Blvd., Van Nuys, 91405

BURBANK AIRPORT–SOUTH
3750 W. Empire Ave., Burbank, 91505

BURBANK–DOWNTOWN
201 N. Front St., Burbank, 91502

GLENDALE
400 W. Cerritos Ave., Glendale, 91204

Antelope Valley Line

LANCASTER
44812 N. Sierra Hwy., Lancaster, 93534

PALMDALE
39000 Clock Tower Plaza Dr., Palmdale,
93550 (Sierra Hwy. & 6th St.)

VINCENT GRADE/ACTON
730 W. Sierra Hwy., Acton, 93550

VISTA CANYON
27550½ Vista Canyon Blvd.,
Santa Clarita, 91387

VIA PRINCESSA
19201 Via Princessa, Santa Clarita, 91351

SANTA CLARITA
22122 Soledad Canyon Rd.,
Santa Clarita, 91350

NEWHALL
24300 Railroad Ave., Santa Clarita, 91321

SYLMAR/SAN FERNANDO
12219 Frank Modugno Dr.,
Los Angeles, 91340

SUN VALLEY
8360 San Fernando Rd., Sun Valley, 91352

BURBANK AIRPORT–NORTH
3600 N. San Fernando Blvd.,
Burbank, 91505

BURBANK–DOWNTOWN
201 N. Front St., Burbank, 91502

GLENDALE
400 W. Cerritos Ave., Glendale, 91204

San Bernardino Line

Arrow Service

REDLANDS–UNIVERSITY
1100 E. Park Ave., Redlands, 92374

REDLANDS–DOWNTOWN
351 Orange St., Redlands, 92374

REDLANDS–ESRI
619 New York St., Redlands, 92374

SAN BERNARDINO–TIPPECANOE
1498 S. Tippecanoe Ave.,
San Bernardino, 92408

SAN BERNARDINO–DOWNTOWN
174 S. E St., San Bernardino, 92401

SAN BERNARDINO DEPOT
1170 W. 3rd St., San Bernardino, 92410

RIALTO
261 S. Palm Ave., Rialto, 92376

FONTANA
16777 Orange Way, Fontana, 92335

RANCHO CUCAMONGA
11208 Azusa Ct.,
Rancho Cucamonga, 91730

UPLAND
300 E. A St., Upland, 91786

MONTCLAIR
5091 Richton St., Montclair, 91763

CLAREMONT
201 W. 1st St., Claremont, 91711

POMONA–NORTH
205 Santa Fe St., Pomona, 91767

COVINA
600 N. Citrus Ave., Covina, 91723

BALDWIN PARK
3825 Downing Ave., Baldwin Park, 91706

EL MONTE
10925 Railroad St., El Monte, 91731

CAL STATE L.A.
5150 State University Dr.,
Los Angeles, 90032

Riverside Line

RIVERSIDE–DOWNTOWN
4066 Vine St., Riverside, 92507

JURUPA VALLEY/PEDLEY
6001 Pedley Rd., Riverside, 92509

ONTARIO–EAST
3330 E. Francis St., Ontario, 91761

POMONA–DOWNTOWN
101 W. 1st St., Pomona, 91766

INDUSTRY
600 S. Brea Canyon Rd.,
City of Industry, 91789

MONTEBELLO/COMMERCE
2000 Flotilla St., Montebello, 90640

91/Perris Valley Line

PERRIS–SOUTH
1304 Case Rd., Perris, 92570

PERRIS–DOWNTOWN
121 S. C St., Perris, 92570

MORENO VALLEY/MARCH FIELD
14160 Meridian Pkwy., Riverside, 92508

RIVERSIDE–HUNTER PARK/UCR
1101 Marlborough Ave., Riverside, 92507

RIVERSIDE–DOWNTOWN
4066 Vine St., Riverside, 92507

RIVERSIDE–LA SIERRA
10901 Indiana Ave., Riverside, 92503

CORONA–NORTH MAIN
250 E. Blaine St., Corona, 92879

CORONA–WEST
155 S. Auto Center Dr., Corona, 92880

FULLERTON
120 E. Santa Fe Ave., Fullerton, 92832

BUENA PARK
8400 Lakeknoll Dr., Buena Park, 90621

NORWALK/SANTA FE SPRINGS
12650 Imperial Hwy., Norwalk, 90650

Orange County Line

OCEANSIDE
235 S. Tremont St., Oceanside, 92054

SAN CLEMENTE PIER
615 Avenida Victoria, San Clemente, 92672

SAN CLEMENTE
1850 Avenida Estacion,
San Clemente, 92672

SAN JUAN CAPISTRANO
26701 Verdugo St.,
San Juan Capistrano, 92675

LAGUNA NIGUEL/MISSION VIEJO
28200 Forbes Rd., Laguna Niguel, 92677

IRVINE
15215 Barranca Pkwy., Irvine, 92618

TUSTIN
2975 Edinger Ave., Tustin, 92780

SANTA ANA
1000 E. Santa Ana Blvd., Santa Ana, 92701

ORANGE
194 N. Atchison St., Orange, 92866

ANAHEIM
2626 E. Katella Ave., Anaheim, 92806

FULLERTON
120 E. Santa Fe Ave., Fullerton, 92832

BUENA PARK
8400 Lakeknoll Dr., Buena Park, 90621

NORWALK/SANTA FE SPRINGS
12650 Imperial Hwy., Norwalk, 90650

COMMERCE
6433 26th St., Commerce, 90040

Inland Empire–Orange County Line

SAN BERNARDINO–DOWNTOWN
174 S. E St., San Bernardino, 92401

SAN BERNARDINO DEPOT
1170 W. 3rd St.,
San Bernardino, 92410

RIVERSIDE–DOWNTOWN
4066 Vine St., Riverside, 92507

RIVERSIDE–LA SIERRA
10901 Indiana Ave., Riverside, 92503

CORONA–NORTH MAIN
250 E. Blaine St., Corona, 92879

CORONA–WEST
155 S. Auto Center Dr., Corona, 92880

ANAHEIM CANYON
1039 N. PacifiCenter Dr., Anaheim, 92806

ORANGE
194 N. Atchison St., Orange, 92866

SANTA ANA
1000 E. Santa Ana Blvd., Santa Ana, 92701

TUSTIN
2975 Edinger Ave., Tustin, 92780

IRVINE
15215 Barranca Pkwy., Irvine, 92618

LAGUNA NIGUEL/MISSION VIEJO
28200 Forbes Rd., Laguna Niguel, 92677

SAN JUAN CAPISTRANO
26701 Verdugo St.,
San Juan Capistrano, 92675

SAN CLEMENTE
1850 Avenida Estacion,
San Clemente, 92672

SAN CLEMENTE PIER
615 Avenida Victoria, San Clemente, 92672

OCEANSIDE
235 S. Tremont St., Oceanside, 92054

ALL LINES (except IE-OC Line)

L.A. UNION STATION
800 N. Alameda St.,
Los Angeles, 90012

MONDAY–FRIDAY

	102	104	106	A770	108	A774	110	A782	120	122	A786	124	A790	A794
Ventura–Downtown/Beach				7:39		9:38		**1:31**			**3:42**		**5:26**	**7:43**
Ventura–East	4:43	5:43		↓		↓		↓		**3:18**	↓		↓	↓
Oxnard	4:58	5:58		7:57		9:55		**1:48**		**3:32**	**4:01**		**5:42**	**8:03**
Camarillo	5:08	6:08		8:10		10:09		**2:01**		**3:42**	**4:14**		**5:53**	**8:14**
Moorpark	5:20	6:20	7:11	8:24	9:11	10:23	11:11	**2:15**		**3:53**	**4:25**	**5:11**	**6:06**	**8:24**
Simi Valley	5:33	6:33	7:24	8:41	9:24	10:39	11:24	**2:31**		**4:07**	**4:41**	**5:24**	**6:24**	**8:41**
Chatsworth	5:45	6:45	7:36	8:53	9:36	10:52	11:36	**2:46**	**3:36**	**4:20**	**4:54**	**5:36**	**6:40**	**8:58**
Northridge	5:51	6:51	7:44	8:59	9:44	↓	11:44	**2:53**	**3:44**	**4:26**	↓	**5:44**	↓	↓
Van Nuys	5:58	6:58	7:53	9:09	9:53	11:07	11:53	**3:06**	**3:53**	**4:35**	**5:13**	**5:53**	**6:53**	**9:09**
Burbank Airport–South (VCL)	6:06	7:06	8:03	9:17	10:03	11:15	**12:03**	**3:14**	**4:03**	**4:43**	**5:21**	**6:03**	**7:08**	**9:17**
Burbank–Downtown	6:11	7:11	8:11	9:22	10:11	↓	**12:11**	**3:20**	**4:11**	**4:50**	↓	**6:11**	↓	↓
Glendale	6:17	7:17	8:17	9:29	10:17	11:26	**12:17**	**3:28**	**4:17**	**4:57**	**5:34**	**6:17**	**7:20**	**9:28**
L.A. Union Station	6:30	7:30	8:30	9:46	10:30	11:43	**12:30**	**3:45**	**4:30**	**5:09**	**5:50**	**6:30**	**7:43**	**9:46**

Bicycles require a paid Amtrak ticket reservation on Amtrak Pacific Surfliner trains.

Pacific Surfliner schedules subject to change. For current times, visit pacificsurfliner.com.

See **Antelope Valley Line** schedule for additional trains to Burbank Airport.

AM times **PM times** Metrolink tickets and passes accepted on these Amtrak Pacific Surfliner trains, see Codeshare on pg. 5 for details. For standard notes and symbols see inside front cover.

MONDAY–FRIDAY

	A757	103	A761	107	A765	115	A769	121	123	A777	127	129	131	A785
L.A. Union Station	5:13	6:30	7:13	8:30	9:13	10:30	11:13	**1:30**	**2:30**	**3:13**	**4:30**	**5:30**	**6:30**	**7:13**
Glendale	5:26	6:41	7:26	8:41	9:26	10:41	11:26	**1:41**	**2:41**	**3:26**	**4:41**	**5:41**	**6:41**	**7:26**
Burbank–Downtown	5:33	6:47	7:33	8:47	↓	10:47	↓	**1:47**	**2:47**	**3:33**	**4:47**	**5:47**	**6:47**	↓
Burbank Airport–South (VCL)	5:39	6:52	7:39	8:52	9:36	10:52	11:36	**1:52**	**2:52**	**3:39**	**4:52**	**5:52**	**6:52**	**7:36**
Van Nuys	5:47	7:01	7:47	9:01	9:44	11:01	11:44	**2:01**	**3:01**	**3:47**	**5:01**	**6:01**	**7:01**	**7:44**
Northridge	5:55	7:10	7:55	9:10	↓	11:10	↓	**2:11**	**3:10**	**3:55**	**5:10**	**6:10**	**7:10**	↓
Chatsworth	6:02	7:18	8:02	9:18	9:59	11:18	11:59	**2:22**	**3:17**	**4:01**	**5:18**	**6:18**	**7:18**	**7:59**
Simi Valley	6:14	7:32	8:14	9:32	10:11	11:32	**12:11**	**2:38**		**4:13**	**5:32**	**6:32**	**7:32**	**8:11**
Moorpark	6:31	7:44	8:27	9:44	10:25	11:47	**12:23**	**2:50**		**4:32**	**5:47**	**6:45**	**7:44**	**8:25**
Camarillo	6:43		8:41		10:39	**12:00**	**12:36**			**4:47**	**6:00**	**6:56**		**8:47**
Oxnard	6:57		8:56		10:50	**12:11**	**12:51**			**4:58**	**6:11**	**7:07**		**8:59**
Ventura–East	↓		↓		↓	**12:28**	↓			↓	**6:28**	**7:26**		↓
Ventura–Downtown/Beach	7:11		9:10		11:04		**1:05**			**5:12**				**9:13**

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AM times **PM times** Metrolink tickets and passes accepted on these Amtrak Pacific Surfliner trains, see Codeshare on pg. 5 for details. For standard notes and symbols see inside fr

Ventura County Line

Ventura → L.A.

SATURDAY–SUNDAY

	A770	A774	1162	A782	A786	1164	A790	A794
Ventura–Downtown/Beach	7:39	9:38		**1:31**	**3:42**		**5:26**	**7:43**
Ventura–East	↓	↓	**1:10**	↓	↓	**4:14**	↓	↓
Oxnard	7:57	9:55	**1:24**	**1:48**	**4:01**	**4:28**	**5:42**	**8:03**
Camarillo	8:10	10:09	**1:35**	**2:01**	**4:14**	**4:41**	**5:53**	**8:14**
Moorpark	8:24	10:23	**1:47**	**2:15**	**4:25**	**4:53**	**6:06**	**8:24**
Simi Valley	8:41	10:39	**2:00**	**2:31**	**4:41**	**5:05**	**6:24**	**8:41**
Chatsworth	8:53	10:52	**2:12**	**2:46**	**4:54**	**5:17**	**6:40**	**8:58**
Northridge	8:59	↓	**2:17**	**2:53**	↓	**5:22**	↓	↓
Van Nuys	9:09	11:07	**2:25**	**3:06**	**5:13**	**5:30**	**6:53**	**9:09**
Burbank Airport–South (VCL)	9:17	11:15	**2:32**	**3:14**	**5:21**	**5:37**	**7:08**	**9:17**
Burbank–Downtown	9:22	↓	**2:37**	**3:20**	↓	**5:42**	↓	↓
Glendale	9:29	11:26	**2:43**	**3:28**	**5:34**	**5:48**	**7:20**	**9:28**
L.A. Union Station	9:46	11:43	**2:58**	**3:45**	**5:50**	**6:00**	**7:43**	**9:46**

Bicycles require a paid Amtrak ticket reservation on Amtrak Pacific Surfliner trains.

L.A. → Ventura

SATURDAY–SUNDAY

	A757	A761	A765	1163	A769	A777	1165	A785
L.A. Union Station	5:13	7:13	9:13	10:31	11:13	**3:13**	**5:07**	**7:13**
Glendale	5:26	7:26	9:26	10:43	11:26	**3:26**	**5:19**	**7:26**
Burbank–Downtown	5:33	7:33	↓	10:50	↓	**3:33**	**5:26**	↓
Burbank Airport–South (VCL)	5:39	7:39	9:36	10:56	11:36	**3:39**	**5:32**	**7:36**
Van Nuys	5:47	7:47	9:44	11:03	11:44	**3:47**	**5:39**	**7:44**
Northridge	5:55	7:55	↓	11:10	↓	**3:55**	**5:47**	↓
Chatsworth	6:02	8:02	9:59	11:16	11:59	**4:01**	**5:53**	**7:59**
Simi Valley	6:14	8:14	10:11	11:28	**12:11**	**4:13**	**6:06**	**8:11**
Moorpark	6:31	8:27	10:25	11:40	**12:23**	**4:32**	**6:20**	**8:25**
Camarillo	6:43	8:41	10:39	11:53	**12:36**	**4:47**	**6:32**	**8:47**
Oxnard	6:57	8:56	10:50	**12:03**	**12:51**	**4:58**	**6:42**	**8:59**
Ventura–East	↓	↓	↓	**12:21**	↓	↓	**7:00**	↓
Ventura–Downtown/Beach	7:11	9:10	11:04		**1:05**	**5:12**		**9:13**

Bicycles require a paid Amtrak ticket reservation on Amtrak Pacific Surfliner trains.

Pacific Surfliner schedules subject to change. For current times, visit pacificsurfliner.com.

See **Antelope Valley Line** schedule for additional trains to Burban

AM times **PM times** Metrolink tickets and passes accepted on these Amtrak Pacific Surfliner trains, see Codeshare on page 5 for details. For standard notes and symbols see inside front cover.

MONDAY–FRIDAY

	200	202	204	206	🚌	208	214	216	220	🚌	222	224	228	232
Lancaster	4:11	5:11	6:11					12:11	2:11			4:11	6:11	8:11
Palmdale	4:20	5:20	6:20		8:00			12:20	2:20	3:00		4:20	6:20	8:20
Vincent Grade/Acton	4:32	5:32	6:32					12:32	2:32			4:32	6:32	8:32
Vista Canyon	5:10	6:10	7:10	8:10		9:10	12:10	1:10	3:10		4:10	5:10	7:10	9:10
Via Princessa	5:13	6:13	7:13	8:13		9:13	12:13	1:13	3:13		4:13	5:13	7:13	9:13
Santa Clarita	5:20	6:20	7:20	8:20		9:20	12:20	1:20	3:20		4:20	5:20	7:20	9:20
Newhall	5:28	6:28	7:28	8:28	8:50 ➤	9:28	12:28	1:28	3:28	3:50 ➤	4:28	5:28	7:28	9:28
Sylmar/San Fernando	5:43	6:43	7:43	8:43		9:43	12:43	1:43	3:43		4:43	5:43	7:43	9:43
Sun Valley	5:50	6:50	7:50	8:50		9:50	12:50	1:50	3:50		4:50	5:50	7:50	9:50
Burbank Airport–North (AVL)	5:54	6:54	7:54	8:54		9:54	12:54	1:54	3:54		4:54	5:54	7:54	9:54
Burbank–Downtown	6:00	7:00	8:00	9:00		10:00	1:00	2:00	4:00		5:00	6:00	8:00	10:00
Glendale	6:06	7:06	8:06	9:06		10:06	1:06	2:06	4:06		5:06	6:06	8:06	10:06
L.A. Union Station	6:20	7:20	8:20	9:20		10:20	1:20	2:20	4:20		5:20	6:20	8:20	10:20

🚌 AVTA 790 North County TRANSporter bus service; schedule subject to change.

AM times **PM times**

See Ventura County Line schedule for additional trains to Burbank Airport.

For standard notes and symbols see inside front cover.

MONDAY–FRIDAY

	201	203	🚌	207	209	211	215	217	🚌	219	221	223	225	227
L.A. Union Station	6:39	7:39		9:39	10:39	11:39	1:39	2:39		3:39	4:39	5:39	6:39	7:39
Glendale	6:51	7:51		9:51	10:51	11:51	1:51	2:51		3:51	4:51	5:51	6:51	7:51
Burbank–Downtown	6:58	7:58		9:58	10:58	11:58	1:58	2:58		3:58	4:58	5:58	6:58	7:58
Burbank Airport–North (AVL)	7:04	8:04		10:04	11:04	12:04	2:04	3:04		4:04	5:04	6:04	7:04	8:04
Sun Valley	7:08	8:08		10:08	11:08	12:08	2:08	3:08		4:08	5:08	6:08	7:08	8:08
Sylmar/San Fernando	7:16	8:16		10:16	11:16	12:16	2:16	3:16		4:16	5:16	6:16	7:16	8:16
Newhall	7:32	8:32 ➤	9:00	10:32	11:32	12:32	2:32	3:32 ➤	4:00	4:32	5:32	6:32	7:32	8:32
Santa Clarita	7:40	8:40		10:40	11:40	12:40	2:40	3:40		4:40	5:40	6:40	7:40	8:40
Via Princessa	7:46	8:46		10:46	11:46	12:46	2:46	3:46		4:46	5:46	6:46	7:46	8:46
Vista Canyon	7:52	8:50		10:52	11:50	12:52	2:52	3:50		4:52	5:52	6:52	7:52	8:52
Vincent Grade/Acton				11:31		1:31	3:31			5:31	6:31	7:31	8:31	9:31
Palmdale			9:50	11:41		1:41	3:41		4:50	5:41	6:41	7:41	8:41	9:41
Lancaster				11:51		1:51	3:51			5:51	6:51	7:51	8:51	9:51

🚌 AVTA 790 North County TRANSporter bus service; schedule subject to change. Stops at Vincent Grade/Acton Station by request only.

AM times **PM times**

See Ventura County Line schedule for additional trains to Burbank Airport.

For standard notes and symbols see inside fr

SATURDAY–SUNDAY

	1260	1264	1266	1268	1270	1272	1274	1276	1278	1280	1282	1288
Lancaster	6:11	8:11		10:11		**12:11**		**2:11**			**6:11**	
Palmdale	6:20	8:20		10:20		**12:20**		**2:20**			**6:20**	
Vincent Grade/Acton	6:32	8:32		10:32		**12:32**		**2:32**			**6:32**	
Vista Canyon	7:10	9:10		11:10		**1:10**		**3:10**			**7:10**	
Via Princessa	7:13	9:13	10:13	11:13	**12:13**	**1:13**	**2:13**	**3:13**	**4:13**	**6:13**	**7:13**	**10:13**
Santa Clarita	7:20	9:20	10:20	11:20	**12:20**	**1:20**	**2:20**	**3:20**	**4:20**	**6:20**	**7:20**	**10:20**
Newhall	7:28	9:28	10:28	11:28	**12:28**	**1:28**	**2:28**	**3:28**	**4:28**	**6:28**	**7:28**	**10:28**
Sylmar/San Fernando	7:43	9:43	10:43	11:43	**12:43**	**1:43**	**2:43**	**3:43**	**4:43**	**6:43**	**7:43**	**10:43**
Sun Valley	7:50	9:50	10:50	11:50	**12:50**	**1:50**	**2:50**	**3:50**	**4:50**	**6:50**	**7:50**	**10:50**
Burbank Airport–North (AVL)	7:54	9:54	10:54	11:54	**12:54**	**1:54**	**2:54**	**3:54**	**4:54**	**6:54**	**7:54**	**10:54**
Burbank–Downtown	8:00	10:00	11:00	**12:00**	**1:00**	**2:00**	**3:00**	**4:00**	**5:00**	**7:00**	**8:00**	**11:00**
Glendale	8:06	10:06	11:06	**12:06**	**1:06**	**2:06**	**3:06**	**4:06**	**5:06**	**7:06**	**8:06**	**11:06**
L.A. Union Station	8:20	10:20	11:20	**12:20**	**1:20**	**2:20**	**3:20**	**4:20**	**5:20**	**7:20**	**8:20**	**11:20**

AM times **PM times**

See Ventura County Line schedule for additional trains to Burbank Airport.

For standard notes and symbols see inside front cover.

SATURDAY–SUNDAY

	1261	1263	1267	1269	1271	1273	1275	1277	1279	1281	1285	1287
L.A. Union Station	7:39	8:39	10:39	11:39	**12:39**	**1:39**	**2:39**	**3:39**	**4:39**	**5:39**	**7:39**	**8:39**
Glendale	7:51	8:51	10:51	11:51	**12:51**	**1:51**	**2:51**	**3:51**	**4:51**	**5:51**	**7:51**	**8:51**
Burbank–Downtown	7:58	8:58	10:58	11:58	**12:58**	**1:58**	**2:58**	**3:58**	**4:58**	**5:58**	**7:58**	**8:58**
Burbank Airport–North (AVL)	8:04	9:04	11:04	**12:04**	**1:04**	**2:04**	**3:04**	**4:04**	**5:04**	**6:04**	**8:04**	**9:04**
Sun Valley	8:08	9:08	11:08	**12:08**	**1:08**	**2:08**	**3:08**	**4:08**	**5:08**	**6:08**	**8:08**	**9:08**
Sylmar/San Fernando	8:16	9:16	11:16	**12:16**	**1:16**	**2:16**	**3:16**	**4:16**	**5:16**	**6:16**	**8:16**	**9:16**
Newhall	8:32	9:32	11:32	**12:32**	**1:32**	**2:32**	**3:32**	**4:32**	**5:32**	**6:32**	**8:32**	**9:32**
Santa Clarita	8:40	9:40	11:40	**12:40**	**1:40**	**2:40**	**3:40**	**4:40**	**5:40**	**6:40**	**8:40**	**9:40**
Via Princessa	8:46	9:46	11:46	**12:46**	**1:46**	**2:46**	**3:46**	**4:46**	**5:46**	**6:46**	**8:46**	**9:46**
Vista Canyon	8:51			**12:51**		**2:51**		**4:51**		**6:51**	**8:51**	
Vincent Grade/Acton	9:30			**1:30**		**3:30**		**5:30**		**7:30**	**9:30**	
Palmdale	9:40			**1:40**		**3:40**		**5:40**		**7:40**	**9:40**	
Lancaster	9:52			**1:52**		**3:52**		**5:52**		**7:52**	**9:52**	

AM times **PM times**

See Ventura County Line schedule for additional trains to Burbank Airport.

For standard notes and symbols see inside fr

MONDAY–FRIDAY

	301	305	309	311	313	317	321	325	329	333	337	341	345	349	353	361
Redlands–Downtown			5:23													
➤ Arrow *arrives* S.B.–Downtown		4:30		6:03	6:33	7:33	8:33	9:31	10:31	11:31	**12:31**	**1:31**	**2:31**	**3:31**	**4:31**	**6:31**
San Bernardino–Downtown *departs*	3:41	4:41	5:41	6:11	6:41	7:41	8:41	9:41	10:41	11:41	**12:41**	**1:41**	**2:41**	**3:41**	**4:41**	**6:41**
San Bernardino Depot	3:46	4:46	5:46	6:16	6:46	7:46	8:46	9:46	10:46	11:46	**12:46**	**1:46**	**2:46**	**3:46**	**4:46**	**6:46**
Rialto	3:54	4:54	5:54	6:24	6:54	7:54	8:54	9:54	10:54	11:54	**12:54**	**1:54**	**2:54**	**3:54**	**4:54**	**6:54**
Fontana	4:00	5:00	6:00	6:30	7:00	8:00	9:00	10:00	11:00	**12:00**	**1:00**	**2:00**	**3:00**	**4:00**	**5:00**	**7:00**
Rancho Cucamonga	4:11	5:11	6:11	6:41	7:11	8:11	9:11	10:11	11:11	**12:11**	**1:11**	**2:11**	**3:11**	**4:11**	**5:11**	**7:11**
Upland	4:19	5:19	6:19	6:49	7:19	8:19	9:19	10:19	11:19	**12:19**	**1:19**	**2:19**	**3:19**	**4:19**	**5:19**	**7:19**
Montclair	4:25	5:25	6:25	6:55	7:25	8:25	9:25	10:25	11:25	**12:25**	**1:25**	**2:25**	**3:25**	**4:25**	**5:25**	**7:25**
Claremont	4:30	5:30	6:30	7:00	7:30	8:30	9:30	10:30	11:30	**12:30**	**1:30**	**2:30**	**3:30**	**4:30**	**5:30**	**7:30**
Pomona–North	4:36	5:36	6:36	7:06	7:36	8:36	9:36	10:36	11:36	**12:36**	**1:36**	**2:36**	**3:36**	**4:36**	**5:36**	**7:36**
Covina	4:47	5:47	6:47	7:17	7:47	8:47	9:47	10:47	11:47	**12:47**	**1:47**	**2:47**	**3:47**	**4:47**	**5:47**	**7:47**
Baldwin Park	4:53	5:53	6:53	7:23	7:53	8:53	9:53	10:53	11:53	**12:53**	**1:53**	**2:53**	**3:53**	**4:53**	**5:53**	**7:53**
El Monte	5:04	6:04	7:04	7:34	8:04	9:04	10:04	11:04	**12:04**	**1:04**	**2:04**	**3:04**	**4:04**	**5:04**	**6:04**	**8:04**
Cal State L.A.	5:15	6:15	7:15	7:45	8:15	9:15	10:15	11:15	**12:15**	**1:15**	**2:15**	**3:15**	**4:15**	**5:15**	**6:15**	**8:15**
L.A. Union Station	5:31	6:31	7:31	8:01	8:31	9:31	10:31	11:31	**12:31**	**1:31**	**2:31**	**3:31**	**4:31**	**5:31**	**6:31**	**8:31**

AM times **PM times**

See Arrow schedule on pages 23-25.

For standard notes and symbols see inside front cover.

MONDAY–FRIDAY

	300	304	308	312	316	320	324	328	332	336	340	342	344	348	352	360
L.A. Union Station	6:38	7:38	8:38	9:38	10:38	11:38	**12:38**	**1:38**	**2:38**	**3:38**	**4:38**	**5:08**	**5:38**	**6:38**	**7:38**	**9:38**
Cal State L.A.	6:53	7:53	8:53	9:53	10:53	11:53	**12:53**	**1:53**	**2:53**	**3:53**	**4:53**	**5:23**	**5:53**	**6:53**	**7:53**	**9:53**
El Monte	7:08	8:08	9:08	10:08	11:08	**12:08**	**1:08**	**2:08**	**3:08**	**4:08**	**5:08**	**5:38**	**6:08**	**7:08**	**8:08**	**10:08**
Baldwin Park	7:18	8:18	9:18	10:18	11:18	**12:18**	**1:18**	**2:18**	**3:18**	**4:18**	**5:18**	**5:48**	**6:18**	**7:18**	**8:18**	**10:18**
Covina	7:25	8:25	9:25	10:25	11:25	**12:25**	**1:25**	**2:25**	**3:25**	**4:25**	**5:25**	**5:55**	**6:25**	**7:25**	**8:25**	**10:25**
Pomona–North	7:39	8:39	9:39	10:39	11:39	**12:39**	**1:39**	**2:39**	**3:39**	**4:39**	**5:39**	**6:09**	**6:39**	**7:39**	**8:39**	**10:39**
Claremont	7:45	8:45	9:45	10:45	11:45	**12:45**	**1:45**	**2:45**	**3:45**	**4:45**	**5:45**	**6:15**	**6:45**	**7:45**	**8:45**	**10:45**
Montclair	7:49	8:49	9:49	10:49	11:49	**12:49**	**1:49**	**2:49**	**3:49**	**4:49**	**5:49**	**6:19**	**6:49**	**7:49**	**8:49**	**10:49**
Upland	7:54	8:54	9:54	10:54	11:54	**12:54**	**1:54**	**2:54**	**3:54**	**4:54**	**5:54**	**6:24**	**6:54**	**7:54**	**8:54**	**10:54**
Rancho Cucamonga	8:01	9:01	10:01	11:01	**12:01**	**1:01**	**2:01**	**3:01**	**4:01**	**5:01**	**6:01**	**6:31**	**7:01**	**8:01**	**9:01**	**11:01**
Fontana	8:10	9:10	10:10	11:10	**12:10**	**1:10**	**2:10**	**3:10**	**4:10**	**5:10**	**6:10**	**6:40**	**7:10**	**8:10**	**9:10**	**11:10**
Rialto	8:16	9:16	10:16	11:16	**12:16**	**1:16**	**2:16**	**3:16**	**4:16**	**5:16**	**6:16**	**6:46**	**7:16**	**8:16**	**9:16**	**11:16**
San Bernardino Depot	8:24	9:24	10:24	11:24	**12:24**	**1:24**	**2:24**	**3:24**	**4:24**	**5:24**	**6:24**	**6:54**	**7:24**	**8:24**	**9:24**	**11:24**
San Bernardino–Downtown *arrives*	8:29	9:29	10:29	11:29	**12:29**	**1:29**	**2:29**	**3:29**	**4:29**	**5:29**	**6:29**	**6:59**	**7:29**	**8:29**	**9:29**	**11:29**
➤ Arrow *departs* S.B.–Downtown	8:39	9:39	10:39	11:39	**12:39**	**1:39**	**2:39**	**3:39**	**4:39**	**5:39**	**6:38**		**7:38**	**8:38**	**9:38**	
Redlands–Downtown												**7:19**				

AM times **PM times**

See Arrow schedule on pages 23-25.

For standard notes and symbols see inside fr

San Bernardino → L.A.

SATURDAY–SUNDAY

	1351	1353	1357	1359	1363	1367	1373	1377
➤ Arrow *arrives* S.B.–Dtwn	6:28	8:28	11:28	**12:28**	**1:28**	**2:28**	**5:24**	**7:28**
San Bernardino–Downtown *dep*	6:38	8:38	11:38	**12:38**	**1:38**	**2:38**	**5:38**	**7:38**
San Bernardino Depot	6:41	8:41	11:41	**12:41**	**1:41**	**2:41**	**5:41**	**7:41**
Rialto	6:48	8:48	11:48	**12:48**	**1:48**	**2:48**	**5:48**	**7:48**
Fontana	6:55	8:55	11:55	**12:55**	**1:55**	**2:55**	**5:55**	**7:55**
Rancho Cucamonga	7:04	9:04	**12:04**	**1:04**	**2:04**	**3:04**	**6:04**	**8:04**
Upland	7:12	9:12	**12:12**	**1:12**	**2:12**	**3:12**	**6:12**	**8:12**
Montclair	7:18	9:18	**12:18**	**1:18**	**2:18**	**3:18**	**6:18**	**8:18**
Claremont	7:21	9:21	**12:21**	**1:21**	**2:21**	**3:21**	**6:21**	**8:21**
Pomona–North	7:26	9:26	**12:26**	**1:26**	**2:26**	**3:26**	**6:26**	**8:26**
Covina	7:37	9:37	**12:37**	**1:37**	**2:37**	**3:37**	**6:37**	**8:37**
Baldwin Park	7:44	9:44	**12:44**	**1:44**	**2:44**	**3:44**	**6:44**	**8:44**
El Monte	7:55	9:55	**12:55**	**1:55**	**2:55**	**3:55**	**6:55**	**8:55**
Cal State L.A.	8:08	10:08	**1:08**	**2:08**	**3:08**	**4:08**	**7:08**	**9:08**
L.A. Union Station	8:22	10:22	**1:22**	**2:22**	**3:22**	**4:22**	**7:22**	**9:22**

L.A. → San Bernardino

SATURDAY–SUNDAY

	1352	1354	1358	1362	1364	1366	1372	1376
L.A. Union Station	8:38	10:38	**1:38**	**2:38**	**3:38**	**4:38**	**7:38**	**9:38**
Cal State L.A.	8:48	10:48	**1:48**	**2:48**	**3:48**	**4:48**	**7:48**	**9:48**
El Monte	8:59	10:59	**1:59**	**2:59**	**3:59**	**4:59**	**7:59**	**9:59**
Baldwin Park	9:10	11:10	**2:10**	**3:10**	**4:10**	**5:10**	**8:10**	**10:10**
Covina	9:17	11:17	**2:17**	**3:17**	**4:17**	**5:17**	**8:17**	**10:17**
Pomona–North	9:30	11:30	**2:30**	**3:30**	**4:30**	**5:30**	**8:30**	**10:30**
Claremont	9:36	11:36	**2:36**	**3:36**	**4:36**	**5:36**	**8:36**	**10:36**
Montclair	9:40	11:40	**2:40**	**3:40**	**4:40**	**5:40**	**8:40**	**10:40**
Upland	9:45	11:45	**2:45**	**3:45**	**4:45**	**5:45**	**8:45**	**10:45**
Rancho Cucamonga	9:52	11:52	**2:52**	**3:52**	**4:52**	**5:52**	**8:52**	**10:52**
Fontana	10:03	**12:03**	**3:03**	**4:03**	**5:03**	**6:03**	**9:03**	**11:03**
Rialto	10:09	**12:09**	**3:09**	**4:09**	**5:09**	**6:09**	**9:09**	**11:09**
San Bernardino Depot	10:16	**12:16**	**3:16**	**4:16**	**5:16**	**6:16**	**9:16**	**11:16**
San Bernardino–Downtown *arr*	10:23	**12:23**	**3:23**	**4:23**	**5:23**	**6:23**	**9:23**	**11:23**
➤ Arrow *departs* S.B.–Dtwn	10:32	**12:36**	**3:32**	**4:32**	**5:32**	**6:37**	**9:32**	

AM times **PM times**

See Arrow schedule on pages 23-25.

For standard notes and symbols see inside front cover.

MONDAY–FRIDAY MORNING

	3801	3803	309	3805	3807	3809	3811	3813	3815	3817	3819	3821
Redlands–University	4:08	4:41		5:41	6:11	6:41	7:11	7:41	8:11	9:09	10:09	11:09
Redlands–Downtown	4:13	4:46	5:23	5:46	6:16	6:46	7:16	7:46	8:16	9:14	10:14	11:14
Redlands–Esri	4:16	4:49	↓	5:49	6:19	6:49	7:19	7:49	8:19	9:17	10:17	11:17
San Bernardino–Tippecanoe	4:23	4:56	↓	5:56	6:26	6:56	7:26	7:56	8:26	9:24	10:24	11:24
San Bernardino–Downtown *arrives*	4:30	5:03	↓	6:03	6:33	7:03	7:33	8:03	8:33	9:31	10:31	11:31
➤ SB Line Train to L.A. *departs*	4:41		5:41	6:11	6:41		7:41		8:41	9:41	10:41	11:41

MONDAY–FRIDAY AFTERNOON & EVENING

	3823	3825	3827	3829	3831	3833	3835	3837	3839	3841	3843	3845
Redlands–University	**12:09**	**1:09**	**2:09**	**3:09**	**4:09**	**5:09**	**6:09**	**8:07**	**8:37**	**9:07**	**10:07**	**11:07**
Redlands–Downtown	**12:14**	**1:14**	**2:14**	**3:14**	**4:14**	**5:14**	**6:14**	**8:12**	**8:42**	**9:12**	**10:12**	**11:12**
Redlands–Esri	**12:17**	**1:17**	**2:17**	**3:17**	**4:17**	**5:17**	**6:17**	**8:15**	**8:45**	**9:15**	**10:15**	**11:15**
San Bernardino–Tippecanoe	**12:24**	**1:24**	**2:24**	**3:24**	**4:24**	**5:24**	**6:24**	**8:22**	**8:52**	**9:22**	**10:22**	**11:22**
San Bernardino–Downtown *arrives*	**12:31**	**1:31**	**2:31**	**3:31**	**4:31**	**5:31**	**6:31**	**8:29**	**8:59**	**9:29**	**10:29**	**11:29**
➤ SB Line Train to L.A. *departs*	**12:41**	**1:41**	**2:41**	**3:41**	**4:41**		**6:41**					

AM times **PM times**

See San Bernardino Line schedule on pages 20-22.

For standard notes and symbols see inside fr

MONDAY–FRIDAY MORNING

	3800	3802	3804	3806	3808	3810	3812	3814	3816	3818	3820	3822
➤ SB Line Train from L.A. *arrives*									8:29	9:29	10:29	11:29
San Bernardino–Downtown *departs*	3:39	4:12	4:38	5:42	6:12	6:42	7:12	7:42	8:39	9:39	10:39	11:39
San Bernardino–Tippecanoe	3:47	4:19	4:45	5:49	6:19	6:49	7:19	7:49	8:46	9:46	10:46	11:46
Redlands–Esri	3:54	4:26	4:56	5:56	6:26	6:56	7:26	7:56	8:53	9:53	10:53	11:53
Redlands–Downtown	3:58	4:30	4:59	6:00	6:30	7:00	7:30	8:00	8:57	9:57	10:57	11:57
Redlands–University	4:01	4:34	5:03	6:04	6:34	7:04	7:34	8:04	9:01	10:01	11:01	**12:01**

MONDAY–FRIDAY AFTERNOON & EVENING

	3824	3826	3828	3830	3832	3834	3836	342	3838	3840	3842	3844
➤ SB Line Train from L.A. *arrives*	**12:29**	**1:29**	**2:29**	**3:29**	**4:29**	**5:29**	**6:29**	see pg.21	**7:29**	**8:29**	**9:29**	
San Bernardino–Downtown *departs*	**12:39**	**1:39**	**2:39**	**3:39**	**4:39**	**5:39**	**6:38**	**6:59**	**7:38**	**8:38**	**9:38**	**10:38**
San Bernardino–Tippecanoe	**12:46**	**1:46**	**2:46**	**3:46**	**4:46**	**5:46**	**6:46**	|	**7:46**	**8:46**	**9:46**	**10:46**
Redlands–Esri	**12:53**	**1:53**	**2:53**	**3:53**	**4:53**	**5:53**	**6:53**	|	**7:53**	**8:53**	**9:53**	**10:53**
Redlands–Downtown	**12:57**	**1:57**	**2:57**	**3:57**	**4:57**	**5:57**	**6:57**	**7:19**	**7:57**	**8:57**	**9:57**	**10:57**
Redlands–University	**1:01**	**2:01**	**3:01**	**4:01**	**5:01**	**6:01**	**7:00**		**8:00**	**9:00**	**10:00**	**11:00**

AM times **PM times**

See San Bernardino Line schedule on pages 20-22.

For standard notes and symbols see inside front cover.

Redlands → S.B.

SATURDAY–SUNDAY

	3853	3855	3857	3859	3861	3863	3865	3867	3869	3871	3873	3875	3877	3879	3881	3883
Redlands–University	6:06	7:05	8:06	9:54	11:06	**12:06**	**1:06**	**2:06**	**4:02**	**5:02**	**6:02**	**7:06**	**9:02**	**10:05**	**10:35**	**11:10**
Redlands–Downtown	6:11	7:10	8:11	9:59	11:11	**12:11**	**1:11**	**2:11**	**4:07**	**5:07**	**6:07**	**7:11**	**9:07**	**10:09**	**10:39**	**11:15**
Redlands–Esri	6:14	7:13	8:14	10:02	11:14	**12:14**	**1:14**	**2:14**	**4:10**	**5:10**	**6:10**	**7:14**	**9:10**			**11:18**
San Bernardino–Tippecanoe	6:21	7:20	8:21	10:09	11:21	**12:21**	**1:21**	**2:21**	**4:17**	**5:17**	**6:17**	**7:21**	**9:17**			**11:25**
San Bernardino–Downtown	6:28	7:27	8:28	10:16	11:28	**12:28**	**1:28**	**2:28**	**4:24**	**5:24**	**6:24**	**7:28**	**9:24**			**11:32**
➤ SB Line Train to L.A. *departs*	6:38		8:38		11:38	**12:38**	**1:38**	**2:38**		**5:38**		**7:38**				

S.B. → Redlands

SATURDAY–SUNDAY

	3852	3854	3856	3858	3860	3862	3864	3866	3868	3870	3872	3874	3876	3878	3880	3882
➤ SB Line Train from L.A. *arrives*					10:23		**12:23**		**3:23**	**4:23**	**5:23**	**6:23**		**9:23**		
San Bernardino–Downtown	5:34	6:36	7:36	9:25	10:32	11:36	**12:36**	**1:36**	**3:32**	**4:32**	**5:32**	**6:37**	**8:32**	**9:32**		
San Bernardino–Tippecanoe	5:41	6:43	7:43	9:32	10:39	11:43	**12:43**	**1:43**	**3:39**	**4:39**	**5:39**	**6:44**	**8:39**	**9:39**		
Redlands–Esri	5:48	6:50	7:50	9:39	10:46	11:50	**12:50**	**1:50**	**3:46**	**4:46**	**5:46**	**6:51**	**8:46**	**9:46**		
Redlands–Downtown	5:51	6:53	7:53	9:42	10:49	11:53	**12:53**	**1:53**	**3:49**	**4:49**	**5:49**	**6:54**	**8:49**	**9:49**	**10:18**	**10:55**
Redlands–University	5:56	6:58	7:58	9:47	10:54	11:58	**12:58**	**1:58**	**3:54**	**4:54**	**5:54**	**6:59**	**8:54**	**9:54**	**10:23**	**11:00**

AM times **PM times**

See San Bernardino Line schedule on pages 20-22.

For standard notes and symbols see inside fr

MONDAY–FRIDAY

Arrow ➤ SB Line	3801	305	309	3805	311	3807	313	3811	317	3815	321	3817	325	•••	3831	353	3835	361
Redlands–University	4:08			5:41		6:11		7:11		8:11		9:09			4:09		6:09	
Redlands–Downtown	4:13		5:23	5:46		6:16		7:16		8:16		9:14			4:14		6:14	
Redlands–Esri	4:16		↓	5:49		6:19		7:19		8:19		9:17			4:17		6:17	
San Bernardino–Tippecanoe	4:23			5:56		6:26		7:26		8:26		9:24			4:24		6:24	
San Bernardino–Downtown	4:30 ➤	4:41	5:41	6:03 ➤	6:11	6:33 ➤	6:41	7:33 ➤	7:41	8:33 ➤	8:41	9:31 ➤	9:41	Then at the same minutes past each hour until...	4:31 ➤	4:41	6:31 ➤	6:41
San Bernardino Depot		4:46	5:46		6:16		6:46		7:46		8:46		9:46			4:46		6:46
Rialto		4:54	5:54		6:24		6:54		7:54		8:54		9:54			4:54		6:54
Fontana		5:00	6:00		6:30		7:00		8:00		9:00		10:00			5:00		7:00
Rancho Cucamonga		5:11	6:11		6:41		7:11		8:11		9:11		10:11			5:11		7:11
Upland		5:19	6:19		6:49		7:19		8:19		9:19		10:19			5:19		7:19
Montclair		5:25	6:25		6:55		7:25		8:25		9:25		10:25			5:25		7:25
Claremont		5:30	6:30		7:00		7:30		8:30		9:30		10:30			5:30		7:30
Pomona–North		5:36	6:36		7:06		7:36		8:36		9:36		10:36			5:36		7:36
Covina		5:47	6:47		7:17		7:47		8:47		9:47		10:47			5:47		7:47
Baldwin Park		5:53	6:53		7:23		7:53		8:53		9:53		10:53			5:53		7:53
El Monte		6:04	7:04		7:34		8:04		9:04		10:04		11:04			6:04		8:04
Cal State L.A.		6:15	7:15		7:45		8:15		9:15		10:15		11:15			6:15		8:15
L.A. Union Station		6:31	7:31		8:01		8:31		9:31		10:31		11:31			6:31		8:31

AM times **PM times**

For standard notes and symbols see inside front cover.

MONDAY–FRIDAY

SB Line ➤ Arrow	300	3816	304	3818	•••	336	3834	340	3836	342	344	3838	348	3840	352	3842
L.A. Union Station	6:38		7:38			3:38		4:38		5:08	5:38		6:38		7:38	
Cal State L.A.	6:53		7:53			3:53		4:53		5:23	5:53		6:53		7:53	
El Monte	7:08		8:08			4:08		5:08		5:38	6:08		7:08		8:08	
Baldwin Park	7:18		8:18			4:18		5:18		5:48	6:18		7:18		8:18	
Covina	7:25		8:25			4:25		5:25		5:55	6:25		7:25		8:25	
Pomona–North	7:39		8:39			4:39		5:39		6:09	6:39		7:39		8:39	
Claremont	7:45		8:45			4:45		5:45		6:15	6:45		7:45		8:45	
Montclair	7:49		8:49			4:49		5:49		6:19	6:49		7:49		8:49	
Upland	7:54		8:54			4:54		5:54		6:24	6:54		7:54		8:54	
Rancho Cucamonga	8:01		9:01			5:01		6:01		6:31	7:01		8:01		9:01	
Fontana	8:10		9:10			5:10		6:10		6:40	7:10		8:10		9:10	
Rialto	8:16		9:16			5:16		6:16		6:46	7:16		8:16		9:16	
San Bernardino Depot	8:24		9:24			5:24		6:24		6:54	7:24		8:24		9:24	
San Bernardino–Downtown	8:29 ➤	8:39	9:29 ➤	9:39		5:29 ➤	5:39	6:29 ➤	6:38	6:59	7:29 ➤	7:38	8:29 ➤	8:38	9:29 ➤	9:38
San Bernardino–Tippecanoe		8:46		9:46			5:46		6:46	↓		7:46		8:46		9:46
Redlands–Esri		8:53		9:53			5:53		6:53	7:19		7:53		8:53		9:53
Redlands–Downtown		8:57		9:57			5:57		6:57			7:57		8:57		9:57
Redlands–University		9:01		10:01			6:01		7:00			8:00		9:00		10:00

Then at the same minutes past each hour until...

AM times **PM times**

For standard notes and symbols see inside fr

Redlands → L.A.

SATURDAY–SUNDAY

Arrow	3853	3857	3861	3863	3865	3867	3871	3875
Redlands–University	6:06	8:06	11:06	**12:06**	**1:06**	**2:06**	**5:02**	**7:06**
Redlands–Downtown	6:11	8:11	11:11	**12:11**	**1:11**	**2:11**	**5:07**	**7:11**
Redlands–Esri	6:14	8:14	11:14	**12:14**	**1:14**	**2:14**	**5:10**	**7:14**
San Bernardino–Tippecanoe	6:21	8:21	11:21	**12:21**	**1:21**	**2:21**	**5:17**	**7:21**
San Bernardino–Downtown	6:28	8:28	11:28	**12:28**	**1:28**	**2:28**	**5:24**	**7:28**
San Bernardino Line	**1351**	**1353**	**1357**	**1359**	**1363**	**1367**	**1373**	**1377**
San Bernardino–Downtown	6:38	8:38	11:38	**12:38**	**1:38**	**2:38**	**5:38**	**7:38**
San Bernardino Depot	6:41	8:41	11:41	**12:41**	**1:41**	**2:41**	**5:41**	**7:41**
Rialto	6:48	8:48	11:48	**12:48**	**1:48**	**2:48**	**5:48**	**7:48**
Fontana	6:55	8:55	11:55	**12:55**	**1:55**	**2:55**	**5:55**	**7:55**
Rancho Cucamonga	7:04	9:04	**12:04**	**1:04**	**2:04**	**3:04**	**6:04**	**8:04**
Upland	7:12	9:12	**12:12**	**1:12**	**2:12**	**3:12**	**6:12**	**8:12**
Montclair	7:18	9:18	**12:18**	**1:18**	**2:18**	**3:18**	**6:18**	**8:18**
Claremont	7:21	9:21	**12:21**	**1:21**	**2:21**	**3:21**	**6:21**	**8:21**
Pomona–North	7:26	9:26	**12:26**	**1:26**	**2:26**	**3:26**	**6:26**	**8:26**
Covina	7:37	9:37	**12:37**	**1:37**	**2:37**	**3:37**	**6:37**	**8:37**
Baldwin Park	7:44	9:44	**12:44**	**1:44**	**2:44**	**3:44**	**6:44**	**8:44**
El Monte	7:55	9:55	**12:55**	**1:55**	**2:55**	**3:55**	**6:55**	**8:55**
Cal State L.A.	8:08	10:08	**1:08**	**2:08**	**3:08**	**4:08**	**7:08**	**9:08**
L.A. Union Station	8:22	10:22	**1:22**	**2:22**	**3:22**	**4:22**	**7:22**	**9:22**

AM times **PM times**

L.A. → Redlands

SATURDAY–SUNDAY

San Bernardino Line	1352	1354	1358	1362	1364	1366	1372
L.A. Union Station	8:38	10:38	**1:38**	**2:38**	**3:38**	**4:38**	**7:38**
Cal State L.A.	8:48	10:48	**1:48**	**2:48**	**3:48**	**4:48**	**7:48**
El Monte	8:59	10:59	**1:59**	**2:59**	**3:59**	**4:59**	**7:59**
Baldwin Park	9:10	11:10	**2:10**	**3:10**	**4:10**	**5:10**	**8:10**
Covina	9:17	11:17	**2:17**	**3:17**	**4:17**	**5:17**	**8:17**
Pomona–North	9:30	11:30	**2:30**	**3:30**	**4:30**	**5:30**	**8:30**
Claremont	9:36	11:36	**2:36**	**3:36**	**4:36**	**5:36**	**8:36**
Montclair	9:40	11:40	**2:40**	**3:40**	**4:40**	**5:40**	**8:40**
Upland	9:45	11:45	**2:45**	**3:45**	**4:45**	**5:45**	**8:45**
Rancho Cucamonga	9:52	11:52	**2:52**	**3:52**	**4:52**	**5:52**	**8:52**
Fontana	10:03	**12:03**	**3:03**	**4:03**	**5:03**	**6:03**	**9:03**
Rialto	10:09	**12:09**	**3:09**	**4:09**	**5:09**	**6:09**	**9:09**
San Bernardino Depot	10:16	**12:16**	**3:16**	**4:16**	**5:16**	**6:16**	**9:16**
San Bernardino–Downtown	10:23	**12:23**	**3:23**	**4:23**	**5:23**	**6:23**	**9:23**
Arrow	**3860**	**3864**	**3868**	**3870**	**3872**	**3874**	**3878**
San Bernardino–Downtown	10:32	**12:36**	**3:32**	**4:32**	**5:32**	**6:37**	**9:32**
San Bernardino–Tippecanoe	10:39	**12:43**	**3:39**	**4:39**	**5:39**	**6:44**	**9:39**
Redlands–Esri	10:46	**12:50**	**3:46**	**4:46**	**5:46**	**6:51**	**9:46**
Redlands–Downtown	10:49	**12:53**	**3:49**	**4:49**	**5:49**	**6:54**	**9:49**
Redlands–University	10:54	**12:58**	**3:54**	**4:54**	**5:54**	**6:59**	**9:54**

For standard notes and symbols see inside front cover.

Riverside → L.A.

MONDAY–FRIDAY

	401	403	405	407	419
Riverside–Downtown	3:54	4:54	5:54	6:54	**12:54**
Jurupa Valley/Pedley	4:09	5:09	6:09	7:09	**1:09**
Ontario–East	4:21	5:21	6:21	7:21	**1:21**
Pomona–Downtown	4:34	5:34	6:34	7:34	**1:34**
Industry	4:43	5:43	6:43	7:43	**1:43**
Montebello/Commerce	5:04	6:04	7:04	8:04	**2:04**
L.A. Union Station	5:25	6:25	7:25	8:25	**2:25**

See 91/PV Line schedule for additional trains between L.A. Union Station and Riverside–Downtown.

AM times **PM times**

L.A. → Riverside

MONDAY–FRIDAY

	400	410	412	414	416
L.A. Union Station	10:35	**3:35**	**4:35**	**5:35**	**6:35**
Montebello/Commerce	10:55	**3:55**	**4:55**	**5:55**	**6:55**
Industry	11:13	**4:13**	**5:13**	**6:13**	**7:13**
Pomona–Downtown	11:23	**4:23**	**5:23**	**6:23**	**7:23**
Ontario–East	11:35	**4:35**	**5:35**	**6:35**	**7:35**
Jurupa Valley/Pedley	11:47	**4:47**	**5:47**	**6:47**	**7:47**
Riverside–Downtown	**12:06**	**5:06**	**6:06**	**7:06**	**8:06**

NO SATURDAY–SUNDAY SERVICE ON THIS LINE

For standard notes and symbols see inside fr

MONDAY–FRIDAY

	701	703	705	707	713	719
Perris–South	4:20	5:20	6:20		10:20	**1:20**
Perris–Downtown	4:25	5:25	6:25		10:25	**1:25**
Moreno Valley/March Field	4:37	5:37	6:37		10:37	**1:37**
Riverside–Hunter Park/UCR	4:53	5:53	6:53		10:53	**1:53**
Riverside–Downtown	5:01	6:01	7:01	8:01	11:01	**2:01**
Riverside–La Sierra	5:13	6:13	7:13	8:13	11:13	**2:13**
Corona–North Main	5:21	6:21	7:21	8:21	11:21	**2:21**
Corona–West	5:26	6:26	7:26	8:26	11:26	**2:26**
Fullerton	5:50	6:50	7:50	8:50	11:50	**2:50**
Buena Park	5:56	6:56	7:56	8:56	11:56	**2:56**
Norwalk/Santa Fe Springs	6:03	7:03	8:03	9:03	**12:03**	**3:03**
Commerce	↓	↓	↓	↓	↓	↓
L.A. Union Station	6:29	7:29	8:29	9:29	**12:29**	**3:29**

SATURDAY–SUNDAY

	1751	1753
Perris–South	7:07	8:10
Perris–Downtown	7:11	8:14
Moreno Valley/March Field	7:24	8:26
Riverside–Hunter Park/UCR	7:40	8:42
Riverside–Downtown	7:48	8:51
Riverside–La Sierra	8:00	9:03
Corona–North Main	8:08	9:11
Corona–West	8:14	9:16
Fullerton	8:38	9:40
Buena Park	8:44	9:46
Norwalk/Santa Fe Springs	8:51	9:53
Commerce	↓	↓
L.A. Union Station	9:19	10:21

See Orange County Line and IE-OC Line schedules for additional trains along this corridor.
See Riverside Line schedule for additional trains between L.A. Union Station and Riverside–Downtown.

AM times **PM times**

For standard notes and symbols see inside front cover.

MONDAY–FRIDAY

	700	708	720	732	736	740
L.A. Union Station	7:33	9:33	**12:33**	**3:33**	**4:33**	**5:33**
Commerce	↓	↓	↓	↓	↓	↓
Norwalk/Santa Fe Springs	7:57	9:57	**12:57**	**3:57**	**4:57**	**5:57**
Buena Park	8:06	10:06	**1:06**	**4:06**	**5:06**	**6:06**
Fullerton	8:12	10:12	**1:12**	**4:12**	**5:12**	**6:12**
Corona–West	8:36	10:36	**1:36**	**4:36**	**5:36**	**6:36**
Corona–North Main	8:41	10:41	**1:41**	**4:41**	**5:41**	**6:41**
Riverside–La Sierra	8:49	10:49	**1:49**	**4:49**	**5:49**	**6:49**
Riverside–Downtown	9:03	11:03	**2:03**	**5:03**	**6:03**	**7:03**
Riverside–Hunter Park/UCR	9:11	11:11		**5:11**	**6:11**	**7:11**
Moreno Valley/March Field	9:27	11:27		**5:27**	**6:27**	**7:27**
Perris–Downtown	9:38	11:38		**5:38**	**6:38**	**7:38**
Perris–South	9:47	11:47		**5:47**	**6:47**	**7:47**

SATURDAY–SUNDAY

	1752	1754
L.A. Union Station	**3:25**	**7:20**
Commerce	↓	↓
Norwalk/Santa Fe Springs	**3:49**	**7:43**
Buena Park	**3:56**	**7:51**
Fullerton	**4:02**	**7:57**
Corona–West	**4:26**	**8:21**
Corona–North Main	**4:32**	**8:27**
Riverside–La Sierra	**4:40**	**8:34**
Riverside–Downtown	**4:52**	**8:47**
Riverside–Hunter Park/UCR	**4:59**	**9:04**
Moreno Valley/March Field	**5:16**	**9:20**
Perris–Downtown	**5:27**	**9:33**
Perris–South	**5:37**	**9:39**

AM times **PM times**

For standard notes and symbols see inside fr

MONDAY–FRIDAY

	601	603	605	607	609	611	617	621	625	627	824	629
Oceanside	4:18	5:18						**2:18**				
San Clemente Pier	↓	↓						↓				
San Clemente	4:44	5:44						**2:44**				
San Juan Capistrano	4:56	5:56						**2:56**				
Laguna Niguel/Mission Viejo	5:02	6:02	7:02	8:02	9:02	10:02	**1:02**	**3:02**	**5:02**	**6:02**	**6:27**	**7:02**
Irvine	5:12	6:12	7:12	8:12	9:12	10:12	**1:12**	**3:12**	**5:12**	**6:12**	**6:38**	**7:12**
Tustin	5:20	6:20	7:20	8:20	9:20	10:20	**1:20**	**3:20**	**5:20**	**6:20**	**6:45**	**7:20**
Santa Ana	5:26	6:26	7:26	8:26	9:26	10:26	**1:26**	**3:26**	**5:26**	**6:26**	**6:52**	**7:26**
Orange	5:31	6:31	7:31	8:31	9:31	10:31	**1:31**	**3:31**	**5:31**	**6:31**	**6:59**	**7:31**
Anaheim	5:36	6:36	7:36	8:36	9:36	10:36	**1:36**	**3:36**	**5:36**	**6:36**		**7:36**
Fullerton	5:43	6:43	7:43	8:43	9:43	10:43	**1:43**	**3:43**	**5:43**	**6:43**		**7:43**
Buena Park	5:49	6:49	7:49	8:49	9:49	10:49	**1:49**	**3:49**	**5:49**	**6:49**		**7:49**
Norwalk/Santa Fe Springs	5:57	6:57	7:57	8:57	9:57	10:57	**1:57**	**3:57**	**5:57**	**6:57**		**7:57**
Commerce	6:07	7:07	8:07	9:07	↓	↓	↓	↓	↓	↓		↓
L.A. Union Station	6:20	7:20	8:20	9:20	10:20	11:20	**2:20**	**4:20**	**6:20**	**7:20**		**8:20**

AM times **PM times**

See 91/PV Line, IE-OC Line and Amtrak Pacific Surfliner schedules for additional trains along this corridor.

For standard notes and symbols see inside front cover.

MONDAY–FRIDAY

	803	602	604	606	608	612	616	618	620	622	624	626
L.A. Union Station		5:40	6:40	7:40	8:40	10:40	**12:40**	**1:24**	**2:40**	**3:40**	**4:40**	**5:40**
Commerce		↓	↓	↓	↓	↓	↓	↓	↓	**3:54**	**4:54**	**5:54**
Norwalk/Santa Fe Springs		6:05	7:05	8:05	9:05	11:05	**1:05**	**1:49**	**3:05**	**4:05**	**5:05**	**6:05**
Buena Park		6:12	7:12	8:12	9:12	11:12	**1:12**	**1:56**	**3:12**	**4:12**	**5:12**	**6:12**
Fullerton		6:18	7:18	8:18	9:18	11:18	**1:18**	**2:02**	**3:18**	**4:18**	**5:18**	**6:18**
Anaheim		6:25	7:25	8:25	9:25	11:25	**1:25**	**2:09**	**3:25**	**4:25**	**5:25**	**6:25**
Orange	6:03	6:30	7:30	8:30	9:30	11:30	**1:30**	**2:14**	**3:30**	**4:30**	**5:30**	**6:30**
Santa Ana	6:09	6:35	7:35	8:35	9:35	11:35	**1:35**	**2:19**	**3:35**	**4:35**	**5:35**	**6:35**
Tustin	6:15	6:41	7:41	8:41	9:41	11:41	**1:41**	**2:25**	**3:41**	**4:41**	**5:41**	**6:41**
Irvine	6:23	6:48	7:48	8:48	9:48	11:48	**1:48**	**2:32**	**3:48**	**4:48**	**5:48**	**6:48**
Laguna Niguel/Mission Viejo	6:37	6:57	7:57	8:57	9:58	11:57	**1:57**	**2:42**	**3:57**	**4:57**	**5:58**	**6:58**
San Juan Capistrano					10:05						**6:05**	**7:05**
San Clemente					10:15						**6:15**	**7:15**
San Clemente Pier					↓						↓	↓
Oceanside					10:38						**6:38**	**7:38**

AM times **PM times**

See 91/PV Line, IE-OC Line and Amtrak Pacific Surfliner schedules for additional trains along this corridor.

For standard notes and symbols see inside fr

Orange County Line

Oceanside → L.A.

SATURDAY–SUNDAY

	1661	1663	1665	1858	1667	1860
Oceanside	8:27	11:24	**1:28**	**2:35**	**5:23**	**6:23**
San Clemente Pier	8:50	11:52	**1:52**	**2:59**	**5:47**	**6:50**
San Clemente	8:53	11:55	**1:55**	**3:02**	**5:50**	**6:53**
San Juan Capistrano	9:05	**12:05**	**2:05**	**3:12**	**6:03**	**7:03**
Laguna Niguel/Mission Viejo	9:11	**12:12**	**2:12**	**3:18**	**6:10**	**7:14**
Irvine	9:21	**12:22**	**2:23**	**3:28**	**6:21**	**7:24**
Tustin	9:28	**12:29**	**2:30**	**3:35**	**6:28**	**7:30**
Santa Ana	9:35	**12:35**	**2:37**	**3:41**	**6:35**	**7:37**
Orange	9:40	**12:41**	**2:43**	**3:47**	**6:41**	**7:42**
Anaheim	9:45	**12:46**	**2:48**		**6:46**	
Fullerton	9:53	**12:53**	**2:56**		**6:54**	
Buena Park	9:58	**12:59**	**3:02**		**7:00**	
Norwalk/Santa Fe Springs	10:05	**1:06**	**3:10**		**7:08**	
Commerce	↓	↓	↓		↓	
L.A. Union Station	10:34	**1:34**	**3:39**		**7:38**	

L.A. → Oceanside

SATURDAY–SUNDAY

	1857	1660	1859	1662	1664	1668
L.A. Union Station		8:40		10:50	**2:00**	**4:27**
Commerce		↓		↓	↓	↓
Norwalk/Santa Fe Springs		9:03		11:13	**2:24**	**4:50**
Buena Park		9:10		11:21	**2:31**	**4:58**
Fullerton		9:16		11:27	**2:37**	**5:04**
Anaheim		9:24		11:35	**2:45**	**5:12**
Orange	8:20	9:29	10:18	11:40	**2:50**	**5:17**
Santa Ana	8:25	9:35	10:23	11:45	**2:55**	**5:22**
Tustin	8:32	9:41	10:30	11:51	**3:01**	**5:28**
Irvine	8:40	9:49	10:37	11:59	**3:09**	**5:36**
Laguna Niguel/Mission Viejo	8:50	10:00	10:47	**12:09**	**3:19**	**5:46**
San Juan Capistrano	8:55	10:06	10:54	**12:15**	**3:25**	**5:52**
San Clemente	9:05	10:16	11:04	**12:25**	**3:38**	**6:05**
San Clemente Pier	9:10	10:20	11:09	**12:28**	**3:41**	**6:08**
Oceanside	9:36	10:48	11:36	**12:55**	**4:08**	**6:35**

AM times **PM times**

See 91/PV Line, IE-OC Line and Amtrak Pacific Surfliner schedules for additional trains along this corridor.

For standard notes and symbols see inside front cover.

DAILY

	A761	A765	A567	A769	A573	A777	A579	A581	A785	A587	A591	A593	A595
Oceanside	4:57	6:57	7:57	8:57	10:57	**12:57**	**1:57**	**2:57**	**4:57**	**5:57**	**7:57**	**8:57**	**9:57**
San Clemente Pier	|	7:20	8:20	9:20	11:20	**1:20**	**2:20**	**3:20**	**5:20**	**6:23**	**8:20**	**9:20**	|
San Clemente	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
San Juan Capistrano	5:34	7:37	8:37	9:37	11:37	**1:37**	**2:37**	**3:37**	**5:37**	**6:36**	**8:37**	**9:37**	**10:34**
Laguna Niguel/Mission Viejo	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Irvine	5:49	7:52	8:52	9:52	11:52	**1:52**	**2:52**	**3:52**	**5:52**	**6:53**	**8:52**	**9:52**	**10:49**
Tustin	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Santa Ana	6:01	8:04	9:04	10:04	**12:04**	**2:04**	**3:04**	**4:04**	**6:04**	**7:06**	**9:04**	**10:04**	**11:01**
Orange	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Anaheim	6:10	8:13	9:13	10:13	**12:13**	**2:13**	**3:13**	**4:13**	**6:13**	**7:17**	**9:13**	**10:13**	**11:10**
Fullerton	6:18	8:21	9:21	10:21	**12:21**	**2:21**	**3:21**	**4:21**	**6:21**	**7:25**	**9:21**	**10:21**	**11:18**
Buena Park	|	|	|	|	|	|	|	|	|	|	|	|	|
Norwalk/Santa Fe Springs	|	|	|	|	|	|	|	|	|	|	|	|	|
Commerce	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
L.A. Union Station	6:57	8:57	9:57	10:57	**12:57**	**2:57**	**3:57**	**4:57**	**6:57**	**8:04**	**9:57**	**10:57**	**11:57**

Bicycles require a paid Amtrak ticket reservation on Amtrak Pacific Surfliner trains.

AM times **PM times**

Pacific Surfliner schedules subject to change. For current times, visit pacificsurfliner.com.

For standard notes and symbols see inside front cover.

Rail 2 Rail® Program

Only Metrolink Monthly Pass holders may travel on Orange County Line Amtrak Service at no additional cost as part of the Rail 2 Rail® Program. Blackout dates may apply; schedules are subject to change. For details, visit metrolinktrains.com/rail2rail.

Bicycles require a paid Amtrak ticket with reservation.

The Metrolink Kids Ride Free on Weekends Promotion is not valid on Amtrak trains.

DAILY

	A562	A564	A566	A770	A572	A774	A580	A782	A584	A786	A588	A790	A794
L.A. Union Station	6:10	7:10	8:10	10:10	11:10	**12:10**	**3:10**	**4:10**	**5:10**	**6:10**	**7:10**	**8:10**	**10:10**
Commerce	|	|	|	|	|	|	|	|	|	|	|	|	|
Norwalk/Santa Fe Springs	|	|	|	|	|	|	|	|	|	|	|	|	|
Buena Park	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Fullerton	6:41	7:41	8:41	10:41	11:41	**12:41**	**3:41**	**4:41**	**5:41**	**6:41**	**7:41**	**8:41**	**10:41**
Anaheim	6:49	7:49	8:49	10:49	11:49	**12:49**	**3:49**	**4:49**	**5:49**	**6:49**	**7:49**	**8:49**	**10:49**
Orange	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Santa Ana	7:01	8:01	9:01	11:01	**12:01**	**1:01**	**4:01**	**5:01**	**6:01**	**7:01**	**8:01**	**9:01**	**11:01**
Tustin	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Irvine	7:12	8:12	9:12	11:12	**12:12**	**1:12**	**4:12**	**5:12**	**6:12**	**7:12**	**8:12**	**9:12**	**11:12**
Laguna Niguel/Mission Viejo	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
San Juan Capistrano	7:26	8:25	9:25	11:25	**12:25**	**1:25**	**4:25**	**5:25**	**6:25**	**7:25**	**8:25**	**9:25**	**11:26**
San Clemente	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
San Clemente Pier	|	8:38	9:38	11:38	**12:38**	**1:38**	**4:38**	**5:38**	**6:38**	**7:38**	**8:38**	**9:38**	|
Oceanside	8:05	9:08	10:08	**12:08**	**1:08**	**2:08**	**5:08**	**6:08**	**7:08**	**8:08**	**9:08**	**10:05**	12:05

Bicycles require a paid Amtrak ticket reservation on Amtrak Pacific Surfliner trains.

AM times **PM times**

Pacific Surfliner schedules subject to change. For current times, visit pacificsurfliner.com.

For standard notes and symbols see inside fr

MONDAY–FRIDAY

	801	803	805	807	815	819	823	827
San Bernardino–Downtown	3:49	4:49	5:49	6:49				
San Bernardino Depot	3:53	4:53	5:53	6:53				
Riverside–Downtown	4:10	5:10	6:10	7:10	11:10	**1:10**	**3:10**	**5:10**
Riverside–La Sierra	4:22	5:22	6:22	7:22	11:22	**1:22**	**3:22**	**5:22**
Corona–North Main	4:30	5:30	6:30	7:30	11:30	**1:30**	**3:30**	**5:30**
Corona–West	4:35	5:35	6:35	7:35	11:35	**1:35**	**3:35**	**5:35**
Anaheim Canyon	4:54	5:54	6:54	7:54	11:54	**1:54**	**3:54**	**5:54**
Orange	5:03	6:03	7:03	8:03	**12:03**	**2:03**	**4:03**	**6:03**
Santa Ana	5:09	6:09	7:09	8:09	**12:09**	**2:09**	**4:09**	**6:09**
Tustin	5:15	6:15	7:15	8:15	**12:15**	**2:15**	**4:15**	**6:15**
Irvine	5:23	6:23	7:23	8:23	**12:23**	**2:23**	**4:23**	**6:23**
Laguna Niguel/Mission Viejo	5:32	6:37	7:32	8:32	**12:32**	**2:32**	**4:32**	**6:32**
San Juan Capistrano								
San Clemente								
San Clemente Pier								
Oceanside								

SATURDAY–SUNDAY

	1857	1859
San Bernardino–Downtown	6:57	8:56
San Bernardino Depot	7:02	9:00
Riverside–Downtown	7:19	9:17
Riverside–La Sierra	7:32	9:30
Corona–North Main	7:44	9:43
Corona–West	7:53	9:51
Anaheim Canyon	8:13	10:11
Orange	8:20	10:18
Santa Ana	8:25	10:23
Tustin	8:32	10:30
Irvine	8:40	10:37
Laguna Niguel/Mission Viejo	8:50	10:47
San Juan Capistrano	8:55	10:54
San Clemente	9:05	11:04
San Clemente Pier	9:10	11:09
Oceanside	9:36	11:36

AM times **PM times**

See 91/Perris Valley Line and Orange County Line schedules for additional trains along this corridor.

For standard notes and symbols see inside front cover.

MONDAY–FRIDAY

	800	804	808	816	820	822	824	826
Oceanside								
San Clemente Pier								
San Clemente								
San Juan Capistrano								
Laguna Niguel/Mission Viejo	6:27	8:27	10:27	**2:27**	**4:27**	**5:27**	**6:27**	**7:27**
Irvine	6:38	8:38	10:38	**2:38**	**4:38**	**5:38**	**6:38**	**7:38**
Tustin	6:45	8:45	10:45	**2:45**	**4:45**	**5:45**	**6:45**	**7:45**
Santa Ana	6:52	8:52	10:52	**2:52**	**4:52**	**5:52**	**6:52**	**7:52**
Orange	6:59	8:59	10:59	**2:59**	**4:59**	**5:59**	**6:59**	**7:59**
Anaheim Canyon	7:06	9:06	11:06	**3:06**	**5:06**	**6:06**	**7:06**	**8:06**
Corona–West	7:25	9:25	11:25	**3:25**	**5:25**	**6:25**	**7:25**	**8:25**
Corona–North Main	7:30	9:30	11:30	**3:30**	**5:30**	**6:30**	**7:30**	**8:30**
Riverside–La Sierra	7:38	9:38	11:38	**3:38**	**5:38**	**6:38**	**7:38**	**8:38**
Riverside–Downtown	7:50	9:50	11:50	**3:50**	**5:50**	**6:50**	**7:50**	**8:50**
San Bernardino Depot					**6:08**	**7:08**	**8:08**	**9:08**
San Bernardino–Downtown					**6:16**	**7:16**	**8:16**	**9:16**

SATURDAY–SUNDAY

	1858	1860
Oceanside	**2:35**	**6:23**
San Clemente Pier	**2:59**	**6:50**
San Clemente	**3:02**	**6:53**
San Juan Capistrano	**3:12**	**7:03**
Laguna Niguel/Mission Viejo	**3:18**	**7:14**
Irvine	**3:28**	**7:24**
Tustin	**3:35**	**7:30**
Santa Ana	**3:41**	**7:37**
Orange	**3:47**	**7:42**
Anaheim Canyon	**3:54**	**7:50**
Corona–West	**4:14**	**8:10**
Corona–North Main	**4:20**	**8:15**
Riverside–La Sierra	**4:27**	**8:23**
Riverside–Downtown	**4:39**	**8:35**
San Bernardino Depot	**4:57**	**8:52**
San Bernardino–Downtown	**5:05**	**9:01**

AM times **PM times**

See 91/Perris Valley Line and Orange County Line schedules for additional trains along this corridor.

For standard notes and symbols see inside fr

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May2026V1.0

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

SALARY RESOLUTION

FISCAL YEAR 2026-2027

EFFECTIVE JULY 1, 2026

Attachment SR

The purpose of the Salary Resolution is to recommend action to be taken by the Board consistent with HR Policy 2.1, Wage and Salary Administration – Salary Program Administration.

SCRRA's salary program is to attract, develop, invest, and retain our employees. The CEO with support from Human Resources will strive to maintain a total compensation program that includes competitive salaries and benefits, will ensure internal equity and external competitiveness while maintaining fiscal responsibility. This resolution aligns with the strategic commitment of Modernizing Business Practices, to improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees.

The salary structure identifies the classification title for every position, places each position within a salary grade and assigns each salary grade a salary range. The salary grade establishes the value of the position in relation to other positions. The salary range establishes the minimum, midpoint, and maximum salary for each grade.

For FY27, CEO recommends the Board adopt:

(1) **Cost of Living Adjustment (COLA) –** 3 percent
(2) **Proposed FY27 Salary Grade and Range Structure**, effective July 1, 2026 (Attachment SR-1) – With an adjustment of the salary ranges by 3 percent for Grades 1 through 17, which is the amount of the proposed COLA effective July 1, 2026
(3) **Proposed FY27 Classification and Salary Plan**, effective July 1, 2026, (Attachment SR-3) – With the proposed changes listed below, to comply with Government Code 20630, 20636 and 20636.1 and pursuant to these requirements, transmit to CALPERS a pay schedule that has been approved and adopted by the Governing Body

Classifications with proposed title changes on the Classifications and Salary Plan:

Current Title	Proposed New Title
Assistant Director, Signal Systems (Grade 11B)	Assistant Director, Signal Maintenance (Grade 11B)
Contract & Compliance Administrator (Grade 8)	Contracts & Procurement Administrator (Grade 8)
Director, Communications (Grade 12)	Director, Communications and Public Affairs (Grade 12)
Director, Information Technology (Grade 13)	Deputy Chief Technology Officer (Grade 13)
Director, Train Control Systems, Network Operations (Grade 12)	Director, Mission-Critical Technology Solutions (Grade 12)
Manager II, Contract & Compliance (Grade 10)	Manager II, Contracts & Procurement (Grade 10)
Senior Contract & Compliance Administrator (Grade 9)	Senior Contracts & Procurement Administrator (Grade 9)
Senior Manager, Contract & Compliance (Grade 11A)	Senior Manager, Contracts & Procurement (Grade 11A)
Senior Manager, Grants & Capital Improvement (Grade 11A)	Senior Manager, Grants (Grade 11A)
Senior Manager, Train Control Systems (Grade 11A)	Senior Manager, Mission-Critical Technology Solutions (Grade 11A)
Station Maintenance Administrator (Grade 8)	Environmental Compliance & Station Administrator (Grade 8)

Attachment SR

Classifications to be added to the Classification and Salary Plan:

Assistant Director, Communications and Public Affairs (Grade 11B)
Assistant Director, Customer Experience (Grade 11B)
Assistant Director, Dispatching Operations (Grade 11B)
Assistant Director, Human Resources (Grade 11B)
Assistant Director, Rolling Stock (Grade 12)
Assistant Director, System Safety (Grade 11B)
Assistant Director, Technology Infrastructure (Grade 11B)
Assistant Director, Track & Structures (Grade 11B)
Business Information Security Officer (Grade 11B)
CADD Designer and Database Administrator (Grade 8)
Communications Systems Manager (Grade 10)
Coordinator, Train Control & Communications (Grade 6)
Director, Railroad and Real Estate Services (Grade 12)
Director, Signal Design (Grade 12)
Disadvantaged Business Enterprise Liaison Officer (Grade 10)
Emergency Manager (Grade 11A)
Environmental Compliance & Station Maintenance Manager (Grade 10)
Fleet Manager (Grade 9)
Innovation & Partnerships Analyst (Grade 8)
Principal Technology Product Manager (Grade 11A)
Senior Manager, Community Relations (Grade 11A)
Senior Manager, Facilities Maintenance (Grade 11A)
Senior Manager, Market Insights & Analytics (Grade 11A)
Senior Manager, Partnerships (Grade 11A)
Senior Manager, Planning & Development (Grade 11A)
Senior Manager, Transit Asset Management (Grade 11A)
Senior Technology Product Manager (Grade 10)
Signal Maintenance Manager (Grade 10)
Technology Product Manager (Grade 9)
Track & Structures Maintenance Manager (Grade 10)

Attachment SR

Classifications to be removed from the Classification and Salary Plan:

Accounts Payable Specialist (Grade 4)
Business Intelligence Manager (Grade 11A)
Civil Design Specialist (Grade 5)
Corporate Accounts Manager (Grade 9)
Coordinator, Customer Relations (Grade 6)
Coordinator, Facilities Maintenance (Grade 6)
Coordinator, Fleet Maintenance (Grade 6)
Coordinator, Grants Funding & Reporting (Grade 6)
Coordinator, Marketing (Grade 6)
Coordinator, Safety & Compliance (Grade 6)
Corporate Sales Specialist (Grade 5)
Customer Relations Administrator (Grade 8)
Customer Relations Manager (Grade 9)
Director, Engineering & Construction (Grade 13)
Director, Marketing & Partnerships (Grade 12)
Director, Material Management (Grade 12)
Director, PTC (Grade 12)
Director, Train Control Systems (Grade 12)
Director, Signals & Communications (Grade 12)
District T & S Maintenance Supervisor (Grade 9)
Information Technology Manager (Grade 9)
IT Systems Manager (Grade 11A)
Rolling Stock Engineering Manager I (Grade 10)
Rolling Stock Engineering Manager II (Grade 11A)
Salesforce Developer (Grade 8)
Security Manager (Grade 9)
Senior Civil Design Specialist (Grade 6)
Senior Manager, Customer Relations (Grade 11A)
Senior Manager, Fare Collections (Grade 11A)
Senior Manager, Maintenance of Equipment (Grade 11A)
Senior Manager, Signal Systems (Grade 11A)
Senior Manager, Talent Development (Grade 11A)

Senior Manager, Track & Structures (Grade 11A)
Senior Manager, Train Control Systems Design (Grade 11A)
Social Media Manager (Grade 9)
Special Assistant to the CEO (Grade 12)
Supervisor, Communications (Grade 8)
Supervisor, Communications Systems (Grade 9)
Supervisor, Signal Systems (Grade 9)
Supervisor, Track & Structures (Grade 9)
Web Services Manager (Grade 9)

Prepared by: Cory Elmore, Manager I, Human Resources

Attachment SR-1

Southern California Regional Rail Authority
Proposed FY27 Salary Grade and Range Structure
Effective 07.01.2026

SALARY RANGE

GRADE	MINIMUM	MIDPOINT	MAXIMUM
Grade 1	$41,804	$53,300	$64,795
Grade 2	$45,984	$58,631	$71,275
Grade 3	$51,961	$66,252	$80,541
Grade 4	$58,716	$74,865	$91,011
Grade 5	$65,175	$83,099	$101,022
Grade 6	$72,345	$92,241	$112,134
Grade 7	$81,026	$103,310	$125,590
Grade 8	$88,318	$112,608	$136,893
Grade 9	$95,384	$121,616	$147,846
Grade 10	$105,877	$134,993	$164,109
Grade 11A	$122,816	$156,593	$190,367
Grade 11B	$133,870	$170,686	$207,499
Grade 12	$144,580	$184,341	$224,098
Grade 13	$154,700	$197,245	$239,786
Grade 14	$190,281	$242,611	$294,936
Grade 15	$218,822	$279,002	$339,177
Grade 16	$251,647	$320,853	$390,053
Grade 17	$299,460	$381,815	$464,163

All values shown rounded to the nearest $1.00
3% adjustment to Grades 1-17 due to COLA

Attachment SR-2
PROPOSED FY27 BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
Finance	Finance	Accountant II	15001
Finance	Finance	Senior Finance Analyst	015002
Finance	Finance	Senior Accountant	015003
Finance	Finance	Finance Specialist II	015004
Finance	Finance	Assistant Director, Finance	15005
Finance	Finance	Accountant II	015006
Human Resources	Human Resources	Human Resources Analyst II	015007
Finance	Finance	Budget Analyst II	015008
Signal Maintenance	Operations	Assistant Director, Signal Maintenance	015009
Capital Construction & Rehabilitation	Program Delivery	Director, State of Good Repair	015010
Dispatching Services	Operations	Assistant Director, Dispatching Operations	015011
Equipment	Operations	Assistant Director, Maintenance of Equipment	015012
Program Management	Program Delivery	Director, Program Management	015014
Information Technology	Integrated Digital & Technology Services	Deputy Chief Technology Officer	15015
Signal Design	Program Delivery	Director, Signal Design	15016
Public Projects	Program Delivery	Director, Capital Construction	015017
Standards & Design	Program Delivery	Principal Engineer	15018
System Safety	Safety, Security & Compliance	Assistant Director, System Safety	015019
Track	Operations	Director, Track and Signal Infrastructure Maintenance	015020
Customer Relations	Customer Experience	Supervisor, Customer Relations	015021
Customer Relations	Customer Experience	Manager II (Various)	015022
Compliance	Safety, Security & Compliance	Compliance Officer II	015023
Human Resources	Human Resources	Director, Human Resources	015024
Information Technology	Integrated Digital & Technology Services	Business Information Security Officer	15025
Communications	Customer Experience	Manager I (Various)	15026
Customer Relations	Customer Experience	Customer Relations Representative	015027
Office of the General Counsel	Legal	Associate General Counsel	015028
Office of the CPD	Program Delivery	Administrative Assistant II	015029
Office of the COO	Operations	Operations Administrator	015030
System Safety	Safety, Security & Compliance	Manager II (Various)	015031
Business Operations	Program Delivery	Business Administrator	015032
Office of the COO	Operations	Business Administrator	015033
Office of the COO	Operations	Operations Administrator	015034
Office of the COO	Operations	Business Analyst II	015035

Attachment SR-2
PROPOSED FY27 BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
Business Operations	Program Delivery	Business Analyst II	015036
Finance	Finance	Finance Specialist II	015037
Materials Management	Finance	Supervisor, Inventory Control	015038
Information Technology	Integrated Digital & Technology Services	Principal Technology Product Manager	015039
Contracts & Procurement	Finance	Contracts & Procurement Administrator	015040
Office of the CEO	Office of the CEO	Executive Assistant to the CEO	015041
Marketing & Partnerships	Customer Experience	Business Analyst II	15042
Office of the CXO	Customer Experience	Chief, Customer Experience Officer	015043
Office of the CEO	Office of the CEO	Chief Executive Officer	015045
Finance	Finance	Chief Financial Officer	015046
Office of the COO	Operations	Chief Operating Officer	015047
Office of the CPD	Program Delivery	Chief, Program Delivery	015048
Standards & Design	Program Delivery	CADD Designer and Database Administrator	015049
PTC Communications Systems	Operations	Senior Manager, Communications Systems	015050
Office of the CSO	Strategy	Business Analyst I	15051
Customer Experience	Customer Experience	Communications Coordinator	15052
Customer Experience	Customer Experience	Communications Coordinator	015053
Customer Experience	Customer Experience	Communications Coordinator	15054
Customer Experience	Customer Experience	Communications Coordinator	15055
Customer Relations	Customer Experience	Business Analyst I	015056
Communications	Customer Experience	Senior Manager, Community Relations	015057
Contracts & Procurement	Finance	Contracts & Procurement Administrator	15058
Contracts & Procurement	Finance	Contracts & Procurement Administrator	15059
Contracts & Procurement	Finance	Contracts & Procurement Administrator	015060
Office of the Chief of Staff	Office of the CEO	Chief of Staff	015061
Communications	Customer Experience	Public Affairs Manager	015062
Finance	Finance	Senior Budget Analyst	015063
Finance	Finance	Budget Analyst II	15064
Customer Relations	Customer Experience	Customer Relations Representative	15065
Customer Relations	Customer Experience	Customer Relations Representative	015066
Customer Relations	Customer Experience	Customer Relations Representative	015067
Customer Relations	Customer Experience	Customer Relations Representative	015068
Customer Relations	Customer Experience	Customer Relations Representative	015069
Contracts & Procurement	Finance	Contracts & Procurement Administrator	015070
Customer Relations	Customer Experience	Customer Relations Representative	15071

Attachment SR-2
PROPOSED FY27 BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
Contracts & Procurement	Finance	Business Analyst I	015072
Customer Relations	Customer Experience	Customer Relations Representative	15074
Customer Relations	Customer Experience	Manager II (Various)	015076
Customer Relations	Customer Experience	Customer Relations Representative	015077
Customer Experience	Customer Experience	Communications Coordinator	15078
Customer Experience	Customer Experience	Communications Coordinator	15079
Customer Relations	Customer Experience	Supervisor, Customer Relations	015080
Customer Relations	Customer Experience	Customer Relations Representative	015081
Facilities & Fleet Maintenance	Operations	Environmental Compliance & Station Administrator	15082
Customer Relations	Customer Experience	Supervisor, Customer Relations	015083
Customer Experience	Customer Experience	Supervisor, Customer Communications	015084
Operations Administration	Operations	Operations Administrator	015085
Business Operations	Program Delivery	Business Analyst II	015086
PTC, Train Control & Communications	Operations	Coordinator, Train Control & Communications	015087
Marketing & Partnerships	Customer Experience	Business Analyst I	15088
Capital Equipment & Facilities	Program Delivery	Senior Project Engineer	015089
Information Technology	Integrated Digital & Technology Services	Network Engineer I	015090
Administrative Services	Human Resources	Senior Administrative Assistant	015092
Facilities & Fleet Maintenance	Operations	Senior Administrative Assistant	015093
Human Resources	Human Resources	Human Resources Specialist	015094
Human Resources	Human Resources	Senior Human Resources Analyst	15095
Office of the CSO	Strategy	Chief Strategy Officer	015096
Information Technology	Integrated Digital & Technology Services	Senior Manager, Information Technology	015097
Dispatching Services	Operations	Senior Manager, Dispatching	015098
Dispatching Services	Operations	Director, Dispatching Operations	015099
Office of the CSO	Strategy	Director, Sustainability	015100
Contracts & Procurement	Finance	Director, Contracts, Procurement & Materials Management	015101
Office of the CPO	Human Resources	Chief People Officer	015102
Equipment	Operations	Director, Maintenance of Equipment	015103
Customer Innovation & Partnerships	Customer Experience	Director, CX Innovation & Partnerships	015104
Office of the COO	Operations	Deputy Chief Operating Officer	015105
Planning & Development	Strategy	Director, Planning & Development	015106
Communications	Customer Experience	Director, Communications and Public Affairs	15107
PTC, Train Control & Communications	Operations	Director, Train Control & Communications	015108
Government & Community Relations	Strategy	Director, Government & Community Relations	015109

Attachment SR-2
PROPOSED FY27 BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
Office of the CSSC	Safety, Security & Compliance	Chief Safety, Security & Compliance Officer	15110
Dispatching Services	Operations	Senior Manager, Dispatching	015111
Fare Collection Services	Integrated Digital & Technology Services	Senior Technology Product Manager	015112
PTC Communications Systems	Operations	Communications Systems Manager	015113
PTC Communications Systems	Operations	Communications Systems Manager	015114
Track	Operations	Track & Structure Maintenance Manager	015115
Office of the Chief of Staff	Office of the CEO	Board Clerk	015116
Finance	Finance	Accountant I	015117
Office of the Chief of Staff	Office of the CEO	Assistant Board Clerk	015118
Customer Innovation & Partnerships	Customer Experience	Partnerships Coordinator	015119
Office of the COO	Operations	Senior Manager, Business Operations	015120
Finance	Finance	Business Analyst II	15121
Facilities & Fleet Maintenance	Operations	Director, Facilities & Fleet Maintenance	015122
Human Resources	Human Resources	Human Resources Analyst II	015123
Compliance	Safety, Security & Compliance	Coordinator, Compliance	015124
Market Research & Data Analytics	Customer Experience	Senior Manager, Market Insights & Analytics	015125
Finance	Finance	Accountant II	15126
Finance	Finance	Finance Analyst II	015127
Facilities & Fleet Maintenance	Operations	Fleet Manager	015128
Business Operations	Program Delivery	Manager II (Various)	015129
Information Technology	Integrated Digital & Technology Services	Senior Technology Product Manager	015130
Information Technology	Integrated Digital & Technology Services	Senior Technology Product Manager	015131
Office of the General Counsel	Legal	General Counsel	015132
Government & Community Relations	Strategy	Government Relations Manager	015133
Government & Community Relations	Strategy	Senior Manager, Government Relations	015134
Railroad Services	Strategy	Senior Business Analyst	015135
Grants Funding & Reporting	Strategy	Business Analyst II	015136
Information Technology	Integrated Digital & Technology Services	Assistant Director, Technology Infrastructure	015137
Materials Management	Finance	Manager II (Various)	015138
Contracts & Procurement	Finance	Contracts & Procurement Administrator	015139
Office of the CSO	Strategy	Director, Special Projects	15140
Customer Relations	Customer Experience	Senior Customer Relations Representative	015141
Customer Innovation & Partnerships	Customer Experience	Innovation & Partnerships Analyst	015142
Customer Experience	Customer Experience	Communications Coordinator	015143
Customer Relations	Customer Experience	Senior Customer Relations Representative	015144

Attachment SR-2
PROPOSED FY27 BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
Marketing & Partnerships	Customer Experience	Manager I (Various)	015145
Customer Relations	Customer Experience	Senior Customer Relations Representative	15146
Human Resources	Human Resources	Senior Human Resources Analyst	015147
Facilities & Fleet Maintenance	Operations	Senior Manager, Facilities Maintenance	015148
Information Technology	Integrated Digital & Technology Services	Principal Technology Product Manager	015149
Information Technology	Integrated Digital & Technology Services	Senior Technology Product Manager	015150
Human Resources	Human Resources	Manager II (Various)	015151
Office of the General Counsel	Legal	Legal Counsel, Associate Risk Manager	015152
Facilities & Fleet Maintenance	Operations	Maintenance Technician II	015153
Facilities & Fleet Maintenance	Operations	Senior Maintenance Technician	015154
Facilities & Fleet Maintenance	Operations	Supervisor, Facilities Maintenance	015155
Finance	Finance	Assistant Director, Finance	015156
Customer Innovation & Partnerships	Customer Experience	Senior Manager, Partnerships	015157
Customer Relations	Customer Experience	Assistant Director, Customer Experience	015158
Planning & Development	Strategy	Planning Manager II	015159
Office of the COO	Operations	Manager II (Various)	015160
Finance	Finance	Assistant Director, General Accounting	015161
Railroad Services	Strategy	Director, Railroad and Real Estate Services	15162
Office of the COO	Operations	Deputy Chief Operating Officer	015163
Human Resources	Human Resources	Manager I (Various)	15164
PTC Communications Systems	Operations	Senior Manager, Train Control On-Board Systems	015165
Contracts & Procurement	Finance	Manager II, Contracts & Procurement	015166
PTC Network Control Operations	Integrated Digital & Technology Services	Senior Manager, Mission-Critical Technology Solutions	015167
Finance	Finance	Manager II (Various)	015168
Marketing & Partnerships	Customer Experience	Senior Manager, Marketing & Digital	015169
Office of the COO	Operations	Field Operations Manager	015170
Marketing & Partnerships	Customer Experience	Marketing Manager II	015171
Materials Management	Finance	Inventory Control Operator II	15172
Materials Management	Finance	Inventory Control Operator II	015173
Materials Management	Finance	Supervisor, Inventory Control	15174
Materials Management	Finance	Senior Inventory Control Operator	015175
Materials Management	Finance	Inventory Control Operator II	015176
Materials Management	Finance	Inventory Control Operator II	15177
Finance	Finance	Budget Analyst II	15178
Equipment	Operations	Senior Mechanical Operations Officer	015179

Department	Business Unit	Position	PCN
PTC Technical Support Services	Operations	Senior Train Control Systems Engineer	015180
Equipment	Operations	Senior Mechanical Operations Officer	015181
Compliance	Safety, Security & Compliance	Compliance Officer I	15182
Compliance	Safety, Security & Compliance	Compliance Officer II	015183
Compliance	Safety, Security & Compliance	Manager II (Various)	015184
Compliance	Safety, Security & Compliance	Senior Manager, Compliance	015185
Finance	Finance	Accountant II	015186
Grants Funding & Reporting	Strategy	Senior Manager, Grants	015187
Program Management	Program Delivery	Manager II (Various)	15188
Finance	Finance	Disadvantaged Business Enterprise Liaison Officer	015189
Capital Equipment & Facilities	Program Delivery	Assistant Director, Rolling Stock	015190
Signal Maintenance	Operations	Signal Maintenance Manager	015191
Standards & Design	Program Delivery	Railroad Civil Engineer II	015192
Capital Construction & Rehabilitati	Program Delivery	Principal Engineer	15193
Public Projects	Program Delivery	Railroad Civil Engineer II	15194
PTC Communications Systems	Operations	Senior Railroad Systems Engineer	015195
Public Projects	Program Delivery	Railroad Civil Engineer I	15196
PTC Communications Systems	Operations	Senior Train Control Systems Engineer	015197
Public Projects	Program Delivery	Senior Railroad Civil Engineer	015198
Program Management	Program Delivery	Senior Management Analyst	15199
PTC Technical Support Services	Operations	Configuration Management Manager	015200
PTC Network Control Operations	Integrated Digital & Technology Services	IT Architect II	015201
PTC Communications Systems	Operations	PTC Equipment Engineer I	15202
PTC Communications Systems	Operations	PTC Equipment Engineer II	015203
Capital Construction & Rehabilitati	Program Delivery	Railroad Civil Engineer I	015204
PTC Communications Systems	Operations	Senior PTC Equipment Engineer	015205
Capital Equipment & Facilities	Program Delivery	Project Engineer I	015206
PTC Network Control Operations	Integrated Digital & Technology Services	Senior Network Engineer	015207
PTC Technical Support Services	Operations	Senior Manager, Train Control & Technical Services	015208
System Safety	Safety, Security & Compliance	Public Safety + Environment Manager	015209
Compliance	Safety, Security & Compliance	Compliance Officer II	015210
Customer Experience	Customer Experience	Supervisor, Customer Relations	15211
Track	Operations	Coordinator, Right-Of-Way	015212
Track	Operations	Coordinator, Right-Of-Way	015213
System Safety	Safety, Security & Compliance	Management Analyst I	015214

Attachment SR-2
PROPOSED FY27 BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
Information Technology	Integrated Digital & Technology Services	Senior Network Engineer	015215
System Safety	Safety, Security & Compliance	Emergency Manager	015216
Internal Audit	Internal Audit	Director, Audit	015217
Internal Audit	Internal Audit	Senior Auditor	015218
Internal Audit	Internal Audit	Senior Auditor	015219
Public Projects	Program Delivery	Principal Engineer	015220
Contracts & Procurement	Finance	Senior Contracts & Procurement Administrator	015221
Contracts & Procurement	Finance	Senior Contracts & Procurement Administrator	015222
Contracts & Procurement	Finance	Senior Contracts & Procurement Administrator	15223
Contracts & Procurement	Finance	Senior Manager, Contracts & Procurement	015224
Risk Management	Legal	Senior Counsel, Risk Manager	015225
Information Technology	Integrated Digital & Technology Services	Business Analyst I	15226
Information Technology	Integrated Digital & Technology Services	Chief Technology Officer	015227
Information Technology	Integrated Digital & Technology Services	Senior Network Engineer	015228
PTC Network Control Operations	Integrated Digital & Technology Services	Senior PTC Office Systems Engineer	015229
PTC Network Control Operations	Integrated Digital & Technology Services	Senior Train Control Systems Engineer	015230
Compliance	Safety, Security & Compliance	Senior Manager, System Safety	015231
Signal Maintenance	Operations	Signal Maintenance Manager	015232
Communications	Customer Experience	Assistant Director, Communications & Public Affairs	15233
Planning & Development	Strategy	Senior Manager, Planning & Development	15234
Internal Audit	Internal Audit	Senior Auditor	015235
Grants Funding & Reporting	Strategy	Director, Grants	15236
Capital Construction & Rehabilitation	Program Delivery	Railroad Civil Engineer II	015237
Dispatching Services	Operations	Rail Traffic Coordinator	015238
Dispatching Services	Operations	Rail Traffic Coordinator	015239
Dispatching Services	Operations	Rail Traffic Coordinator	015240
Dispatching Services	Operations	Rail Traffic Coordinator	015241
Dispatching Services	Operations	Rail Traffic Coordinator	015242
Dispatching Services	Operations	Rail Traffic Coordinator	015243
PTC Network Control Operations	Integrated Digital & Technology Services	Director, Mission-Critical Technology Solutions	15244
Track	Operations	Assistant Director, Track & Structures	015245
Dispatching Services	Operations	Rail Traffic Controller	015246
Dispatching Services	Operations	Rail Traffic Controller	015247
Dispatching Services	Operations	Rail Traffic Controller	015248
Dispatching Services	Operations	Rail Traffic Controller	015249

Attachment SR-2
PROPOSED FY27 BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
Dispatching Services	Operations	Rail Traffic Controller	015250
Dispatching Services	Operations	Rail Traffic Controller	015251
Dispatching Services	Operations	Rail Traffic Controller	15252
Dispatching Services	Operations	Rail Traffic Controller	15253
Dispatching Services	Operations	Rail Traffic Controller	15254
Office of the COO	Operations	Senior Manager (Various)	15255
Dispatching Services	Operations	Rail Traffic Controller	015256
Dispatching Services	Operations	Rail Traffic Controller	015257
Dispatching Services	Operations	Rail Traffic Controller	015258
Dispatching Services	Operations	Rail Traffic Controller	015259
Dispatching Services	Operations	Rail Traffic Controller	15260
Dispatching Services	Operations	Rail Traffic Controller	015261
Dispatching Services	Operations	Rail Traffic Controller	015262
Dispatching Services	Operations	Rail Traffic Controller	015263
Dispatching Services	Operations	Rail Traffic Controller	015264
Dispatching Services	Operations	Rail Traffic Controller	015265
Dispatching Services	Operations	Rail Traffic Controller	015266
Dispatching Services	Operations	Rail Traffic Controller	015267
Information Technology	Integrated Digital & Technology Services	Technology Product Manager	015269
Finance	Finance	Accountant I	15270
Finance	Finance	Senior Finance Analyst	015271
Finance	Finance	Finance Specialist II	15272
Fare Collection Services	Integrated Digital & Technology Services	Technology Product Manager	015274
Finance	Finance	Finance Analyst II	015275
Materials Management	Finance	Inventory Control Operator II	16003
Materials Management	Finance	Inventory Control Operator II	16004
Program Management	Program Delivery	Manager II (Various)	016005
Finance	Finance	Senior Accountant	17001
Facilities & Fleet Maintenance	Operations	Maintenance Technician II	017002
Marketing & Partnerships	Customer Experience	Social Media Specialist	019001
Finance	Finance	Assistant Director, Finance	19002
Operations Administration	Operations	Operations Administrator	20001
Customer Experience	Customer Experience	Director, Customer Experience	20002
Capital Construction & Rehabilitati	Program Delivery	Senior Railroad Systems Engineer	020003
Human Resources	Human Resources	Human Resources Analyst I	20004

Attachment SR-2
PROPOSED FY27 BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
Human Resources	Human Resources	Assistant Director, Human Resources	20005
Information Technology	Integrated Digital & Technology Services	Manager II (Various)	022001
Office of the COO	Operations	Executive Assistant II	26001
Facilities & Fleet Maintenance	Operations	Environmental Compliance & Station Maintenance Manager	26002
Office of the General Counsel	Legal	Business Analyst I	026003
Track	Operations	Coordinator, Right-Of-Way	26004
Capital Equipment & Facilities	Program Delivery	Director, Capital Rolling Stock & Facilities	21OT09
Capital Equipment & Facilities	Program Delivery	Project Engineer I	21OT10

APPROVED POSITIONS FY26	**287**
POSITIONS ELIMINATED FY27	**0**
PROPOSED POSITIONS FY27	**0**
CURRENT HEADCOUNT AS OF 10/14/26	**287**
PROPOSED HEADCOUNT FY27	**287**
VACANT POSITIONS AS OF 10/14/26	**15**
TOTAL EMPLOYEES AS OF 10/14/26	**272**

Attachment SR-2

PROPOSED FY27 SCORE BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
SCORE	Program Delivery	Senior Railroad Civil Engineer	19000S1
SCORE	Program Delivery	Director, Design	19000S5
SCORE	Program Delivery	Senior Manager, Project Management	19000S6
Finance	Finance	Finance Specialist I	1900S10
SCORE	Program Delivery	Manager II (Various)	1900S13
Program Management	Program Delivery	Manager I (Various)	1900S14
Business Operations	Program Delivery	Senior Business Analyst	1900S16
SCORE	Program Delivery	Railroad Civil Engineer II	1900S18
SCORE	Program Delivery	Senior Railroad Civil Engineer	1900S7
Communications	Customer Experience	Assistant Director (Various)	19000S4
Communications	Customer Experience	Senior Business Analyst	19000S3
PTC Technical Support Services	Operations	Train Control Systems Engineer II	19000S8
Planning & Development	Strategy	Planning Manager I	19000S9
Contracts & Procurement	Finance	Senior Contracts & Procurement Administrator	1900S11
Finance	Finance	Senior Accountant	1900S12
SCORE	Program Delivery	Senior Railroad Civil Engineer	1900S15
Planning & Development	Strategy	Planning Manager I	1900S17
PTC Communicatons Systems	Operations	Train Control Systems Engineer I	TBD

APPROVED SCORE POSITIONS FY26	**18**
CURRENT HEADCOUNT AS OF 10/14/26	**18**
PROPOSED HEADCOUNT FY27	**18**
VACANT POSITIONS AS OF 10/14/26	**9**
TOTAL EMPLOYEES AS OF 10/14/26	**9**

Attachment SR-3
Southern California Regional Rail Authority
Proposed FY27 Classification and Salary Plan
Effective: 7/1/2026

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
Grade 1	None	**Bi-Weekly**	$1,607.82	$2,050.00	$2,492.13
		Hourly	$20.0978	$25.6250	$31.1517
		Annual	$41,803	$53,300	$64,795
Grade 2	Administrative Assistant I*	**Bi-Weekly**	$1,768.62	$2,255.01	$2,741.36
	Finance Specialist I*	**Hourly**	$22.1078	$28.1876	$34.2670
	Inventory Control Operator I*	**Annual**	$45,984	$58,630	$71,275
	Maintenance Technician I*				
Grade 3	Administrative Assistant II*	**Bi-Weekly**	$1,998.51	$2,548.16	$3,097.71
	Finance Specialist II*	**Hourly**	$24.9814	$31.8519	$38.7214
	Inventory Control Operator II*	**Annual**	$51,961	$66,252	$80,541
	Maintenance Technician II*				
Grade 4	Executive Assistant I*	**Bi-Weekly**	$2,258.33	$2,879.42	$3,500.42
	Senior Administrative Assistant*	**Hourly**	$28.2291	$35.9927	$43.7553
	Senior Finance Specialist*	**Annual**	$58,717	$74,865	$91,011
	Senior Inventory Control Operator*				
	Senior Maintenance Technician*				
Grade 5	Business Analyst I*	**Bi-Weekly**	$2,506.76	$3,196.14	$3,885.49
	Contracts Specialist	**Hourly**	$31.3345	$39.9518	$48.5686
	Digital Content Creator	**Annual**	$65,176	$83,100	$101,023
	Executive Assistant II*				
	Finance Analyst I*				
	Human Resources Specialist				
	Management Analyst I*				
	Public Affairs Specialist				
	Social Media Specialist				
Grade 6	Accountant I*	**Bi-Weekly**	$2,782.50	$3,547.71	$4,312.87
	Auditor I*	**Hourly**	$34.7813	$44.3463	$53.9108
	Budget Analyst I*	**Annual**	$72,345	$92,240	$112,135
	Coordinator, Compliance				
	Coordinator, Right-Of-Way				
	Coordinator, Train Control & Communications				
	Partnerships Coordinator				
	Senior Executive Assistant*				

Red (2): Phase out current classification ***Classification is part of a series and identified as flexibly staffed classification**

Attachment SR-3
Southern California Regional Rail Authority
Proposed FY27 Classification and Salary Plan
Effective: 7/1/2026

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
Grade 7	Accountant II*	**Bi-Weekly**	$3,116.37	$3,973.45	$4,830.40
	Assistant Board Clerk*	**Hourly**	$38.9547	$49.6681	$60.3800
	Budget Analyst II*	**Annual**	$81,026	$103,310	$125,590
	Business Analyst II*				
	Compliance Officer I*				
	Executive Assistant to the CEO				
	Finance Analyst II*				
	Human Resources Analyst I*				
	Management Analyst II*				
	Railroad Civil Engineer I*				
	Railroad Systems Engineer I*				
	Train Control Systems Engineer I*				
Grade 8	Board Clerk*	**Bi-Weekly**	$3,396.87	$4,331.07	$5,265.14
	Business Operations Administrator	**Hourly**	$42.4608	$54.1383	$65.8142
	CADD Designer and Database Administrator	**Annual**	$88,319	$112,608	$136,894
	Compliance Officer II*				
	Contracts & Procurement Administrator*				
	Innovation & Partnerships Analyst				
	Human Resources Analyst II*				
	Mechanical Operations Officer I*				
	Network Engineer I*				
	PTC Equipment Engineer I*				
	Senior Accountant*				
	Senior Budget Analyst*				
	Senior Business Analyst*				
	Senior Finance Analyst*				
	Senior Management Analyst*				
	Environmental Compliance & Station Administrator				
	Supervisor, Customer Communications				
	Supervisor, Customer Relations				
	Supervisor, Facilities Maintenance				
Grade 9	Auditor II*	**Bi-Weekly**	$3,668.62	$4,677.54	$5,686.38
	Configuration Management Manager	**Hourly**	$45.8578	$58.4693	$71.0798
	Fleet Manager	**Annual**	$95,384	$121,616	$147,846
	Government Relations Manager				
	IT Architect I*				
	Manager I (Various)*				

Red (2): Phase out current classification ***Classification is part of a series and identified as flexibly staffed classification**

Attachment SR-3
Southern California Regional Rail Authority
Proposed FY27 Classification and Salary Plan
Effective: 7/1/2026

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
	Marketing Manager I*				
	Mechanical Operations Officer II*				
	Network Engineer II*				
	Operations Administrator				
	Planning Manager I*				
	Project Engineer I*				
	PTC Equipment Engineer II*				
	Public Affairs Manager				
	Public Safety Manager				
	Railroad Civil Engineer II*				
	Railroad Systems Engineer II*				
	Senior Compliance Officer*				
	Senior Contracts & Procurement Administrator*				
	Senior Human Resources Analyst*				
	Supervisor, Inventory Control				
	Technology Product Manager*				
	Train Control Network Engineer				
	Train Control Systems Engineer II*				
	Business Administrator				
Grade 10	Communications Systems Manager	**Bi-Weekly**	$4,072.17	$5,192.05	$6,311.89
	Disadvantaged Business Enterprise Liaison Officer	**Hourly**	$50.9022	$64.9006	$78.8986
	Environmental Compliance & Station Maintenance Manager	**Annual**	$105,877	$134,993	$164,109
	Field Operations Manager				
	IT Architect II*				
	Manager II (Various)*				
	Manager II, Contracts & Procurement				
	Marketing Manager II*				
	Planning Manager II*				
	Project Engineer II*				
	Senior Auditor*				
	Senior Engineer, Track & Structures				
	Senior Mechanical Operations Officer*				
	Senior Network Engineer				
	Senior PTC Equipment Engineer*				
	Senior PTC Office Systems Engineer*				
	Senior Railroad Civil Engineer*				
	Senior Railroad Systems Engineer*				
	Senior Technology Product Manager*				

Red (2): Phase out current classification ***Classification is part of a series and identified as flexibly staffed classification**

Attachment SR-3
Southern California Regional Rail Authority
Proposed FY27 Classification and Salary Plan
Effective: 7/1/2026

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
	Senior Train Control Systems Engineer*				
	Signal Maintenance Manager				
	Track & Structures Maintenance Manager				
	Public Safety & Environment Manager				
Grade 11A	Emergency Manager	**Bi-Weekly**	$4,723.69	$6,022.82	$7,321.78
	Principal Engineer	**Hourly**	$59.0461	$75.2852	$91.5222
	Principal Technology Product Manager*	**Annual**	$122,816	$156,593	$190,366
	Senior IT Architect*				
	Senior Manager (Various)				
	Senior Manager, Business Operations				
	Senior Manager, Communication Systems				
	Senior Manager, Community Relations				
	Senior Manager, Compliance				
	Senior Manager, Contracts & Procurement				
	Senior Manager, Dispatching				
	Senior Manager, Facilities Maintenance				
	Senior Manager, Government Relations				
	Senior Manager, Grants				
	Senior Manager, Human Resources				
	Senior Manager, Information Technology				
	Senior Manager, Inventory Control				
	Senior Manager, Market Insights & Analytics				
	Senior Manager, Marketing & Digital Programs				
	Senior Manager, Mission-Critical Technology Solutions				
	Senior Manager, Partnerships				
	Senior Manager, Planning & Development				
	Senior Manager, Project Management				
	Senior Manager, System Safety				
	Senior Manager, Train Control On-Board Systems				
	Senior Manager, Train Control and Technical Services				
	Senior Manager, Transit Asset Management				
	Senior Project Engineer*				

Red (2): Phase out current classification ***Classification is part of a series and identified as flexibly staffed classification**

Attachment SR-3
Southern California Regional Rail Authority
Proposed FY27 Classification and Salary Plan
Effective: 7/1/2026

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
Grade 11B	Assistant Director (Various)	**Bi-Weekly**	$5,148.85	$6,564.85	$7,980.73
	Assistant Director, Customer Experience	**Hourly**	$64.3606	$82.0606	$99.7591
	Assistant Director, Dispatching Operations	**Annual**	$133,870	$170,686	$207,499
	Assistant Director, Finance				
	Assistant Director , General Accounting				
	Assistant Director, Human Resources				
	Assistant Director, Communications and Public Affairs				
	Assistant Director, Rolling Stock				
	Assistant Director, Maintenance of Equipment				
	Assistant Director, Signal Maintenance				
	Assistant Director, System Safety				
	Assistant Director, Technology Infrastructure				
	Assistant Director, Track & Structures				
	Business Information Security Officer				
	Legal Counsel, Associate Risk Manager				
Grade 12	Director, Capital Construction	**Bi-Weekly**	$5,560.76	$7,090.03	$8,619.18
	Director, Capital Rolling Stock and Facilities	**Hourly**	$69.5095	$88.6254	$107.7397
	Director, Communications and Public Affairs	**Annual**	$144,580	$184,341	$224,099
	Director, Contracts, Procurement and Materials Management				
	Director, Customer Experience				
	Director, Customer Experience Innovation & Partnerships				
	Director, Design				
	Director, Facilities and Fleet Maintenance				
	Director, Government and Community Relations				
	Director, Grants				
	Director, Human Resources				
	Director, Mission-Critical Technology Solutions				
	Director, Program Management				
	Director, Railroad and Real Estate Services				
	Director, Signal Design				
	Director, State of Good Repair				
	Director, Special Projects				
	Director, Sustainability				
	Director, System Safety & Security				
	Director, Track and Signal Infrastructure Maintenance				
	Director, Train Control & Communications				

Red (2): Phase out current classification ***Classification is part of a series and identified as flexibly staffed classification**

Attachment SR-3
Southern California Regional Rail Authority
Proposed FY27 Classification and Salary Plan
Effective: 7/1/2026

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
Grade 13	Controller	**Bi-Weekly**	$5,949.98	$7,586.34	$9,222.53
	Deputy Chief Technology Officer	**Hourly**	$74.3748	$94.8293	$115.2816
	Director, Dispatching Operations	**Annual**	$154,700	$197,245	$239,786
	Director, Audit				
	Director, Maintenance of Equipment				
	Director, Planning & Development				
Grade 14	Associate General Counsel	**Bi-Weekly**	$7,318.50	$9,331.22	$11,343.73
	Chief Customer Experience Officer	**Hourly**	$91.4812	$116.6402	$141.7966
	Chief of Staff	**Annual**	$190,281	$242,612	$294,937
	Chief People Officer				
	Chief Safety, Security, & Compliance Officer				
	Chief Strategy Officer				
	Chief Technology Officer				
	Deputy Chief Operating Officer				
	Senior Counsel, Risk Manager				
Grade 15	Chief Financial Officer	**Bi-Weekly**	$8,416.27	$10,730.87	$13,045.27
	Chief Operating Officer	**Hourly**	$105.2033	$134.1359	$163.0659
	Chief, Program Delivery	**Annual**	$218,823	$279,003	$339,177
Grade 16	Deputy Chief Executive Officer	**Bi-Weekly**	$9,678.70	$12,340.50	$15,002.05
	General Counsel	**Hourly**	$120.9838	$154.2563	$187.5256
		Annual	$251,646	$320,853	$390,053
Grade 17	Chief Executive Officer	**Bi-Weekly**	$11,517.68	$14,685.20	$17,852.43
		Hourly	$143.9710	$183.5650	$223.1553
		Annual	$299,460	$381,815	$464,163

Red (2): Phase out current classification ***Classification is part of a series and identified as flexibly staffed classification**



Adoption of FY27 Proposed Budget



Agenda

- Budget Environment
- Budget Assumptions
- Operating Budget
- Capital Budget
- Budget Summary

Budget Environment

- Significant recalibration of farebox revenue
- Member agency funding constraints
- Contractual cost increases
- Notification of State Rail Assistance Grant funds available





Operating Budget

Budget Assumptions

Service Level

- Current Service Level

Revenues

- Fare revenue forecasted in-house
- Fare increases to one-way tickets, SoCal Day Passes, and Weekend Passes
- Gas price induced ridership
- $18.3M in State Rail Assistance
- No new fare promotions
- Student/Youth 50% discount, 25% subsidized by grant funds
- Mobility-4-All 50% discount, 50% subsidized by grant funds

Expenses

- Generally, less than 3% unless mandated by agreements
- No new headcount
- Salaries at 90% of scale
- 3% COLA, no merit increase
- No special trains unless self-supporting

Scenario 4.1 Service Levels

Service Line	Optimized		Scenario 4.1		Scenario 4.1 vs Optimized	
	# of Trains Weekday	# of Trains Weekend	# of Trains Weekday	# of Trains Weekend	# of Trains Weekday	# of Trains Weekend
San Bernardino	44	16	32	16	-27%	0%
Ventura County	22	4	16	4	-27%	0%
Antelope Valley	30	24	24	24	-20%	0%
Riverside	10	-	10	-	0%	0%
Orange County	26	8	22	8	-15%	0%
IEOC	18	4	16	4	-11%	0%
91/PVL	14	4	12	4	-14%	0%
TOTAL	**164**	**60**	**132**	**60**	**-20%**	**0%**

Operating Budget Summary



Operating Revenue **$88.6 million**

+15.2% over FY26 Budget



Operating Expense **$355.3 million**

0.6% over FY26 Budget

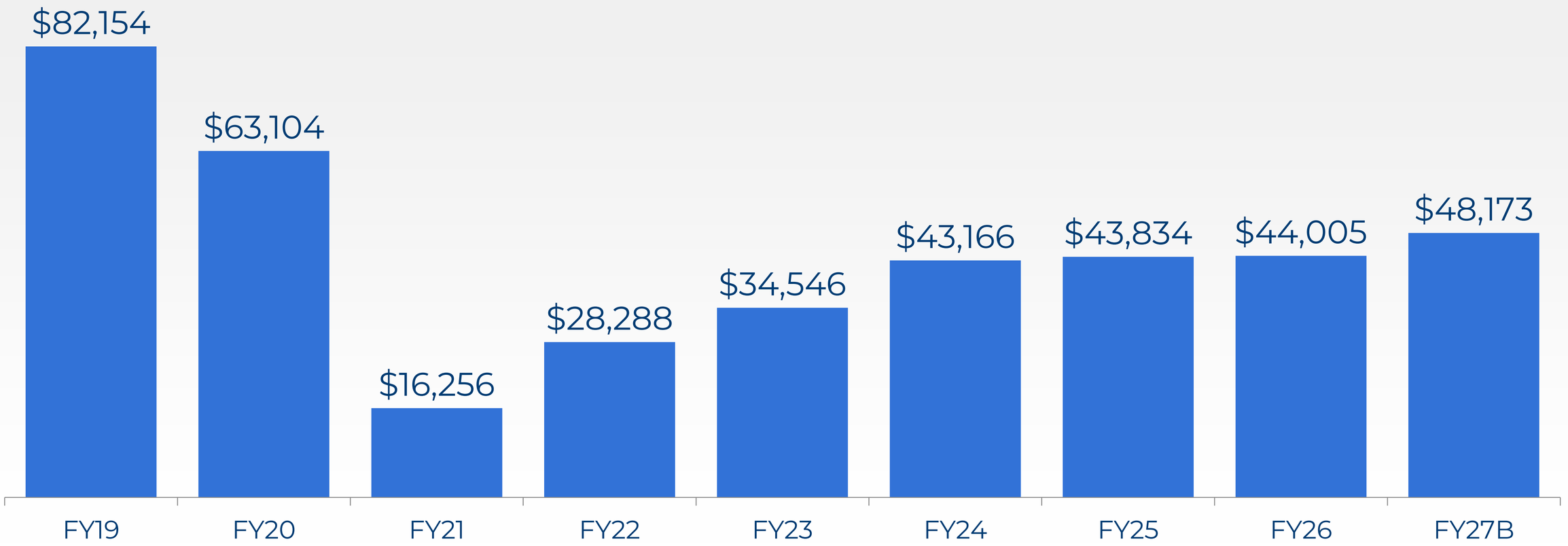


Member Support **$266.7 million**

-3.5% under FY26 Budget

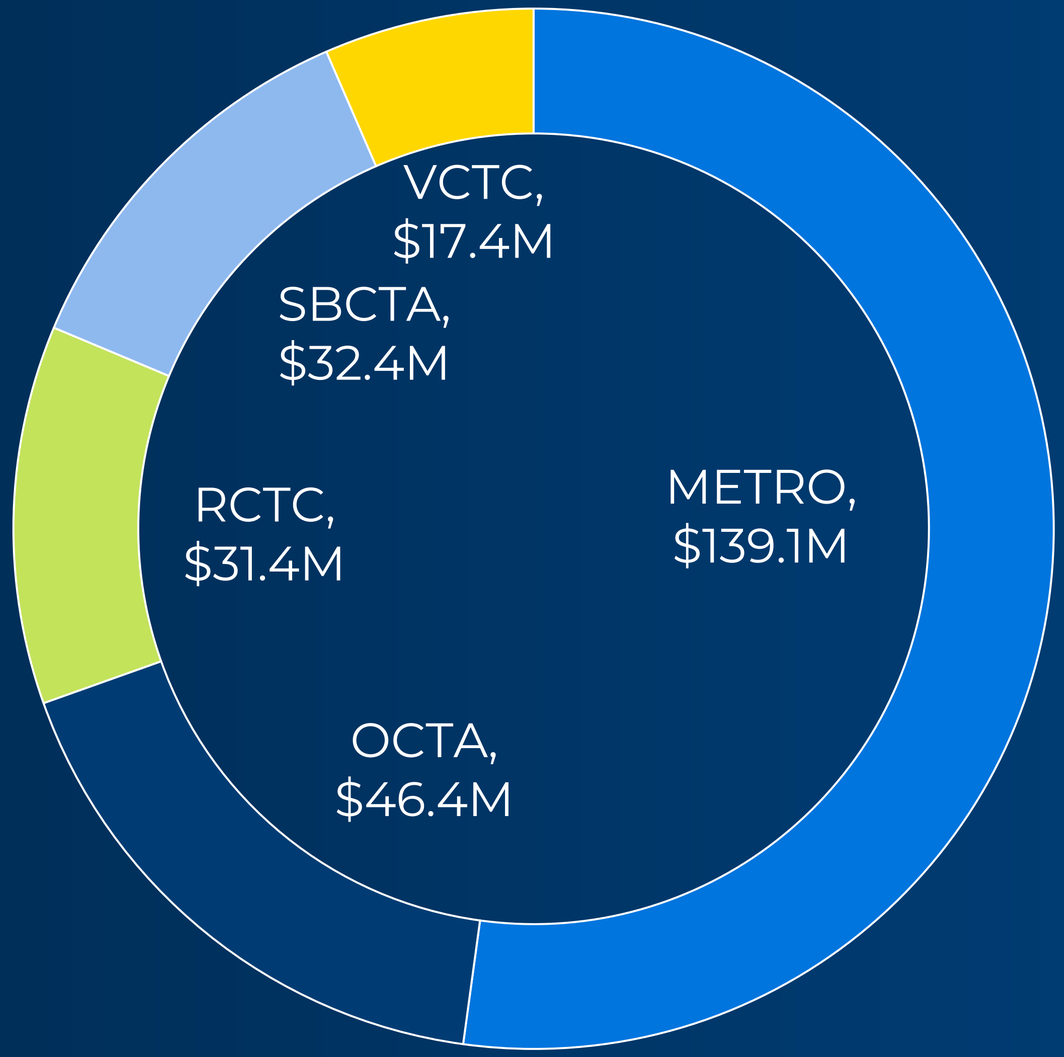
Fare Revenue
FY19 – FY27 Proposed

Note: fare revenue in 000s



Total Operating Support Required

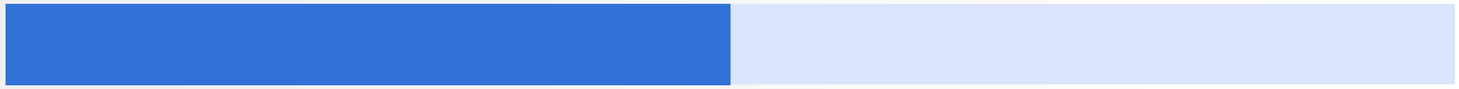
$266.7M





Capital Budget

Capital Budget Summary



State of Good Repair
+3.7% over FY26 Budget

$142.6 million



New Capital
-30.1% under FY26 Budget

$10.9 million

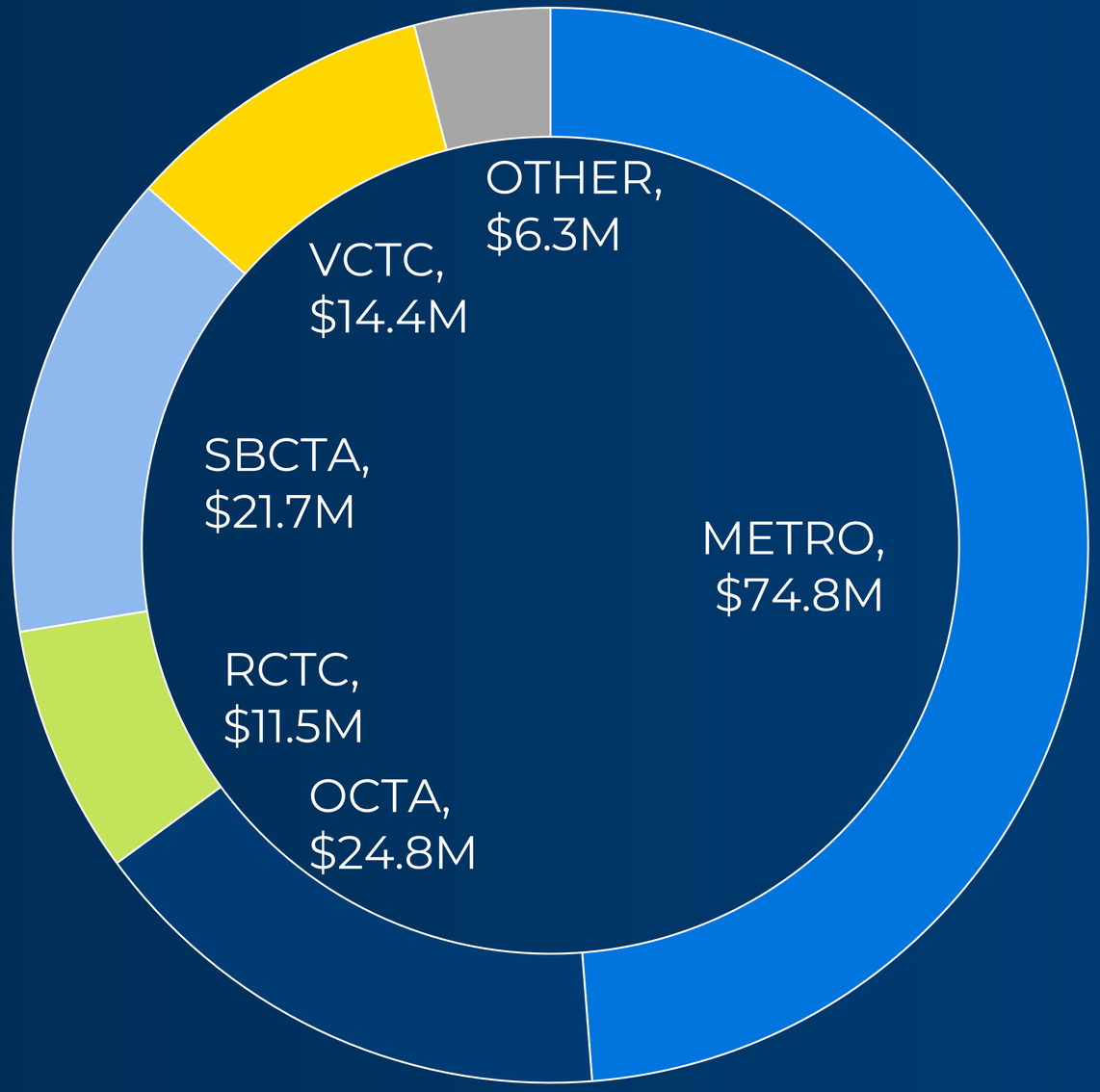


Total Capital
+0.3% over FY26 Budget

$153.5 million

Total Capital Program

$153.5M





Budget Summary

FY27 Proposed Budget ($000s)

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
Operating Support	$ 139,119	$ 46,397	$ 31,360	$ 32,438	$ 17,390	$ -	$ 266,704
Capital Support	$ 74,849	$ 24,814	$ 11,503	$ 21,702	$ 14,361	$ 6,263	$ 153,492
Total Support	**$ 213,968**	**$ 71,211**	**$ 42,863**	**$ 54,140**	**$ 31,751**	**$ 6,263**	**$ 420,196**

FY26 Adopted Budget ($000s)

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
Operating Support	$ 141,357	$ 51,972	$ 31,980	$ 32,947	$ 17,252	$ -	$ 275,508
Capital Support	$ 75,209	$ 35,539	$ 12,811	$ 18,864	$ 10,657	$ -	$ 153,080
Total Support	**$ 216,566**	**$ 87,511**	**$ 44,791**	**$ 51,811**	**$ 27,909**	**$ -**	**$ 428,588**

Year-Over-Year Variance ($000s)

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
Operating Support	$ (2,238)	$ (5,575)	$ (620)	$ (509)	$ 138	$ -	$ (8,804)
Capital Support	$ (360)	$ (10,725)	$ (1,308)	$ 2,838	$ 3,704	$ 6,263	$ 412
Total Support	**$ (2,598)**	**$ (16,300)**	**$ (1,928)**	**$ 2,329**	**$ 3,842**	**$ 6,263**	**$ (8,392)**
% Variance	-1.2%	-18.6%	-3.6%	4.5%	13.8%	N/A	-2.0%



Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-384-0**
TRANSMITTAL DATE:	**November 9, 2026**
MEETING DATE:	**November 13, 2026**
TO:	**Board of Directors**
FROM:	**Darren Kettle, Chief Executive Officer**
SUBJECT:	**Proposed Modification to Board-Approved FY2027 Audit Plan**

Issue

On September 24, 2026 the Metro Board approved a motion by Director Sandoval requesting SCRRA conduct an audit as part of its FY27 Audit Plan that focuses on parts and mechanical issues related to the 20% weekday service reduction which was effective March 2026. The letter from Metro's CEO dated November 6, 2026 and the motion are attached as Attachment A.

Recommendation

It is recommended that the Board consider Metro's request to amend the FY2027 Audit Plan as referenced in Attachment A.

Prepared by:	Darren Kettle, Chief Executive Officer
Approved by:	Darren Kettle, Chief Executive Officer

Attachment(s)

Attachment A - LA Metro Motion Regarding SCRRA FY27 Audit Plan

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

Stephanie Wiggins
Chief Executive Officer
213.922.7599 Tel
213.922.7447 Fax
wigginss@metro.net

November 6, 2026

VIA EMAIL

Darren Kettle
Chief Executive Officer
Southern California Regional Rail Authority
P.O. Box 812060
Los Angeles, CA 90081-0018

Subject: Transmittal of the Los Angeles County Metropolitan Transportation Authority's (LACMTA or Metro) Board-Approved Motion for Inclusion in SCRRA's November 13, 2026, Budget Adoption Board Report

Dear Mr. Kettle:

The Metro Board acted at its September 24, 2026 meeting to approve a motion by Director Sandoval requesting SCRRA conduct as part of its FY27 Audit Plan an audit focused on the parts and mechanical issues that resulted in the reduction of 20% of weekday service in March 2026.

LACMTA is requesting that the SCRRA Board direct SCRRA's Chief Auditor to conduct a full, transparent, and comprehensive audit covering the following key areas:

- Train parts/locomotives and safety concerns at Metrolink;
- A comprehensive audit to explain the March 2026 service reduction; and
- A review of Alstom's performance in maintaining and operating Metrolink's locomotives, evaluated under both their current and prior contracts.

Metro's approval of the second Continuing Resolution and adoption of Metro's subsidy for the SCRRA FY27 budget is contingent upon the audit referenced above and in the attached motion being formally included in the FY27 Audit Plan and funded through the FY27 Budget that will be considered at the SCRRA Board meeting on November 13, 2026. Attached please find a draft motion for the SCRRA Board that includes parameters for the requested audit to be considered by the SCRRA Board in conjunction with the FY27 Budget consideration.

Thank you for your attention to this critical matter as we work together to ensure safety, fiscal transparency, and operational reliability across the Metrolink regional rail network.

Sincerely,

Stephanie Wiggins
Chief Executive Officer

cc: SCRRA Board of Directors
SCRRA Chief Auditor
LACMTA Board of Directors
Motion by Director Sandoval
SCRRA Board of Directors
November 13, 2026

MOTION

MOVED that the SCRRA Board of Directors directs the Chief Executive Officer to:

1. **Conduct a Full, Transparent, and Comprehensive Audit:** Request and coordinate a comprehensive, independent, and transparent audit covering the following key areas:
    - **Equipment & Safety:** A review of train parts, locomotives, rolling stock conditions, and associated safety concerns at Metrolink.
    - **March 2026 Service Reduction:** A comprehensive administrative audit explaining the root causes, decision-making processes, communication with member agencies, and operational impacts surrounding the March 2026 service reduction.
    - **Contractor Performance Review:** A thorough evaluation of Alstom's performance in maintaining and operating Metrolink's locomotive fleet, spanning both their current and prior contractual agreements.
2. **Audit Plan Incorporation:** Formally incorporate the requested audits into Metrolink's FY 2026–27 annual audit plan as a condition for Metro's adoption of the FY 2026–27 budget and second continuing resolution.
3. **Budget Neutrality & Funding Allocation:** Identify internal funding sources within the proposed FY 2026–27 budget that do not negatively impact active rail operations, and—if necessary—defer less urgent audit plan items to fully absorb and accomplish the requested audits without increasing member agencies' subsidy contributions.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-364-0**
TRANSMITTAL DATE:	**November 6, 2026**
MEETING DATE:	**November 13, 2026**
TO:	**Board of Directors**
FROM:	**Alberto Lara, Chief People Officer**
SUBJECT:	**Proposed Employee Reclassifications and Salary Adjustments to Employee Compensation**

Issue

Board approval is needed for salary adjustments to employee compensation, in accordance with HR Policy No. 2.1.

Recommendation

The Budget, Audit, and Finance Committee recommended (4-0) the Board approve:

1. Proposed employee reclassifications; and
2. Proposed salary adjustments to employee compensation.

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. Staff's recommendations contribute to this goal by ensuring that the Authority provides competitive salaries and accurate classifications to recruit and retain a qualified and diverse workforce.

Background

HR Policy No. 2.1, Wage and Salary Administration – Salary Program Administration, states in part: SCRRA shall review the Classification and Pay Plan on an annual basis. This permits

SCRRA an opportunity to periodically assess the competitiveness of its Classification and Pay Plan, including the salary structure, and make necessary adjustments to reflect changes in internal equity and labor market conditions. The addition of new job classifications and corresponding salary grade assignments, the addition of new salary grades, and salary grade/range adjustments are subject to approval of the Board of Directors.

In March 2025, staff initiated an annual review of its Classification and Salary Plan, during which employees were given the opportunity to submit a request for a classification and/or compensation review. Staff analyzed the requests to ensure alignment between employees' classifications and their position duties and responsibilities. Upon completion of the review, staff's recommendations included the reclassification of twenty-eight (28) employees to higher classifications and salary grades, to accurately reflect their duties and responsibilities.

Additionally, two executives proposed reorganizations of their departments for implementation in FY27 that change classifications and/or salaries for eleven (11) employees between both departments. Lastly, executive leadership also initiated requests to reclassify three (3) employees in other departments within the agency to higher classifications and salary grades due to changes in their duties and responsibilities.

Discussion

As part of the Human Resources-led project in March 2025, a total of forty-four (44) employees submitted requests to have their classification and/or compensation reviewed by Human Resources. After full review, analysis, and discussions with employees and their management team, twenty-eight (28) employees were recommended for reclassification and salary adjustments. The work was designed to ensure that employees are classified appropriately and compensated consistently with their job responsibilities. HR staff's recommendations added thirteen (13) new classifications to the Agency's Classification and Salary Plan to reclassify a total of fifteen (15) employees. The remaining thirteen (13) employees will be reclassified into existing classifications on the Plan. All twenty-eight (28) reclassified employees are proposed to receive 5%-10% salary adjustment.

The Integrated Digital and Technology Services (IDTS) Department is being reorganized to enhance efficiency, maximize resources, encourage career growth within the department, and ensure better alignment with the agency's mission, operational goals, customer expectations, and long-term strategic priorities. For many years, the department has been structured primarily to maintain existing systems and provide day-to-day support. While that work remains critical, the increasing complexity of technology, cybersecurity risks, and growing demand for digital services require a more modern and proactive approach.

This transformation is designed to strengthen accountability for the agency's technology systems, improve collaboration between IDTS and business departments, and create greater capacity to deliver innovative solutions more efficiently and effectively. The reorganization modernizes leadership roles, clarifies ownership of critical technology platforms, and allows our teams to focus more on strategic planning, service improvement, and problem-solving rather than manual and reactive work. By reimagining our technology workforce, streamlining operations, and expanding the use of automation and modern service practices, we are positioning IDTS to become a stronger strategic partner for the agency — one that can better support reliability, safety, customer experience, and future growth across Metrolink.

As part of the IDTS reorganization, HR staff's recommendations added four (4) new classifications to the Agency's Classification and Salary Plan to more accurately reflect the job duties and responsibilities of nine (9) employees. Of the nine (9) employees being reclassified, two (2) are proposed to receive a 5% salary adjustment.

The Customer Experience (CX) Department has been reorganized to enhance efficiency, maximize resources, encourage career growth within the department and align with SCRRA's overall strategy. Key changes included reshaping Marketing and Partnerships by giving each area a distinct focus. Marketing will continue to build ridership and strengthen brand awareness, while CX Innovation and Partnerships will bring together two complementary priorities: generating new revenue and driving innovation. On the revenue side, the team will focus on advertising, sponsorships, and other partnerships that create sustainable funding streams. On the innovation side, the team will explore new technologies, processes, and collaborations that directly enhance the rider experience.

Expanding the customer support function to provide strategic leadership and operational oversight across Metrolink's customer-facing support channels, including the Customer Contact Center, Communications Desk, Los Angeles Union Station/Field Customer Relations team, customer advocacy, service recovery, and customer communications. As the department has evolved, the role has grown beyond traditional complaint resolution to encompass cross-functional coordination, incident response, major event support, customer experience standards, continuous improvement initiatives, and the translation of customer feedback into operational enhancements. The reclassification recognizes the increased scope, complexity, and leadership responsibilities required to deliver a seamless and consistent customer experience across all customer touchpoints while supporting SCRRA's commitment to customer-focused service delivery.

As part of the Customer Experience's reorganization, staff's recommendations added two (2) new classifications to the Agency's Classification and Salary Plan to more accurately reflect the job duties and responsibilities of two (2) employees. Both employees reclassified are proposed to receive a 5% salary adjustment.

Lastly, outside of the HR lead classification and compensation review and the two department reorganizations discussed above, executive leadership in the Strategy division and Finance division, are recommending the reclassification of a total of three (3) employees and corresponding salary adjustments. These proposed reclassifications are standalone and are due to a gradual change in increased duties and responsibilities for these three (3) employees that warrant a reclassification. All three (3) reclassified employees are proposed to receive a 5% salary adjustment.

Therefore, the staff is recommending the approval of the forty-two (42) employee reclassifications. Additionally, staff recommends approval of 5-10% salary adjustments for a total of thirty-five (35) employees discussed above, as detailed in Attachment A.

Budget Impact

The amount of $267,601 to increase salaries for thirty-five (35) employees is included in the Proposed FY27 Budget and is contingent upon the adoption of the proposed FY27 Operating Budget.

Next Steps

If the Board approves the proposed employee reclassifications and salary adjustments to employee compensation, and the Board adopts the FY27 Operating Budget as presented, Human Resources will implement and administer salary and classification adjustments consistent with the provisions of the Board adopted HR Policy No. 2.1 - Wage and Salary Administration. The reclassifications and compensation adjustments would be effective retroactively to July 1, 2026.

Prepared by:	Cory Elmore, Manager I
Approved by:	Alberto Lara, Chief People Officer

Attachment(s)

Attachment A - Proposed Salary Adjustments
Presentation - Proposed Employee Reclassifications and Salary Adjustments

ATTACHMENT A
Proposed Salary Adjustments

Current Classification Title	New Classification Title	Current Salary	New Salary	% Increase	Difference
Accountant I	Accountant II	$103,447	$108,620	5%	$5,172
Assistant Director, Various	Director, Signal Design	$196,129	$205,935	5%	$9,806
Auditor II	Senior Auditor	$127,047	$139,752	10%	$12,705
Business Analyst I	Business Analyst II	$98,080	$102,984	5%	$4,904
Business Analyst II	Senior Business Analyst	$121,932	$128,029	5%	$6,097
Coordinator, Fleet Maintenance	Fleet Manager	$95,370	$104,907	10%	$9,537
Corporate Sales Specialist	Innovation & Partnerships Analyst	$90,301	$94,816	5%	$4,515
Customer Relations Manager	Manager II (Various)	$143,540	$150,717	5%	$7,177
Customer Relations Manager	Manager II (Various)	$134,189	$140,898	5%	$6,709
District T & S Maintenance Supervisor	Track & Structure Maintenance Manager	$143,540	$150,717	5%	$7,177
Executive Assistant I	Coordinator, Train Control & Communications	$86,907	$91,252	5%	$4,345
Field Operations Manager	Senior Manager, System Safety	$156,557	$164,385	5%	$7,828
Finance Analyst I	Finance Analyst II	$89,585	$94,064	5%	$4,479
Human Resources Analyst I	Human Resources Analyst II	$103,712	$108,897	5%	$5,186
Human Resources Analyst I	Human Resources Analyst II	$103,712	$108,897	5%	$5,186
Management Analyst II	Government Relations Manager	$106,532	$111,859	5%	$5,327
Manager I (Various)	Senior Technology Product Manager	$143,540	$150,717	5%	$7,177
Manager I (Various)	Manager II (Various)	$139,351	$146,318	5%	$6,968
Manager I (Various)	Senior Manager, Partnerships	$133,653	$140,336	5%	$6,683
Manager I (Various)	Station Maintenance & Environmental Compliance Manager	$140,000	$147,000	5%	$7,000
Manager II (Various)	Assistant Director, Human Resources	$159,329	$167,295	5%	$7,966
Manager II (Various)	Senior Manager, Transit Asset Management	$159,329	$167,295	5%	$7,966
Manager II (Various)	Senior Manager, Grants	$159,329	$167,295	5%	$7,966
Manager II (Various)	Senior Manager, Business Operations	$159,329	$167,295	5%	$7,966
Manager II (Various)	Emergency Manager	$159,329	$175,262	10%	$15,933
Public Affairs Manager	Senior Manager, Community Relations	$143,540	$150,717	5%	$7,177
Railroad Systems Engineer I	Senior Project Engineer	$119,701	$131,672	10%	$11,970
Rolling Stock Engineering Manager II	Assistant Director, Rolling Stock	$178,006	$186,907	5%	$8,900
Senior Civil Design Specialist	CADD Designer and Database Administrator	$108,868	$119,755	10%	$10,887

ATTACHMENT A
Proposed Salary Adjustments

Senior Manager, Customer Relations	Assistant Director, Customer Experience	$178,842	$187,784	5%	$8,942
Senior Manager, Information Technology	Assistant Director, Technology Infrastructure	$184,822	$194,063	5%	$9,241
Supervisor, Communications Systems	Communications Systems Manager	$143,540	$150,717	5%	$7,177
Supervisor, Communications Systems	Communications Systems Manager	$143,540	$150,717	5%	$7,177
Supervisor, Signal Systems	Signal Systems Manager	$143,540	$150,717	5%	$7,177
Supervisor, Signal Systems	Signal Systems Manager	$143,540	$150,717	5%	$7,177
				Total Cost:	**$267,601**

Amounts in the “New Salary” column do not reflect the proposed FY27 COLA increase



Proposed Employee Reclassifications and Salary Adjustments to Employee Compensation



Background

- In accordance with HR Policy Wage and Salary Administration No. 2.1.- Salary Program Administration, the addition of new job classifications and corresponding salary grade assignments, the addition of new salary grades, and salary grade/range adjustments are subject to approval of the Board of Directors.
- SCRRA shall review the Classification and Pay Plan on an annual basis. This permits SCRRA an opportunity to periodically assess the competitiveness of its Classification and Pay Plan, including the salary structure, and make necessary adjustments to reflect changes in internal equity and labor market conditions. The addition of new job classifications and corresponding salary grade assignments, the addition of new salary grades, and salary grade/range adjustments are subject to approval of the Board of Directors.

Human Resources Review

- In March 2025, Human Resources (HR) staff initiated an annual review of its Classification and Salary Plan, during which employees were given the opportunity to submit a request for a review of their classification and/or compensation in relation to their job duties and responsibilities.
- HR staff received and analyzed forty-four (44) employee requests.
- Upon completion of the review, staff recommendations included the reclassification of twenty-eight (28) employees.
- As part of their reclassifications, staff also proposed a 5-10% salary adjustment for the twenty-eight (28) employees.



Division Reorganizations/Reclassifications

- The Integrated Digital & Technology Services (IDTS) Division and Customer Experience Division have been reorganized.
  - As part of the reorganization, staff recommends the reclassification of eleven (11) employees and a 5% salary adjustment for four (4) employees.
- The Finance and Strategy Divisions collectively requested that three (3) employees be reclassified.
  - As part of their reclassification, staff also recommends a 5% salary adjustment for the three (3) employees.





Summary of Changes

- Proposed reclassification of forty-two (42) employees
- Proposed salary adjustments for thirty-five (35) employees
- Salary adjustments between 5% and 10%
- Total cost to adjust salary for thirty-five (35) reclassified employees is $267,601
- Salary budget increase included in the proposed FY27 Operating Budget
- Changes to become effective retroactively to July 1, 2026

Recommendation

It is recommended that the Board:

- Approve proposed employee reclassifications; and
- Approve proposed salary adjustments to employee compensation



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Thank you.

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ITEM ID:	**2026-340-0**
TRANSMITTAL DATE:	**November 6, 2026**
MEETING DATE:	**November 13, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**Contract No. EP254-27 - Repair & Return of Wheelsets and Gearboxes - Recommendation to Award - UTC RAS, Inc**

Issue

Repair and return services of locomotive and passenger car wheelsets and locomotive gearboxes are required to support the maintenance and safe operation of the Authority's rolling stock fleets. Two bids were received and UTC RAS, Inc was the lowest responsive and responsible bidder.

Recommendation

It is recommended that the Board authorize the Chief Executive Officer to award Contract No. EP254-27 to UTC RAS, Inc for the Repair and Return of Locomotive and Rail Car Wheelsets and Locomotive Gearboxes for a not-to-exceed amount of $7,326,433 for a base term of three years, with a single two-year renewal option. The option may be exercised at the discretion of the CEO. This award is subject to the resolution of any timely submitted protest.

Strategic Commitment

The 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, employees and the communities we serve. Timely replacement of locomotive and rail car wheelsets and gearboxes are necessary to maintain the Authority's rolling stock in a state of good repair.

Background

Locomotive and passenger rail car wheels wear out over the years as the equipment is in service. Worn axles are sent in to the repair service supplier to get new wheels pressed on to them in accordance with the Authority's specifications. Locomotive gearboxes fail over time due to stress caused by the interaction of the gearbox and the traction motors. Failed gearboxes are then sent to the repair supplier to rebuild according to the OEM specifications. Contract No. EP254-27 allows the Authority to procure these repair & return services needed to ensure wheelsets and gearboxes are available to support timely maintenance of the Authority's rolling stock.

Discussion

On April 7, 2026, the Authority issued an Invitation for Bids (IFB) No. EP254-27 for the Repair & Return of Wheelsets and Gearboxes. The IFB was posted on the Authority's online procurement portal and notifications were sent to 607 registered firms. The Authority also advertised the RFP in publications in the five member counties and in diversity newspapers. 39 prospective bidders viewed the IFB on the procurement portal. Three prospective bidders attended the virtual Pre-Proposal Conference held on April 14, 2026. There was a job walk held, only one bidder attended.

The IFB was extended for several months pending an investigation and subsequently the technical specifications were revised. The bidders were notified and the technical specifications were updated on August 18, 2026.

The Authority received two bids by the submission date of September 16, 2026, both were found to be responsive and responsible. The Bids are listed below.

	Independent Cost Estimate	ORX Railway Corporation	**UTC RAS, Inc**
Base	$6,669,600.00	$7,619,928.00	**$4,259,448.44**
Option	$4,616,000.00	$5,390,742.00	**$3,066,984.06**
Total	$11,285,600.00	$13,010,670.00	**$7,326,432.50**
+ / -		+15.28%	**-35.08%**

The bid from UTC, is 35.08% below the Independent Cost Estimate and found to be fair and reasonable.

Budget Impact

The amount for which contract authority is requested for FY27 is $976,857. This amount is

expected to cover 8 months of the fiscal year at an estimated need of $122,107 monthly. The amount is included in the operating budget for FY27 and is subject to the adoption of that FY27 Budget. Funding for subsequent fiscal years will be requested through the annual budget process.

Next Steps

Upon award by the Board, staff will execute Contract No. EP254-27 with UTC RAS, Inc. Purchase Orders will be issued on an as-needed basis.

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

Attachment(s)

Presentation - EP254-27 UTC



Contract No. EP254-27 Repair & Return of Wheelsets and Gearboxes - Recommendation to Award - UTC RAS, Inc

Background

- Locomotive and passenger car wheels wear over time as equipment is in service.
- To ensure safe operation of the rolling stock, worn wheelsets are replaced with rebuilt ones.
- Worn wheelsets are sent to a qualified supplier to get new wheels pressed on the axles.
- Axles are repaired and requalified according to SCRRA and FRA requirements.
- Contract No. EP254-27 will allow the materials management department to ship worn axles quickly to ensure rebuilt axles are available when needed.





Solicitation Information

- Invitation for Bids was issued on 4/7/26
- Two bids were submitted by the deadline.
- Both bids were found to be responsive and responsible.
  - Independent Code Estimate (ICE) $11,285,600.00
  - ORX $13,010,670.00
  - UTC $7,326,432.50
- UTC was 35% below the ICE and found to be fair and reasonable.



Recommendation

- It is recommended that the Board authorize the CEO to award Contract No. EP254-27 to UTC RAS, Inc for the Repair and Return of Locomotive and Rail Car Wheelsets and Locomotive Gearboxes for a not-to-exceed amount of $7,326,433
- Base term is three years with a single two-year option to be exercised at the discretion of the CEO
- This recommendation is subject to the resolution of any timely filed protests


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4B
3B
3B
UNION STATION DIRECTORY
TRACKS 3B & 4B
Thank you.

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ITEM ID:	**2026-327-0**
TRANSMITTAL DATE:	**November 6, 2026**
MEETING DATE:	**November 13, 2026**
TO:	**Board of Directors**
FROM:	**Lisa Bahr, Chief Customer Experience Officer**
SUBJECT:	**Annual Consideration of Fare Changes**

Issue

At its meeting on June 26, 2026, the Board directed staff to prepare an agenda item regarding the annual consideration by the Board for potential fare changes and discussion of creating a policy so the Board considers potential fare changes every year. This item presents an amendment to Metrolink's Fare Policy for an annual fare policy review.

Recommendation

It is recommended that the Board approve fare policy amendments that include clarifications and a new article 7.1 to consider potential changes to fares as part of the annual budget development process. This review will consider budget requirements and the share of operating expenses that are covered by fare revenue.

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. Updating the Authority's Fare Policy provides for an annual review of fares as part of the budget process.

Background

On June 26, 2026, the Board voted for a limited fare increase to help reduce a shortfall in the FY27 operating budget. Since fares had not increased since 2013, it required a double-digit increase for several ticket types. On October 5, 2026, the prices for One-way Tickets increased by 14% and for SoCal Day Passes from $15 to $19 on weekdays, and from $10 to $12 on weekends and holidays.

Discussion

The Authority has avoided increasing fares for 13 years until the FY27 budget shortfall required raising fare revenue in addition to a reduction in service levels. During that time, overall prices have increased by 44% since 2013 due to inflation. The 2026 fare increase marks the longest period in the Authority's history without a fare increase and necessitated a more substantial increase for certain ticket types. During the prior 13 years, between 2000 and 2013, the Authority raised fares every 1.4 years on average. The average fare increase was 5%. For comparison, US commuter rail agencies change fares approximately three years (based on a review of APTA fare databases between 2010 and 2026).

To reduce the need for infrequent but large fare increases, staff recommends an amendment to the Authority's Fare Policy for an annual review of fare policy performance and revenue requirements as part of the annual budget development process. This is not intended to recommend annual fare changes, but to provide the Board with the necessary information to make informed budget decisions.

This is supported by research which suggests that customers are more accepting of fare increases if they are small and predictable (L. M. Spock: Fare Policy Regarding Regular and/or Inflation-related "Programmed" Price Increases, NYU Wagner Rudin Center for Transportation Policy & Management. NY, NY 2007). A 2013 BART study finds that "approximately 60% of respondents would rather have predictable small increases over time than large erratic hits to their wallets" (https://www.bart.gov/news/articles/2013/news20130228-0).

The attachment includes the updated fare policy document with the new article "ANNUAL FARE POLICY REVIEW" and several clarifications to existing policies.

Budget Impact

There is no budget impact as a result of this recommendation.

Next Steps

If the Board adopts the staff recommendation the amended fare policy will take effect and a regular Board consideration of fares will be made part of the annual budget review.

Prepared by: Henning Eichler, Senior Manager, Market Insights & Analytics

Approved by:	Lisa Bahr, Chief Customer Experience Officer Tom Schamber, Chief Financial Officer

Attachment(s)

Attachment A - Fare Policy
Attachment B - Fare Policy Redline
Presentation - Fare Policy Amendment

METROLINK

Southern California
Regional Rail Authority

Fare Policies and Procedures

Version:
14.0

Originating Unit:
CX Department

CREATED:	REVISION:	EFFECTIVE DATE:	APPROVED BY:
06/26/2026	11/13/2026	11/13/2026	Board of Directors

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2.0 PURPOSE

This document outlines the fare policies and operational practices adopted by the SCRRA Board of Directors. Fare policies and procedures on the Metrolink system are governed solely by the SCRRA Board of Directors and may be modified at any time. The term "ticket" is used throughout to incorporate all types of fare media valid for travel on Metrolink and Arrow trains unless a specific ticket type is noted with conditions pertinent to that payment medium.

3.0 FARE POLICY GOALS AND PRINCIPLES

The following fare policy goals and guiding principles, as adopted by the Bord of Directors in October of 2020, set the stage for Metrolink's Fare Policy, identifying the critical and complementary roles that ridership, financial stewardship, equity and an improved customer experience play in overarching fare strategy, policy decisions, fare products and, ultimately, Metrolink's promise to the customer.

Metrolink is committed to following Federal Transit Administration Title VI guidelines that ensure "the impacts of service and fare changes are not discriminatory and are distributed equitably to minority and low-income populations." Additionally, the Metrolink Board is committed to looking beyond baseline expectations in establishing the following goals and principles to guide fare policy decisions.

3.1 *Grow ridership*

Ridership is the primary measure for Metrolink's essential contribution to the region's mobility and the Agency's ridership recovery and growth strategy. Our fare policies should:

- Encourage sustainable ridership growth through customer-focused fare policies. These policies are cognizant of the preferences of customers of different ages, abilities and socio-economic backgrounds.

- Balance ridership growth with other goals such as financial sustainability by incorporating benefits such as increased regional mobility, reduced freeway congestion or greenhouse gas emissions into decision-making.

3.2 *Enable financial sustainability*

Financial sustainability is a precondition for providing and expanding our essential service to the community. Our fare policies should:

- Optimize fares to meet revenue targets and improve farebox recovery while acknowledging that needs for immediate revenue growth should be balanced with the need to recover, retain, and grow ridership that will lead to future revenue growth.
- Ensure fares are consistent and cost-effective to administer and enforce.
- Enable innovation and testing of new fare pilots so the Agency can nimbly respond to changing market conditions.
- Include fare discounts or premiums as a means to encourage behavior in support of the Agency's policy goals.

3.3 *Ensure equity*

Metrolink is cognizant of the diverse needs of the region's population, which includes individuals with varying economic, social, and geographic backgrounds. Our fare policy should:

- Use distance traveled as a means to calculate fare prices.
- Offer discounts for frequent usage to ensure Metrolink fares are affordable for essential workers, students, and other low income populations who depend on Metrolink on a regular basis.
- Apply discounts based on ticket type and rider type consistently across all lines.

3.4 *Enhance customer experience*

Customer experience is a key consideration for all decisions governing fare policy and fare technology. Our fare policy should:

- Ensure fare system, products, purchase, enforcement, and pricing are easy for customers to understand and use.
- Ensure fare products are designed with the needs of different customers in mind, such as commuters and leisure riders, students, visitors, and others.
- Improve regional mobility through seamless transfers and regional fare integration.

(Fare Policy Goals, adopted by the Metrolink Board of Directors, October 9, 2020)

4.0 METROLINK FARE STRUCTURE

4.1 DISTANCE-BASED FARES

In April 2004, the Metrolink Board of Directors adopted a distance-based fare structure based on driving mileage between stations. The structure was implemented in July 2005. This driving mileage-based fare structure levies a charge determined by the driving distance between the origin station and destination station. The Metrolink Board of Directors adopted this fare structure to develop and implement consistent and equitable pricing so that customers traveling the same distances pay the same price, and short trips cost less than longer trips while making the fares competitive with the cost of driving.

4.2 FARE CALCULATIONS

Metrolink fares consist of four elements: a base fare boarding charge for all tickets which includes an embedded transfer fee, a mileage charge for the distance traveled, and a ticket type multiplier.

The miles between stations are calculated using the shortest driving miles from origin to destination station. Given the unique linear and parallel configuration of various Metrolink routes, there is one exception to the driving mile equivalent calculation for interlined trips. Interlined trips that have very short driving miles (or miles shorter than the longest train leg) pay the longest distance driving mile train leg. For example, Claremont to Pomona-Downtown is five miles driving, but to get to Pomona-Downtown from Claremont on the train, the trip requires traveling into L.A. Union Station, transferring, and riding to Pomona-Downtown. As a result, the fare for this trip is based on the driving miles from Claremont to L.A. Union Station (32 miles) – which is the longest distance driving mile train leg (Pomona-Downtown to L.A. Union Station is 30 miles).

4.3 TICKET TYPES

4.3.1 ONE-WAY TICKET

One-way tickets are valid for one trip only, defined as continuous travel from the origin station to the destination station specified on the ticket.

One-way trips must be completed within five hours after purchase of the ticket on the day of purchase. Applicable discounts include: Adult, Senior, Disabled/Medicare, Student/Youth, Active Military/Veteran, Mobility for all. One-way tickets are available only for same-day travel.

4.3.2 SOCAL DAY PASS

The SoCal Day Pass is valid for unlimited systemwide travel on the day of purchase. It expires at 3:00 am the following day to allow riders to complete their trip past midnight. The SoCal Day Pass is priced at a flat fare of $19. This price is reduced to $12 on Saturdays, Sundays, and on seven holidays (New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Day after Thanksgiving, and Christmas). Types of SoCal Day Passes sold: Adult, Senior, Disabled/Medicare, Student/Youth, Active Military/Veteran, Mobility-4-All.

4.3.2 L.A. ZONE DAY PASS

The L.A. Zone Day Pass is valid on the day of purchase for unlimited travel only between the Metrolink stations within the L.A. zone:

- Burbank Airport - North (AV Line)
- Burbank Airport - South (VC Line)
- Burbank - Downtown
- Cal State L.A.
- Commerce
- Glendale
- L.A. Union Station
- Montebello/Commerce

The L.A. Zone Pass is valid on the day of purchase and expires at 3:00 am the following day to allow riders to complete their trip past midnight. The pass is priced at a flat fare of $5 and includes EZ Pass privileges for the use of Metro and municipal buses and trains throughout Los Angeles County. The L.A. Zone Pass is eligible for a 50% discount for low-income customers with an EBT card. No further fare discounts apply.

4.3.3 5-DAY FLEX PASS

The 5-Day Flex Pass is valid for unlimited travel between the origin and destination stations on five days within 30 days of purchase.. The 5-Day Flex Pass is priced at nine (9) one-way-trips. Applicable discounts include: Adult, Senior, Disabled/Medicare, Student/Youth, Active Military/Veteran, Mobility-4-All.

4.3.4 MONTHLY PASS

Monthly passes are valid for unlimited travel between the origin station and destination station printed on the pass during the calendar month, including on Amtrak trains under the Rail-2-Rail program. Prices for Monthly Passes are capped at a driving distance of 80 miles. A Monthly Pass also allows for unlimited systemwide weekend travel starting at 7:00pm on Friday through 11:59pm on Sunday. Monthly passes also entitle to free use of LAX Fly-Away buses. Applicable discounts include: Adult, Senior, Disabled/Medicare, Student/Youth, Active Military/Veteran, Mobility-4-All.

4.4 REDUCED AND FREE FARES

4.4.1 SENIOR DISCOUNT

For passengers 65 and older, the fare is 25% off the adult fare for Monthly passes. One-way Tickets, Day Passes, and 5-Day Flex Passes are 50% off the adult fare.

Customers purchasing a reduced senior citizen fare for Metrolink services shall carry proper photo identification cards indicating their age as 65 or older. ID cards must be shown to the fare inspector upon request.

4.4.2 ACTIVE MILITARY / VETERANS DISCOUNT

Military/Veteran Discount: One-way Tickets,SoCal Day Pass, 5-Day Flex Passes, and Monthly Passes are discounted 10% for active military with a valid Common Access Card (CAC). Veterans must present valid proof of eligibility, such as:

- Veterans ID Card
- State ID Card with Veteran designation
- Department of Defense ID Card
- DD-214 (separation from military document)
- NGB-22 (National Guard equivalent of DD-214)
- Honorable Discharge Certificate
- Statement of Service
- Reserve Separation Orders
- VA Letter

4.4.3 DISABLED/MEDICARE DISCOUNT

For passengers with a disability, the fare is 25% off the adult fare for Monthly passes. One-way Tickets, SoCal Day Passes, and 5-Day Flex Passes are 50% off the adult fare.

One Personal Care Attendant (PCA), accompanying a person with a disability, can travel without purchasing a ticket. The PCA must board and detrain with the person with a disability.

To qualify for the Disabled/Medicare discount, one of the following eligibility cards must be shown to the fare inspector upon request:

a) Los Angeles County Transit Operators Association Card (LACTOA)
b) Medicare ID card, which is red, white and blue
c) Identification card from other transit agencies - any current valid identification card issued to any person with a disability by other transit agencies within the United States shall be honored
d) DMV placard identification card
e) LA County Access Services ID Card holders ride at no cost within Los Angeles County only.

4.4.4 STUDENT/YOUTH DISCOUNT

Student/Youth fares are available to individuals with valid student identification or proof of age verifying eligibility for the youth discount. Student/Youth One-way Tickets, Day Passes, 5-Day Flex Passes, and Monthly Passes are discounted 50% from the adult fare. A valid student identification must be presented to the fare inspector upon request.

The youth fare is available for ages 6 to 17. The fare is 50% off the adult weekday fare on One-way Tickets, Day Passes, 5-Day Flex and Monthly Passes.

On Saturdays and Sundays, three children ages 17 years and under may ride free of charge with each adult using a valid ticket (“Kids-Ride-Free-On-Weekends”).

4.4.5 FARES FOR CHILDREN AGES 5 AND UNDER

Up to three children ride free with an adult using a valid ticket. Additional children must have a valid fare; a student/youth discount is available at 50% off the adult fare.

4.4.6 LOW-INCOME DISCOUNT (MOBILITY-4-ALL)

To enhance equity in public transportation, the Mobility-4-All program offers eligible customers a 50% discount on any Metrolink ticket or pass with a valid California Electronic Benefit Transfer (EBT) card. The Mobility-4-All discount may be combined with other fare discounts.

4.4.7 RECREATIONAL GROUP TICKETS

Recreational group trip tickets are sold through Metrolink administrative offices on a reservation basis for non-rush hour and weekend trains. Metrolink distributes tickets to the group traveling.

a) 15 or more persons, with a maximum of 50
b) $12.00 per person round-trip (same day travel)
c) Group ticket is valid for transfer to connecting transit
d) Reservations are required 21 days prior to travel
e) On weekends, three children aged 17 and under may travel free with an adult using a valid ticket (Kids-Ride-Free-On-Weekends).
f) Group ticket may not be valid for all trains
g) Group sales tickets are nonrefundable and nontransferable
h) A $2.50 postage/handling fee is charged per group order in addition to the $12 per-person price.

4.4.8 STUDENT/YOUTH GROUP TRIP VOUCHERS

School/youth group trip vouchers are available by reservation through the Metrolink administrative office. The tickets are provided to the group trip leader in voucher form, indicating the boarding and alighting stations, the date, time, and specific trains for the group. Additional policies include:

a) Valid for groups of students/youths aged 5-17 and/or attending K-12
b) Per person cost is $1.50 one-way and $3.00 round-trip
c) Minimum group size is 15, maximum is 150 (limited by train capacity, exceptions are granted at the discretion of the Chief Customer Experience Officer)
d) Transfers to connecting transit and use of Amtrak trains are not included
e) Minimum chaperone-to-student ratio of 1:10 is required, with a maximum ratio of 1:5; a 1:1 ratio is permitted for students/youths with disabilities
f) Chaperones must be aged 18 or older
g) All chaperones must sign and return Metrolink Safety Guidelines before a trip voucher is issued
h) Reservations must be received a minimum of six weeks prior to travel; payment must be received 30 days prior to travel
i) Travel limited to weekday trains with available capacity

4.4.9 SPECIAL PROMOTIONAL TICKETS AND DISCOUNTS

Metrolink may establish unique promotional fares and tickets for special trains, charter trains, promotions and discounts to encourage ridership.

Special promotional tickets may be sold at special events or stations for unique promotions. The Board of Directors has delegated the authority for approval of new promotional ticket and discount programs to the chief executive officer.

The Metrolink Board has designated Free Fare days allowing use of any Metrolink train without a ticket on Transit Equity Day (February 4), Earth Day (April 22), Bike to Work Week (3rd week of May) and California Clean Air Day (October 4).

4.4.10 COMPLIMENTARY/TRIAL RIDE TICKETS

This section establishes the procedures and requirements governing the distribution of complimentary/trial ride tickets. SCRRA distributes a limited number of complimentary tickets each year for two principal purposes. First, to improve or enhance customer service as measured by our Quality Service Pledge, and second, as a marketing tool to increase ridership and/or promote services. As noted below, SCRRA employees are strictly prohibited from receiving complimentary/trial ride tickets for personal use or personal distribution.

4.4.11 TICKET DISTRIBUTION TO THE PUBLIC

Complimentary/trial ride tickets are provided to authorized SCRRA employees who obtain approval from their direct supervisor for distribution to passengers. Such employees must submit a completed complimentary/trial ride Fare Media Request Form to obtain tickets. This form requires, among other things, a description of the event or purpose to justify the distribution, as well as the employee's supervisor or manager's authorization.

Employees who receive the proper authorization may distribute complimentary/ trial ride tickets for the following purposes:

a) **Improve customer satisfaction-** An authorized staff member may offer a complimentary/trial ride ticket to redress any legitimate customer dissatisfaction.
b) **Promote SCRRA's services-** To promote SCRRA services, Staff may distribute complimentary/trial ride tickets to individuals targeted through a specific marketing promotion or campaign. For example, providing an introductory experience to potential new customers or educating customers as to SCRRA's services.

SCRRA Employees who receive complimentary/trial ride tickets are responsible for distributing those tickets in accordance with this policy. Under no circumstances may employees receive complimentary/trial ride tickets for personal use or personal distribution. Misuse or unauthorized distribution of these tickets is subject to disciplinary action including, but not limited to, employment termination.

4.4.12 TICKET DISTRIBUTION TO BOARD MEMBERS

At the beginning of their year term on the Board, each Board member and alternate receives one SCRRA identification card. The Board member and alternate may use their identification card to travel on SCRRA's trains. This identification card is issued to cover public transit costs incurred as part of their official duties in SCRRA's service area.

Board members and alternates are encouraged to use Metrolink service to attend board/committee meetings. This identification card is non- transferable and SCRRA will collect this identification card when each Board member and alternate ceases service on the Board.

Individual Board members and alternates may not receive complimentary/trial ride tickets for distribution, nor may Board members and alternates receive complimentary/trial ride tickets (including any media sometimes identified as a “lifetime ticket”) at any time after conclusion of their service on the Board except in accordance with this policy.

4.4.13 TICKET DISTRIBUTION TO MEMBER AGENCIES

Member Agencies may request complimentary/trial ride tickets to promote SCRRA services consistent with this policy. The Member Agency must obtain approval from SCRRA’s Manager, Marketing and Sales by submitting the Member Agency Fare Media Request Form. Member Agency staff may distribute complimentary/trial ride tickets to individuals targeted through a specific marketing promotion or campaign as per this policy. Member Agencies are required to track the distribution of complimentary/trial ride tickets.

4.4.14 LAW ENFORCEMENT OFFICERS

Metrolink allows uniformed law enforcement officers to ride free of charge if the officer meets all the following criteria:

a) Has peace officer status under California Penal Code 832
b) Presents their valid photo ID card issued by their law enforcement agency during regular fare inspections or at the request of any Metrolink fare verifier
c) Wears a Class A agency-authorized uniform that includes an agency ID card, metal badge, baton and holder, metal name plate, rank insignia on uniform shirt, service weapon, gun belt and holster

This fare-exempt policy is restricted to law enforcement officers wearing a Class A uniform only. Class B uniforms are not acceptable, which include, but are not limited to:

a) Raid jackets
b) Flight suits or jump suits
c) Polo or golf shirts
d) Washable cotton/polyester blend uniforms similar in appearance to a Class A uniform

In addition, Metrolink requires law enforcement officers who are riding free under this policy to:

a) Take appropriate law enforcement action when they observe criminal activity or when asked by a citizen or Metrolink employee
b) Respond accordingly in the event of a rail-related incident or accident
c) Relinquish their seat to a paying customer on crowded trains

5.0 CONDITIONS OF USE

5.1 FARE PAYMENT

5.1.1 PROOF-OF-PAYMENT SYSTEM

Metrolink operates on a proof-of-payment system in which every passenger (unless otherwise noted in this fare policies and procedures document) is required to show a valid proof of payment prior to boarding the train. Tickets are not sold on board the trains.

Fare verification may be performed on board any train or station platform by Metrolink conductors, Los Angeles County sheriff deputies,and other authorized personnel . All passengers are required to provide proof of valid fare and valid identification to allow eligibility verification when requested by the fare verifiers. Fare inspections will be performed regularly and randomly to verify that passengers are in possession of valid fare. Passengers without valid fare are subject to ejection from train or citation and fine in accordance with California Penal Code Sections 587c and 640b. Passengers who refuse or are unable to produce a valid ticket may be asked to produce valid identification including name and current address.

5.1.2 TICKET VENDING DEVICES

All Metrolink stations have Ticket Vending Devices (TVDs) that sell all ticket types except group travel vouchers and tickets.

5.1.3 CORPORATE PARTNER PROGRAM

Monthly, 5-Day Flex, SoCal Day passes, and One-way Tickets are distributed via Corporate Quick Card or the mobile app for employees of participating companies.

5.1.4 MOBILE APP TICKETS

All ticket types are available for purchase on the Metrolink mobile app. And must be purchased prior to boarding the train. The mobile app is available for both Android and iOS platforms.

Mobile tickets may also be purchased on the Metrolink website for use on the Metrolink mobile app.

5.1.5 CONTACTLESS PAYMENTS (OPEN LOOP)

Contactless payments may be available on certain Metrolink lines by allowing customers to pay for their trip by tapping a validator with their credit/debit card or digital wallet at the start and end of their one-way trip.

5.1.6 METROLINK TICKET WINDOW

In addition to Ticket Vending Devices, there are two Metrolink ticket sales windows at Los Angeles Union Station. Business hours may be limited.

5.1.7 CITY HALL

Metrolink fare products may also be available for purchase at select city halls.

5.2 TRANSFERS TO OTHER TRANSIT SERVICES

The Metrolink fare structure includes transfers to or from participating transit operator services. Metrolink has entered into transfer agreements with area transit operators to make it easy for customers to use bus services by simply presenting their Metrolink ticket to the driver of the connecting transit. A list of participating transit agencies is available on the Metrolink website (Metrolinktrains.com).

Metrolink fare media are part of L.A. County's EZ Pass program (https://www.metro.net/fares/ez-transit-pass/) and are accepted as valid fare on all Metro Rail and most buses throughout Los Angeles County during the validity period of the Metrolink pass or ticket. EZ Pass privileges extend to transit routes that do not connect at a Metrolink station.

Some additional restrictions and transfer charges may apply to specific connecting transit operators in accordance with the individual transfer agreements.

Metrolink riders who transfer to Metro Rail in L.A. County must scan their Metrolink ticket at fare gates at Metro Rail stations. Valid fare media include Monthly Passes for the current month; 5-Day Flex Pass, SoCal Day Pass, L.A. Zone Pass for same day travel only. One-way Tickets are valid only within 5 hours of purchase as indicated by the time marked on the ticket.

5.3 ANIMALS

5.3.1 SERVICE ANIMALS

Service animals traveling with passengers with disabilities shall be transported without additional charge. Service animals in training are permitted on trains. Trainers of service animals are fare exempt when engaged in training activities.

5.3.2 OTHER ANIMALS

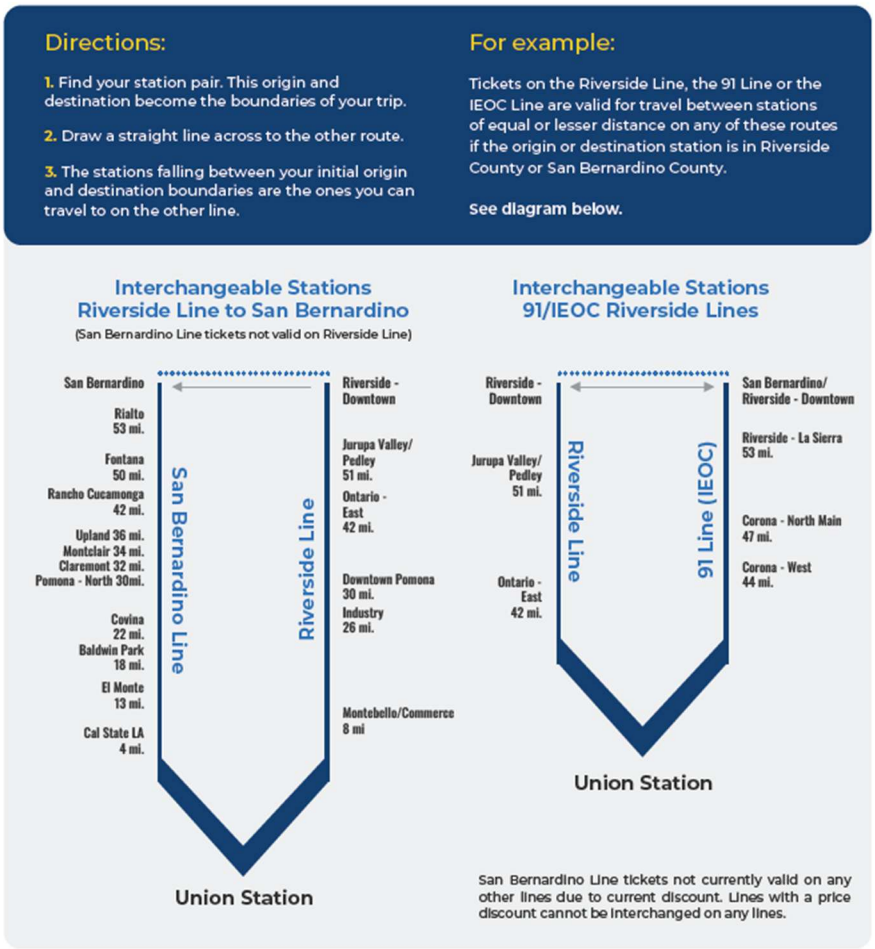
At no additional cost, a passenger may carry a small dog or other pet enclosed in a suitable animal carrier or crate that fits on the passenger's lap or under the seat.

5.4 SPECIAL FARE REGULATIONS

Multi-Line tickets and reciprocal stations:

- Tickets for either the San Bernardino Line or Riverside Line are valid for travel between stations of equal or lesser distance on either line.

- Tickets on the Riverside Line, the 91 Line or the IEOC Line are valid for travel between stations of equal or lesser distance on any of these routes if the origin or destination station is in Riverside County or San Bernardino County. Connecting Stations: Connections between Metrolink trains can be made at Los Angeles Union Station, downtown Burbank, Fullerton, Glendale, Orange, Riverside, San Bernardino, San Juan Capistrano, Santa Ana and Tustin.



5.5 SPECIAL TRAINS

Metrolink from time to time operates special trains beyond the standard operating schedule. Unique fares may be established for special trains. These unique fares and tickets may be sold either through the Ticket Vending Devices, by mail, the Metrolink App, or another form. In some instances, such as charter trains, all fares must be prepaid and passengers may not be required to have tickets.

5.6 AMTRAK TICKETS- RAIL 2 RAIL PROGRAM

Amtrak Pacific Surfliner Monthly Passes are valid on any Metrolink train, within the origin and destination station limits on their Amtrak ticket as part of the Rail 2 Rail program. Metrolink Monthly Pass holders may ride any Amtrak Pacific Surfliner train within the origin station and destination station of their pass (some blackout dates apply).

Any Metrolink fare media valid for travel between Los Angeles Union Station and the Burbank Airport-South Station is accepted on Amtrak Pacific Surfliner trains in this segment.

Any Amtrak fare media valid for travel between Los Angeles Union Station and Bob Hope Burbank Airport is accepted on Metrolink trains in this segment. Amtrak Codeshare service trains as part of the Rail 2 Rail program will accept all Metrolink ticket types, except group trip vouchers. All trains on the Ventura County Line are codeshare trains.

5.7 BICYCLES

Passengers can bring a bicycle with them at no charge and without prior reservation. Guidelines and exclusions are available on the Metrolink website Metrolinktrains.com.

5.8 METROLINK SUPPLEMENTAL INSTRUCTIONS

Additional operational procedures governing fare policy implementation and enforcement are described in the Metrolink Supplemental Instructions published by the Operations Department for train operating crews. The Supplemental Instructions are incorporated by reference into this schedule of

fare policies and procedures. The policies enumerated in this Fare Policies and Procedures document take precedence over directives and guidance in the Metrolink Supplemental Instructions publication.

6.0 QUALITY SERVICE PLEDGE (QSP)

6.1 MONTHLY PASS COMPENSATION

6.1.1 Chronic Delays

When average on-time performance of a line falls below 85% for a calendar month, SCRRA will offer a Monthly Pass at a discount of 25% valid in a subsequent month. A train is defined as “on time” when it arrives at its end point within less than six minutes of the scheduled arrival time.

The monthly on-time performance of a line is calculated within three working days of the end of the month. Discounted monthly passes are sold during the regular pass sales period. Monthly passes can be purchased from the 25th of the prior month through the 14th of the month the pass is valid for.

For example, poor on-time performance in March would trigger sale of a discounted Monthly Pass during a subsequent month.

6.1.2 Extensive Delay: One-Time Incident

An extensive delay is a delay to riders exceeding one hour from the published train schedule. Upon request, ticket and pass holders are eligible to receive replacement trip voucher(s) with a one-year expiration. The ticket holder must submit proof of valid fare for the location and time of the incident to be eligible for a replacement ticket. Requests for compensation under the Quality Service Pledge must be received within 60 days of the date of the incident.

6.1.3 Exclusions for Compensation or Reimbursement

Train delays caused by temporary operating schedules, including planned disruptions, are not eligible for compensation or reimbursement for self-service transportation.

6.1.4 Sole Authority

Metrolink has sole authority to grant exceptions to the compensation policy and reserves the right to deny a claim for compensation that does not meet the criteria herein.

6.2 RIDE PROMISE

If a Metrolink train experiences an unplanned disruption that delays our passengers, Metrolink will make every attempt to restore train service or provide alternative transportation to get riders to their destination stations. If Metrolink cannot provide alternative transportation within 60 minutes of the Metrolink train's scheduled departure time, passengers can be reimbursed for their out-of-pocket costs for self-service transportation, not to exceed $50.00 per passenger.

Reimbursement is based on the passengers' submission of their original dated receipt from the transit provider (taxi, third-party rideshare company, such as Uber or Lyft, rental car), as well as proof of Metrolink fare valid for the date and time of the disruption. Luxury or premium vehicles are excluded and are not eligible for reimbursement. Reimbursements will only be paid to the owner(s) of the credit card(s) listed on the receipt, and driver tip reimbursement will be limited to 15% of the ride fare. Reimbursements for multi-riders will be based on the information listed on the receipt (split payments). Payments for fuel are not reimbursable. Passengers who use or refuse the Metrolink-provided alternate transportation solution will not be eligible for reimbursement. This also applies to trains that are inoperable due to incidents or mechanical issues.

Causes and length of disruptions vary. When a disruption occurs, Metrolink immediately assesses the situation and takes steps towards recovering service as close to the published timetable as possible. There are various steps required to clear a scene, including assessment by first responders, including Metrolink

personnel, law enforcement, and/or fire, securing alternate transportation, coroner response (if applicable), cleanup crew response (if applicable), and/or coordination with freight dispatching (if applicable). If rescue service is needed, staff will make every attempt to secure alternate transportation arriving within an hour or less of the time the train stops. Alternative transportation solutions such as replacement train service (Metrolink or Amtrak), bus bridge service (private motor coach and/or public transit operators), and taxi, Uber, or Lyft are all considered.

6.2.1 Definitions

Alternative Transportation

Transportation that replaces regular Metrolink train service. This may include, but it is not limited to another Metrolink train, an Amtrak train, bus bridge, van, taxi, rideshare service such as Lyft, or other charter operator, and is at Metrolink's discretion. Valid Metrolink tickets will be accepted on alternative transportation, including trains on other Metrolink lines.

Driver Tips

Any amount paid to a driver in excess of the fare and required fees. Tips shall be reimbursed at no more than 15% of the ride fare. Tips must be reflected on the receipt.

Luxury or Premium Vehicles

Any rental or rideshare of a high-end vehicle, including premium rental cars, Lyft Lux, Lyft Premier, Uber Lux, Uber Black, etc.

On-Time Service

Train arrives at its final destination within five minutes of the published arrival time.

Scheduled Connections

Ten minutes between a Metrolink train's published arrival time and the connecting Metrolink train's published departure time at the same station.

Self-Service Transportation

Taxi, shuttle, TNCs/Transportation Network Companies (i.e. Uber, Lyft), rental cars. Luxury or premium vehicles are excluded.

Temporary Operating Schedules

When Metrolink's published train schedule is modified to allow planned construction work, maintenance, or special event train service.

6.3 TICKET REFUNDS

Metrolink tickets are non-refundable and non-replaceable. In select cases, refunds may be issued upon review. Refund requests must be submitted online to Metrolink's administrative offices.

7.0 FARE POLICY CHANGES

METROLINK will conduct a fare equity analysis for all increases or decreases in fares, fees or eligibility, or to the availability of fare media. In order to address the mandates in Title VI of the Civil Rights Act of 1964, as well as the Environmental Justice (EJ) provisions in Presidential Executive Order 12898, Metrolink will evaluate the impact of the fare policy change on protected populations and determine if the proposed fare change will result in a disparate impact for minority populations or in a disproportionate burden for low-income populations.

7.1 ANNUAL FARE POLICY REVIEW

The Board will review fare policy as part of the annual budget development process and determine if changes to fares are necessary. This review will consider budget requirements and the share of operating expenses that are covered by fare revenue.

7.2 PUBLIC PARTICIPATION

Metrolink's Public Participation Plan describes the techniques and methodologies used for soliciting and considering public input during the deliberation of fare changes. The program will be updated at least every three years, as appropriate in coordination with other Title VI policies.

7.3 CHRONOLOGY OF FARE POLICY CHANGES

7.3.1 PROCEDURAL HISTORY

Adopted September 26, 2003

Revision 1 July 1, 2004

Revision 2 July 1, 2005

Revision 3 July 1, 2007

Revision 4 July 1, 2010

Revision 5 July 1, 2011

Revision 6 July 1, 2012

Revision 7, July 1, 2013

Revision 8, April 11, 2014

Revision 9, May 9, 2014

Revision 10, January 1, 2016

Revision 11, July 1, 2016

Revision 12, March 24, 2017

Revision 13, June 26, 2026

Revision 14, December 13, 2026

7.3.2 BOARD ACTIONS CHRONOLOGY

A chronology of prior Board proceedings on the key elements of fare policies and procedures includes the following actions:

1992

- Approval of an 11- mile based zoned fare structure; the ticket types (monthly, 10-trip, round-trip and one-way), the ticket pricing structure; the fare categories which include: adult, senior/disabled, student, and youth; and the initial fare zone map with station designations
- Approval of a fare evasion policy
- Approval of a fare inspection policy
- Approval of fare exemption policy
- Authorization to execute interagency transfer agreements for transit transfers

1993

- Implementation of the off-peak fare policy
- Approval of changes in the fare structure to cap the zones at seven, and establish the Union Station zone discount
- Approval of the student group fare policy

- Approval of revisions to the zone map for start-up of the Orange County Line service and discounted fare zone designation for travel north from the Fullerton station
- Approval of ticket reciprocity between the San Bernardino Line and the Riverside Line
- Approval of a 25% December Monthly Pass discount

1994

- Approval of revisions to the zone map to split the zone for the Burbank Station
- Approval of discounted fare zone designation for the Northridge and Camarillo stations on the Ventura County Line
- Approval of temporary (earthquake-related emergency) discounted fares for Monthly Passes on the Antelope Valley Line and the Ventura County Line
- Continuation of ticket reciprocity between the San Bernardino Line and the Riverside Line
- Continuation of zone discounts for the Lancaster and Vincent Grade/Acton stations on the Santa Clarita Line
- Approval of revisions to the college pass program to discount 10-trip tickets in addition to monthly passes by 25% for participants
- Continuation of the December Monthly Pass discount

1995

- Continuation of the December monthly pass discount on an on-going basis

1996

- Approval of revisions to the fare-exempt policy regarding law enforcement officers

1998

- Approval of fare adjustment program to increase fares by 4% in 1998, 2000 and 2002

1999

- Approval of a transit pass discount policy and program for Welfare to Work
- Revisions to the school group policy fare

2000

- Approval of temporary fare policy changes to offer one-time discounts on Monthly Passes and 10-trips on the Riverside and Ventura County Lines due to service related issues
- Approval of the recreational group travel fare pricing structure and procedures
- Confirmation of a 4% fare increase beginning July 1, 2000
- Approval of modification to the fare policy to eliminate the transfer upgrade ticket

2001

- Approval of the Rider Compensation Policy and Quality Service Pledge
- Planning and Finance Committee approval of Proposed Policy for Fare Increase or Service Reduction

2002

- Approval of a split zone designation for the Burbank Airport station
- Approval of a 4% fare increase and a supplemental security fee of 1% beginning July 1, 2002
- Authorization of the Rail-2-Rail demonstration program
- Approval of the zone discount and zone placement of the North Main Corona station

2003

- Authorization for Metrolink participation in the EZ Transit Pass Program in Los Angeles County (Interagency transfers)
- Approval of Fare Policies and Procedures Document that modified:

a) the policy on fare exemptions for children ages five and younger – allowing up to three ride for free

b) the addition of a public outreach policy for fare changes

2004

- Approval of proposal to restructure fares using driving miles between stations & increase cost of 10-Trip Ticket phased in over 10 years, and a 3.5% across-the-board fare increase for FY2004-05 & FY2005-06 for public outreach & comment. Pending final approval in late spring 2004
- Approval of public outreach plan for fare change: 4% July 2004 and begin restructuring July 2005 at 3.5% system-wide average increase
- Public Hearing on and approval of proposed 4% fare increase for July 2004 and start of restructuring July 2005
- Approval of contract with Access Services Inc. (ASI) to allow ASI certified riders to ride without a ticket, using their Access ID card as fare media, with ASI paying SCRRA a flat rate for each ASI rider

2005

- Approval of public review process for proposed 4.5% system-wide average fare increase starting July 1, 2005 and elimination of weekday off peak fares (except for Seniors/Disabled)
- Approval of a change in the Quality Service Pledge for discounts on Monthly Passes for poor on-time performance
- Restructuring phase 1 of 10

2006

- A public review process for proposed fare increase between 3.5% and 7.5% beginning July 1, 2006
- Approval of a system-wide average fare increase of 5.5% beginning July 1, 2006 with the option to increase fares mid-year of up to an additional 2% system-wide average should the budget require additional fare revenue
- Approval of a special compensation program for Riverside Line Monthly Pass riders for the lousy service in Feb and March offering a 50% discount on May 2006 monthly pass purchases. The offer restricts use of the discounted pass to the Riverside Line only, no reciprocity rights.
- Approval of a special promotional fare for the introduction of Orange County Line weekend service and expanded IEOC Summerlink service. 50% discount off the adult weekday fare for all riders on IEOC and OC Line weekend service for a six month promotional period
- Restructuring phase 2 of 10

2007

- A public hearing on a proposed fare increase of 3.5% average for 2007, 2008 and 2009 that also discontinues the special promotional fare of 50% off adult weekday fares for weekend riders on the OC and IEOC lines
- Approval of the fare increase of a system-wide average of 3.5% beginning July 2007, July 2008 and July 2009
- Approval of a promotional Consignment Ticket Sales program and rates for the 2007 summer
- Delegation of authority to the Chief Executive Officer to approve future Special Promotional Tickets and Promotional Discounts
- Restructuring phase 3 of 10

2008

- Proposal to increase fares for group travel program to $10.00 for a Round-Trip Ticket and increase the minimum group size to 15 people
- Public Hearing on and approval of proposal to increase fares an additional 4% above a previously approved 3.5% increase, for a total average of 7.5% increase, and to increase group travel fares to $10.00
- Approval of a new weekend fare product priced at $29.00 for four people traveling together
- Restructuring phase 4 of 10

2009

- On July 1, 2009 a 3.5% fare increase became effective
- Restructuring phase 5 of 10

2010

- On July 1, 2010 the following became effective:
  - A system-wide average fare increase of 6%
  - Round-Trip Tickets: Round-Trip Tickets equal the price of two One- Way Tickets.
  - 10-Trip Tickets: All 10-Trip Tickets are valid for 45 days only. The 10-Trip Ticket discount equal 5% below the cost of 10 one-way equivalents.
  - Weekend Discounts: Youth, Friends and Family Four Pack, Student/Military and Senior/Disabled are the only discounted tickets on

the weekend. One-Way and Round-Trip Youth tickets are discounted 25%
- Student Discounts: Student 10-Trip or Monthly Pass tickets are now available through the TVM at a discount of 10%. Anyone with a valid Student Identification can purchase a discounted ticket through the TVM. This discount is not available on One-Way or Round-Trip tickets.
- Senior/Disabled Discount: The Senior/Disabled discount on the Monthly Pass and 10-Trip ticket is reduced from 50% to 25% discount. Senior/Disabled One-Way and Round-Trip tickets remain unchanged at 50% off
- Military Discount: One-Way and Round-Trip tickets are discounted 10% for active military who have a valid Common Access Card (CAC) identification
- Group Tickets: Group tickets are available for $11.00 per person round trip for same day travel. This does not apply to school trips.
- Promotional Round-Trip special ticket (2-Trip Ticket): Marketing and Development started utilizing a Round- Trip special ticket for Marketing campaigns and promotions. This is a free promotional ticket valid for two one-way trips for one individual.
- 80 mile cap: One-Way, Round-Trip and 10-Trip tickets no longer have an 80-mile cap on long distance fares. The 80-mile cap remains for the Monthly Pass
- Restructuring phase 6 of 10

2011

- The Board gave staff the authority to eliminate the 10-trip ticket- implementation never occurred in 2011 due to Corporate Quick Card launch
- No fare increase occurred and no restructuring took place
- Introduced student discount of 10% off to One-Way and Round-Trip tickets on July 1
- On July 1, 2011:
  - Launched the Weekend Pass
  - Launched the 7-Day Pass

2012

- Implemented a 7% system-wide average fare increase on July 1, 2012
- Did not increase the Weekend Pass fare of $10
- Group trip rate increased from $11 to $12 effective July 1, 2012
- Eliminated Amtrak 10-trip on Metrolink trains as part of the Rail 2 Rail program

- Restructuring phase 7 of 10

2013

- Implemented a 5% system-wide average fare increase on July 1, 2013
- Modified the Weekend Pass to a Weekend Day Pass, good for system- wide travel on EITHER Saturday or Sunday priced at $10. Monthly Pass holders can still ride system-wide starting at 7 p.m. on Friday through Sunday at 11:59 p.m.
- Changed the Personal Care Attendant Free Ride Policy to require PCAs to obtain a Metrolink identification card priced at $25 for the first PCA to
- $10 for every subsequent PCA. Implementation of this new program will occur in FY 14
- Introduced new TAP enabled Metrolink ticket stock and reduced the window for Monthly Pass purchases from the 25th to the 5th of every month
- Increased the student discount from 10 to 15%
- Group trip pricing remains at $12 as per the 2008 policy
- Eliminated OCTA's OCLink Pass
- Restructuring phase 8 of 10

2014

- Reinstated PCA Free Ride Policy and eliminated PCA I.D. card
- Restructuring phase 9 of 10
- Added Service Standards, Vehicle Assignment and Major Service Change Policies

2015

- Restructuring phase 10 of 10 occurred on July 1, 2015
- On July 1, 2015, the Antelope Valley Line Fare Reduction Pilot Program commenced. The program included a 25% discount on all fares for stations on the Antelope Valley Line only and a $2 station to next station fare to encourage short distance trips. On July 1, 2015 the student discount was increased from 15% to 25%, creating the student/youth consolidated discount at 25% off an adult fare for all ticket types.
- The Board of Directors voted make permanent the 25% fare reduction as part of the Antelope Valley Line Fare Reduction Pilot Program, however, the

$2 station to next station fare pilot promotion expired on December 31, 2015.

2016

- On January 1, 2016 a pilot commenced to discount short distance trips system-wide. Pricing was set for $3 from one station to the next consecutive station for a maximum of two stations.
- Mobile ticketing was piloted on the IEOC line in March and a full system-wide deployment launched on March 31, 2016. A temporary refund policy was initiated for mobile tickets purchased by accident that will expire once the optic readers are installed on Metro Rail gates.
- Riverside County Transportation Commission (RCTC) launched pilot promotional fares for the opening of the Perris Valley Line extension on June 6, 2016. Those discounts include:
  - 10% discount from any of the new four stations on the Perris Valley Line extension
  - Lower station pair combinations in Riverside County only to a maximum of $10. (Lowest price prevails based on other fare promotions and policies)
- San Clemente Pier was added to the fare table on June 6, 2016. The fares for the San Clemente Pier were mirrored for San Clemente for 7-Day and Monthly Passes because there is no weekend service at the San Clemente Pier station. One-way, round-trip and Weekend Day Passes were calculated using the mileage formula.
- On July 1, 2016 the $3 station to next station pilot promotion expired.
- On July 1, 2016 short distance fares were discounted permanently for trips 20 miles in length or shorter. This is an effort to encourage more localized travel on Metrolink.
- On October 28, 2016 the Board of Directors made revisions to the Quality Service Pledge and Ride Promise portion of this policy.
- The RCTC promotional fares that were initiated on June 6, 2016 officially ended on December 6, 2016 after a six month pilot.
- RCTC launched new promotional fares on December 7, 2016. All ticket types are discounted by 25% for trips to or from the four new Perris Valley extension stations.

2017

- On March 24, 2017, service policies and Title VI policies were removed from the Fare Policies and Procedures document and spun off into their own documents. There were no changes to the content of the policies.

2018

- On February 9, 2018, the Board of Directors approved to make the 25% fare reduction permanent for the Perris Valley Line.
- On May 11, 2018, the Board of Directors approved the 25% fare reduction pilot for the San Bernardino Line for an initial period of six months effective July 1, 2018
- On November 2, 2018, the Board of Directors approved to make the 25% fare reduction permanent for the San Bernardino Line

2019

- On April 5, 2019, an administrative change was made to the fare policy to remove the 4-Trip tickets that has been discontinued

2020

- On October 23, 2020, the Board approved Fare Policy Goals and Guiding Principles.

2021

- On February 26, 2021, the Board approved the 5-Day Flex Pass and the "Kids Ride Free on Weekends" program as part of Metrolink's regular fare structure.

2022

- On September 23, 2022, the Board approved the 10-Day Flex Pass program as part of Metrolink's regular fare structure.

- On December 9, 2022, the Metrolink Board designated Free Fare days permitting use of any Metrolink train without a ticket on Transit Equity Day (February 4), Earth Day (April 22), Bike to Work Week (3rd week of May) and California Clean Air Day (October 4).

2023

- On July 28, 2023, the Board approved the Mobility-4-All program which provides a 50% fare discount for low-income individuals with an EBT card.

2026

- On July 26, 2026, the Board adopted changes to the Metrolink fare policy which include:
  a) Discontinuing the Round-trip Ticket, 7-Day Pass, and 10-Day Flex Pass.
  b) Introducing a weekday version of the Weekend Day Pass for weekdays, and re-branding of both as “SoCal Day Pass”.
  c) Introducing the L.A. Zone Day Pass for travel only between LA Union Station, Glendale, Burbank Downtown, Burbank Airport North/South, Cal State LA, Commerce, and Montebello.
  d) Introducing a discount for military veterans, and making all current ticket types eligible for active military and veterans discount.
  e) Making all discounts eligible for the SoCal Day Pass.
  f) Raising the student fare discount to 50% from the regular 25%.
  g) Removing inconsistencies in ticket validity periods and extending the expiration of the One-way Ticket from 3 hours to 5 hours after purchase.
  h) Raising the price of the One-way Ticket by 14%, and raising the price of the SoCal Day Pass from $15 to $19 on weekdays, and from $10 to $12 on weekends.
- On November 13, 2026, the Board amended the fare policy to include an annual fare policy review.

METROLINK

Southern California
Regional Rail Authority

Fare Policies and Procedures

Version:
1~~43~~.0

Originating Unit:
CX Department

CREATED:	REVISION:	EFFECTIVE DATE:	APPROVED BY:
06/26/2026	11/13/2026	11/13/2026	Board of Directors

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2.0 PURPOSE

This document outlines the fare policies and operational practices adopted by the SCRRA Board of Directors. Fare policies and procedures on the Metrolink system are governed solely by the SCRRA Board of Directors and may be modified at any time. The term "ticket" is used throughout to incorporate all types of fare media valid for travel on Metrolink and Arrow trains unless a specific ticket type is noted with conditions pertinent to that payment medium.

3.0 FARE POLICY GOALS AND PRINCIPLES

The following fare policy goals and guiding principles, as adopted by the Bord of Directors in October of 2020, set the stage for Metrolink's Fare Policy, identifying the critical and complementary roles that ridership, financial stewardship, equity and an improved customer experience play in overarching fare strategy, policy decisions, fare products and, ultimately, Metrolink's promise to the customer.

Metrolink is committed to following Federal Transit Administration Title VI guidelines that ensure "the impacts of service and fare changes are not discriminatory and are distributed equitably to minority and low-income populations." Additionally, the Metrolink Board is committed to looking beyond baseline expectations in establishing the following goals and principles to guide fare policy decisions.

3.1 *Grow ridership*

Ridership is the primary measure for Metrolink's essential contribution to the region's mobility and the Agency's ridership recovery and growth strategy. Our fare policies should:

- Encourage sustainable ridership growth through customer-focused fare policies. These policies are cognizant of the preferences of customers of different ages, abilities and socio-economic backgrounds.
- Balance ridership growth with other goals such as financial sustainability by incorporating benefits such as increased regional mobility, reduced freeway congestion or greenhouse gas emissions into decision-making.

3.2 *Enable financial sustainability*

Financial sustainability is a precondition for providing and expanding our essential service to the community. Our fare policies should:

- Optimize fares to meet revenue targets and improve farebox recovery while acknowledging that needs for immediate revenue growth should be balanced with the need to recover, retain, and grow ridership that will lead to future revenue growth.
- Ensure fares are consistent and cost-effective to administer and enforce.
- Enable innovation and testing of new fare pilots so the Agency can nimbly respond to changing market conditions.
- Include fare discounts or premiums as a means to encourage behavior in support of the Agency's policy goals.

3.3 *Ensure equity*

Metrolink is cognizant of the diverse needs of the region's population, which includes individuals with varying economic, social, and geographic backgrounds. Our fare policy should:

- Use distance traveled as a means to calculate fare prices.
- Offer discounts for frequent usage to ensure Metrolink fares are affordable for essential workers, students, and other low income populations who depend on Metrolink on a regular basis.
- Apply discounts based on ticket type and rider type consistently across all lines.

3.4 *Enhance customer experience*

Customer experience is a key consideration for all decisions governing fare policy and fare technology. Our fare policy should:

- Ensure fare system, products, purchase, enforcement, and pricing are easy for customers to understand and use.
- Ensure fare products are designed with the needs of different customers in mind, such as commuters and leisure riders, students, visitors, and others.
- Improve regional mobility through seamless transfers and regional fare integration.

(Fare Policy Goals, adopted by the Metrolink Board of Directors, October 9, 2020)

4.0 METROLINK FARE STRUCTURE

4.1 DISTANCE-BASED FARES

In April 2004, the Metrolink Board of Directors adopted a distance-based fare structure based on driving mileage between stations. The structure was implemented in July 2005. This driving mileage-based fare structure levies a charge determined by the driving distance between the origin station and destination station. The Metrolink Board of Directors adopted this fare structure to develop and implement consistent and equitable pricing so that customers traveling the same distances pay the same price, and short trips cost less than longer trips while making the fares competitive with the cost of driving.

4.2 FARE CALCULATIONS

Metrolink fares consist of four elements: a base fare boarding charge for all tickets which includes an embedded transfer fee, a mileage charge for the distance traveled, and a ticket type multiplier.

The miles between stations are calculated using the shortest driving miles from origin to destination station. Given the unique linear and parallel configuration of various Metrolink routes, there is one exception to the driving mile equivalent calculation for interlined trips. Interlined trips that have very short driving miles (or miles shorter than the longest train leg) pay the longest distance driving mile train leg. For example, Claremont to Pomona-Downtown is five miles driving, but to get to Pomona-Downtown from Claremont on the train, the trip requires traveling into L.A. Union Station, transferring, and riding to Pomona-Downtown. As a result, the fare for this trip is based on the driving miles from Claremont to L.A. Union Station (32 miles) – which is the longest distance driving mile train leg (Pomona-Downtown to L.A. Union Station is 30 miles).

4.3 TICKET TYPES

4.3.1 ONE-WAY TICKET

One-way tickets are valid for one trip only, defined as continuous travel from the origin station to the destination station specified on the ticket.

One-way trips must be completed within five hours after purchase of the ticket on the day of purchase. Applicable discounts include: Adult, Senior,

Disabled/Medicare, Student/Youth, Active Military/Veteran, Mobility for all. One-way tickets are available only for same-day travel.

4.3.2 SOCAL DAY PASS

The SoCal Day Pass is valid for unlimited systemwide travel on the day of purchase. It expires at 3:00 am the following day to allow riders to complete their trip past midnight. The SoCal Day Pass is priced at a flat fare of $19. This price is reduced to $12 on Saturdays, Sundays, and on seven holidays (New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Day after Thanksgiving, and Christmas). Types of SoCal Day Passes sold: Adult, Senior, Disabled/Medicare, Student/Youth, Active Military/Veteran, Mobility-4-All.

4.3.2 L.A. ZONE DAY PASS

The L.A. Zone Day Pass is valid on the day of purchase for unlimited travel only between the Metrolink stations within the L.A. zone:

- Burbank Airport - North (AV Line)
- Burbank Airport - South (VC Line)
- Burbank - Downtown
- Cal State L.A.
- Commerce
- Glendale
- L.A. Union Station
- Montebello/Commerce

The L.A. Zone Pass is valid on the day of purchase and expires at 3:00 am the following day to allow riders to complete their trip past midnight. The pass is priced at a flat fare of $5 and includes EZ Pass privileges for the use of Metro and municipal buses and trains throughout Los Angeles County. The L.A. Zone Pass is eligible for a 50% discount for low-income customers with an EBT card. No further fare discounts apply.

4.3.3 5-DAY FLEX PASS

The 5-Day Flex Pass is valid for unlimited travel between the origin and destination stations on five days within 30 days of purchase.. The 5-Day Flex Pass is priced at nine (9) one-way-trips. Applicable discounts include: Adult, Senior, Disabled/Medicare, Student/Youth, Active Military/Veteran, Mobility-4-All.

4.3.4 MONTHLY PASS

Monthly passes are valid for unlimited travel between the origin station and destination station printed on the pass during the calendar month, including on Amtrak trains under the Rail-2-Rail program. Prices for Monthly Passes are capped at a driving distance of 80 miles. A Monthly Pass also allows for unlimited systemwide weekend travel starting at 7:00pm on Friday through 11:59pm on Sunday. Monthly passes also entitle to free use of LAX Fly-Away buses. Applicable discounts include: Adult, Senior, Disabled/Medicare, Student/Youth, Active Military/Veteran, Mobility-4-All.

4.4 REDUCED AND FREE FARES

4.4.1 SENIOR DISCOUNT

For passengers 65 and older, the fare is 25% off the adult fare for Monthly passes. One-way Tickets, Day Passes, and 5-Day Flex Passes are 50% off the adult fare.

Customers purchasing a reduced senior citizen fare for Metrolink services shall carry proper photo identification cards indicating their age as 65 or older. ID cards must be shown to the fare inspector upon request.

4.4.2 ACTIVE MILITARY / VETERANS DISCOUNT

Military/Veteran Discount: One-way Tickets,SoCal Day Pass, 5-Day Flex Passes, and Monthly Passes are discounted 10% for active military with a valid Common Access Card (CAC). Veterans must present valid proof of eligibility, such as:

- Veterans ID Card
- State ID Card with Veteran designation
- Department of Defense ID Card
- DD-214 (separation from military document)
- NGB-22 (National Guard equivalent of DD-214)
- Honorable Discharge Certificate
- Statement of Service
- Reserve Separation Orders
- VA Letter

4.4.3 DISABLED/MEDICARE DISCOUNT

For passengers with a disability, the fare is 25% off the adult fare for Monthly passes. One-way Tickets, SoCal Day Passes, and 5-Day Flex Passes are 50% off the adult fare.

One Personal Care Attendant (PCA), accompanying a person with a disability, can travel without purchasing a ticket. The PCA must board and detrain with the person with a disability.

To qualify for the Disabled/Medicare discount, one of the following eligibility cards must be shown to the fare inspector upon request:

a) Los Angeles County Transit Operators Association Card (LACTOA)
b) Medicare ID card, which is red, white and blue

c) Identification card from other transit agencies - any current valid identification card issued to any person with a disability by other transit agencies within the United States shall be honored
d) DMV placard identification card
e) LA County Access Services ID Card holders ride at no cost within Los Angeles County only.

4.4.4 STUDENT/YOUTH DISCOUNT

Student/Youth fares are available to individuals with valid student identification or proof of age verifying eligibility for the youth discount. Student/Youth One-way Tickets, Day Passes, 5-Day Flex Passes, and Monthly Passes are discounted 50% from the adult fare. A valid student identification must be presented to the fare inspector upon request.

The youth fare is available for ages 6 to 17. The fare is 50% off the adult weekday fare on One-way Tickets, Day Passes, 5-Day Flex and Monthly Passes.

On Saturdays and Sundays, three children ages 17 years and under may ride free of charge with each adult using a valid ticket ("Kids-Ride-Free-On-Weekends").

4.4.5 FARES FOR CHILDREN AGES 5 AND UNDER

Up to three children ride free with an adult using a valid ticket. Additional children must have a valid fare; a student/youth discount is available at 50% off the adult fare.

4.4.6 LOW-INCOME DISCOUNT (MOBILITY-4-ALL)

To enhance equity in public transportation, the Mobility-4-All program offers eligible customers a 50% discount on any Metrolink ticket or pass with a valid California Electronic Benefit Transfer (EBT) card.

The Mobility-4-All discount may be combined with other fare discounts.

4.4.7 RECREATIONAL GROUP TICKETS

Recreational group trip tickets are sold through Metrolink administrative offices on a reservation basis for non-rush hour and weekend trains. Metrolink distributes tickets to the group traveling.

a) 15 or more persons, with a maximum of 50
b) $12.00 per person round-trip (same day travel)
c) Group ticket is valid for transfer to connecting transit
d) Reservations are required 21 days prior to travel
e) On weekends, three children aged 17 and under may travel free with an adult using a valid ticket (Kids-Ride-Free-On-Weekends).
f) Group ticket may not be valid for all trains
g) Group sales tickets are nonrefundable and nontransferable
h) A $2.50 postage/handling fee is charged per group order in addition to the $12 per-person price.

4.4.8 STUDENT/YOUTH GROUP TRIP VOUCHERS

School/youth group trip vouchers are available by reservation through the Metrolink administrative office. The tickets are provided to the group trip leader in voucher form, indicating the boarding and alighting stations, the date, time, and specific trains for the group. Additional policies include:

a) Valid for groups of students/youths aged 5-17 and/or attending K-12
b) Per person cost is $1.50 one-way and $3.00 round-trip

c) Minimum group size is 15, maximum is 150 (limited by train capacity, exceptions are granted at the discretion of the Chief Customer Experience Officer)
d) Transfers to connecting transit and use of Amtrak trains are not included
e) Minimum chaperone-to-student ratio of 1:10 is required, with a maximum ratio of 1:5; a 1:1 ratio is permitted for students/youths with disabilities
f) Chaperones must be aged 18 or older
g) All chaperones must sign and return Metrolink Safety Guidelines before a trip voucher is issued
h) Reservations must be received a minimum of six weeks prior to travel; payment must be received 30 days prior to travel
i) Travel limited to weekday trains with available capacity

4.4.9 SPECIAL PROMOTIONAL TICKETS AND DISCOUNTS

Metrolink may establish unique promotional fares and tickets for special trains, charter trains, promotions and discounts to encourage ridership.

Special promotional tickets may be sold at special events or stations for unique promotions. The Board of Directors has delegated the authority for approval of new promotional ticket and discount programs to the chief executive officer.

The Metrolink Board has designated Free Fare days allowing use of any Metrolink train without a ticket on Transit Equity Day (February 4), Earth Day (April 22), Bike to Work Week (3rd week of May) and California Clean Air Day (October 4).

4.4.10 COMPLIMENTARY/TRIAL RIDE TICKETS

This section establishes the procedures and requirements governing the distribution of complimentary/trial ride tickets. SCRRA distributes a limited number of complimentary tickets each year for two principal purposes. First, to improve or enhance customer service as measured by our Quality Service Pledge, and second, as a marketing tool to increase ridership and/or promote services. As noted below, SCRRA employees are strictly prohibited from receiving complimentary/trial ride tickets for personal use or personal distribution.

4.4.11 TICKET DISTRIBUTION TO THE PUBLIC

Complimentary/trial ride tickets are provided to authorized SCRRA employees who obtain approval from their direct supervisor for distribution to passengers. Such employees must submit a completed complimentary/trial ride Fare Media Request Form to obtain tickets. This form requires, among other things, a description of the event or purpose to justify the distribution, as well as the employee's supervisor or manager's authorization.

Employees who receive the proper authorization may distribute complimentary/ trial ride tickets for the following purposes:

a) **Improve customer satisfaction-** An authorized staff member may offer a complimentary/trial ride ticket to redress any legitimate customer dissatisfaction.

b) **Promote SCRRA's services-** To promote SCRRA services, Staff may distribute complimentary/trial ride tickets to individuals targeted through a specific marketing promotion or campaign. For example, providing an introductory experience to potential new customers or educating customers as to SCRRA's services.

SCRRA Employees who receive complimentary/trial ride tickets are responsible for distributing those tickets in accordance with this policy. Under no circumstances may employees receive complimentary/trial ride tickets for personal use or personal distribution. Misuse or unauthorized distribution of these tickets is subject to disciplinary action including, but not limited to, employment termination.

4.4.12 TICKET DISTRIBUTION TO BOARD MEMBERS

At the beginning of their year term on the Board, each Board member and alternate receives one SCRRA identification card. The Board member and alternate may use their identification card to travel on SCRRA's trains. This identification card is issued to cover public transit costs incurred as part of their official duties in SCRRA's service area.

Board members and alternates are encouraged to use Metrolink service to attend board/committee meetings. This identification card is non- transferable and SCRRA will collect this identification card when each Board member and alternate ceases service on the Board.

Individual Board members and alternates may not receive complimentary/trial ride tickets for distribution, nor may Board members and alternates receive complimentary/trial ride tickets (including any media sometimes identified as a "lifetime ticket") at any time after conclusion of their service on the Board except in accordance with this policy.

4.4.13 TICKET DISTRIBUTION TO MEMBER AGENCIES

Member Agencies may request complimentary/trial ride tickets to promote SCRRA services consistent with this policy. The Member Agency must obtain approval from SCRRA's Manager, Marketing and Sales by submitting the Member Agency Fare Media Request Form. Member Agency staff may distribute complimentary/trial ride tickets to individuals targeted through a specific marketing promotion or campaign as per this policy. Member Agencies are required to track the distribution of complimentary/trial ride tickets.

4.4.14 LAW ENFORCEMENT OFFICERS

Metrolink allows uniformed law enforcement officers to ride free of charge if the officer meets all the following criteria:

a) Has peace officer status under California Penal Code 832

b) Presents their valid photo ID card issued by their law enforcement agency during regular fare inspections or at the request of any Metrolink fare verifier
c) Wears a Class A agency-authorized uniform that includes an agency ID card, metal badge, baton and holder, metal name plate, rank insignia on uniform shirt, service weapon, gun belt and holster

This fare-exempt policy is restricted to law enforcement officers wearing a Class A uniform only. Class B uniforms are not acceptable, which include, but are not limited to:

a) Raid jackets
b) Flight suits or jump suits
c) Polo or golf shirts
d) Washable cotton/polyester blend uniforms similar in appearance to a Class A uniform

In addition, Metrolink requires law enforcement officers who are riding free under this policy to:

a) Take appropriate law enforcement action when they observe criminal activity or when asked by a citizen or Metrolink employee
b) Respond accordingly in the event of a rail-related incident or accident
c) Relinquish their seat to a paying customer on crowded trains

5.0 CONDITIONS OF USE

5.1 FARE PAYMENT

5.1.1 PROOF-OF-PAYMENT SYSTEM

Metrolink operates on a proof-of-payment system in which every passenger (unless otherwise noted in this fare policies and procedures document) is required to show a valid proof of payment prior to boarding the train. Tickets are not sold on board the trains.

Fare verification may be performed on board any train or station platform by Metrolink conductors, Los Angeles County sheriff deputies,and other authorized personnel . All passengers are required to provide proof of valid fare and valid identification to allow eligibility verification when requested by the fare verifiers. Fare inspections will be performed regularly and randomly to verify that passengers are in possession of valid fare. Passengers without valid fare are subject to ejection from train or citation and fine in accordance with California Penal Code Sections 587c and 640b. Passengers who refuse or are unable to produce a valid ticket may be asked to produce valid identification including name and current address.

5.1.2 TICKET VENDING DEVICES

All Metrolink stations have Ticket Vending Devices (TVDs) that sell all ticket types except group travel vouchers and tickets.

5.1.3 CORPORATE PARTNER PROGRAM

Monthly, 5-Day Flex, SoCal Day passes, and One-way Tickets are distributed via Corporate Quick Card or the mobile app for employees of participating companies.

5.1.4 MOBILE APP TICKETS

All ticket types are available for purchase on the Metrolink mobile app. And must be purchased prior to boarding the train. The mobile app is available for both Android and iOS platforms.

Mobile tickets may also be purchased on the Metrolink website for use on the Metrolink mobile app.

5.1.5 CONTACTLESS PAYMENTS (OPEN LOOP)

Contactless payments may be available on certain Metrolink lines by allowing customers to pay for their trip by tapping a validator with their credit/debit card or digital wallet at the start and end of their one-way trip.

5.1.6 METROLINK TICKET WINDOW

In addition to Ticket Vending Devices, there are two Metrolink ticket sales windows at Los Angeles Union Station. Business hours may be limited.

5.1.7 CITY HALL

Metrolink fare products may also be available for purchase at select city halls.

5.2 TRANSFERS TO OTHER TRANSIT SERVICES

The Metrolink fare structure includes ~~a~~ transfers to or from participating ~~connecting~~ transit operator services~~, thus allowing for a seamless transfer from Metrolink to other transit services~~. Metrolink has entered into transfer agreements with area transit operators to make it easy for customers to use bus services by simply presenting their Metrolink ticket to the driver of the connecting transit. A list of participating transit agencies is available on the Metrolink website (Metrolinktrains.com).

Metrolink fare media are part of L.A. County's EZ Pass program (https://www.metro.net/fares/ez-transit-pass/) and are accepted as valid fare on all Metro Rail and most buses throughout Los Angeles County during the validity period of the Metrolink pass or ticket. EZ Pass privileges extend to transit routes that do not connect at a Metrolink station.

Some additional restrictions and transfer charges may apply to specific connecting transit operators in accordance with the individual transfer agreements.

Metrolink riders who transfer to Metro Rail in L.A. County must scan their Metrolink ticket at fare gates at Metro Rail stations. Valid fare media include Monthly Passes for the current month; 5-Day Flex Pass, SoCal Day Pass, L.A. Zone Pass for same day travel only. One-way Tickets are valid only within 5 hours of purchase as indicated by the time marked on the ticket.

~~Some additional restrictions and transfer charges may apply to specific connecting transit operators in accordance with the individual transfer agreements.~~

5.3 ANIMALS

5.3.1 SERVICE ANIMALS

Service animals traveling with passengers with disabilities shall be transported without additional charge. Service animals in training are permitted on trains. Trainers of service animals are fare exempt when engaged in training activities.

5.3.2 OTHER ANIMALS

At no additional cost, a passenger may carry a small dog or other pet enclosed in a suitable animal carrier or crate that fits on the passenger's lap or under the seat.

5.4 SPECIAL FARE REGULATIONS

Multi-Line tickets and reciprocal stations:

1) Tickets for either the San Bernardino Line or Riverside Line are valid for travel between stations of equal or lesser distance on either line. 2) Tickets on the Riverside Line, the 91 Line or the IEOC Line are valid for travel between stations of equal or lesser distance on any of these routes if the origin or destination station is in Riverside County or San Bernardino County. Connecting Stations: Connections between Metrolink trains can be made at Los Angeles Union Station, downtown Burbank, Fullerton, Glendale, Orange, Riverside, San Bernardino, San Juan Capistrano, Santa Ana and Tustin.

Directions:

1. Find your station pair. This origin and destination become the boundaries of your trip.

2. Draw a straight line across to the other route.

3. The stations falling between your initial origin and destination boundaries are the ones you can travel to on the other line.

For example:

Tickets on the Riverside Line, the 91 Line or the IEOC Line are valid for travel between stations of equal or lesser distance on any of these routes if the origin or destination station is in Riverside County or San Bernardino County.

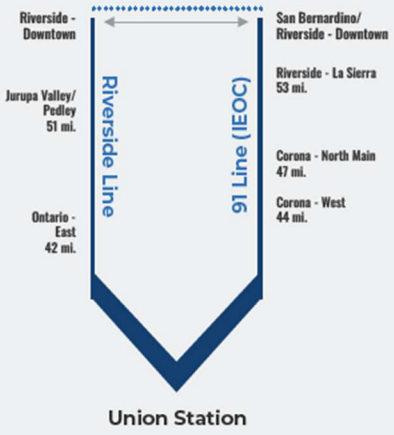
See diagram below.

Interchangeable Stations Riverside Line to San Bernardino

(San Bernardino Line tickets not valid on Riverside Line)



Interchangeable Stations 91/IEOC Riverside Lines



San Bernardino Line tickets not currently valid on any other lines due to current discount. Lines with a price discount cannot be interchanged on any lines.

5.5 SPECIAL TRAINS

Metrolink from time to time operates special trains beyond the standard operating schedule. Unique fares may be established for special trains. These unique fares and tickets may be sold either through the Ticket Vending Devices, by mail, the Metrolink App, or another form. In some instances, such as charter trains, all fares must be prepaid and passengers may not be required to have tickets.

5.6 AMTRAK TICKETS- RAIL 2 RAIL PROGRAM

Amtrak Pacific Surfliner Monthly Passes are valid on any Metrolink train, within the origin and destination station limits on their Amtrak ticket as part of the Rail 2 Rail program.

Metrolink Monthly Pass holders may ride any Amtrak Pacific Surfliner train within the origin station and destination station of their pass (some blackout dates apply).

Any Metrolink fare media valid for travel between Los Angeles Union Station and the Burbank Airport-South Station is accepted on Amtrak Pacific Surfliner trains in this segment.

Any Amtrak fare media valid for travel between Los Angeles Union Station and Bob Hope Burbank Airport is accepted on Metrolink trains in this segment. Amtrak Codeshare service trains as part of the Rail 2 Rail program will accept all Metrolink ticket types, except group trip vouchers. All trains on the Ventura County Line are codeshare trains.

5.7 BICYCLES

Passengers can bring a bicycle with them at no charge and without prior reservation. Guidelines and exclusions are available on the Metrolink website Metrolinktrains.com.

5.8 METROLINK SUPPLEMENTAL INSTRUCTIONS

Additional operational procedures governing fare policy implementation and enforcement are described in the Metrolink Supplemental Instructions published

by the Operations Department for train operating crews. The Supplemental Instructions are incorporated by reference into this schedule of fare policies and procedures. The policies enumerated in this Fare Policies and Procedures document take precedence over directives and guidance in the Metrolink Supplemental Instructions publication.

6.0 QUALITY SERVICE PLEDGE (QSP)

6.1 MONTHLY PASS COMPENSATION

6.1.1 Chronic Delays

When average on-time performance of a line falls below 85% for a calendar month, SCRRA will offer a Monthly Pass at a discount of 25% valid in a subsequent month. A train is defined as "on time" when it arrives at its end point within less than six minutes of the scheduled arrival time.

The monthly on-time performance of a line is calculated within three working days of the end of the month. Discounted monthly passes are sold during the regular pass sales period. Monthly passes can be purchased from the 25th of the prior month through the 14th of the month the pass is valid for.

For example, poor on-time performance in March would trigger sale of a discounted Monthly Pass during a subsequent month.

6.1.2 Extensive Delay: One-Time Incident

An extensive delay is a delay to riders exceeding one hour from the published train schedule. Upon request, ticket and pass holders are eligible to receive replacement trip voucher(s) with a one-year expiration. The ticket holder must submit proof of valid fare for the location and time of the incident to be eligible for a replacement ticket. Requests for compensation under the Quality Service Pledge must be received within 60 days of the date of the incident.

6.1.3 Exclusions for Compensation or Reimbursement

Train delays caused by temporary operating schedules, including planned disruptions, are not eligible for compensation or reimbursement for self-service transportation.

6.1.4 Sole Authority

Metrolink has sole authority to grant exceptions to the compensation policy and reserves the right to deny a claim for compensation that does not meet the criteria herein.

6.2 RIDE PROMISE

If a Metrolink train experiences an unplanned disruption that delays our passengers, Metrolink will make every attempt to restore train service or provide alternative transportation to get riders to their destination stations. If Metrolink cannot provide alternative transportation within 60 minutes of the Metrolink train's scheduled departure time, passengers can be reimbursed for their out-of-pocket costs for self-service transportation, not to exceed $50.00 per passenger.

Reimbursement is based on the passengers' submission of their original dated receipt from the transit provider (taxi, third-party rideshare company, such as Uber or Lyft, rental car), as well as proof of Metrolink fare valid for the date and time of the disruption. Luxury or premium vehicles are excluded and are not eligible for reimbursement. Reimbursements will only be paid to the owner(s) of the credit card(s) listed on the receipt, and driver tip reimbursement will be limited to 15% of the ride fare. Reimbursements for multi-riders will be based on the information listed on the receipt (split payments). Payments for fuel are not reimbursable. Passengers who use or refuse the Metrolink-provided alternate transportation solution will not be eligible for reimbursement. This also applies to trains that are inoperable due to incidents or mechanical issues.

Causes and length of disruptions vary. When a disruption occurs, Metrolink immediately assesses the situation and takes steps towards recovering service as close to the published timetable as possible. There are various steps required to clear a scene, including assessment by first responders, including Metrolink personnel, law enforcement, and/or fire, securing alternate transportation, coroner response (if applicable), cleanup crew response (if applicable), and/or coordination with freight dispatching (if applicable). If rescue service is needed, staff will make every attempt to secure alternate transportation arriving within an hour or less of the time the train stops. Alternative transportation solutions such as replacement train service (Metrolink or Amtrak), bus bridge service (private motor coach and/or public transit operators), and taxi, Uber, or Lyft are all considered.

6.2.1 Definitions

Alternative Transportation

Transportation that replaces regular Metrolink train service. This may include, but it is not limited to another Metrolink train, an Amtrak train, bus bridge, van, taxi, rideshare service such as Lyft, or other charter operator, and is at Metrolink's discretion. Valid Metrolink tickets will be accepted on alternative transportation, including trains on other Metrolink lines.

Driver Tips

Any amount paid to a driver in excess of the fare and required fees. Tips shall be reimbursed at no more than 15% of the ride fare. Tips must be reflected on the receipt.

Luxury or Premium Vehicles

Any rental or rideshare of a high-end vehicle, including premium rental cars, Lyft Lux, Lyft Premier, Uber Lux, Uber Black, etc.

On-Time Service

Train arrives at its final destination within five minutes of the published arrival time.

Scheduled Connections

Ten minutes between a Metrolink train's published arrival time and the connecting Metrolink train's published departure time at the same station.

Self-Service Transportation

Taxi, shuttle, TNCs/Transportation Network Companies (i.e. Uber, Lyft), rental cars. Luxury or premium vehicles are excluded.

Temporary Operating Schedules

When Metrolink's published train schedule is modified to allow planned construction work, maintenance, or special event train service.

6.3 TICKET REFUNDS

Metrolink tickets are non-refundable and non-replaceable. In select cases, refunds may be issued upon review. Refund requests must be submitted online to Metrolink's administrative offices.

7.0 FARE POLICY CHANGES

METROLINK will conduct a fare equity analysis for all increases or decreases in fares, fees or eligibility, or to the availability of fare media. In order to address the mandates in Title VI of the Civil Rights Act of 1964, as well as the Environmental Justice (EJ) provisions in Presidential Executive Order 12898, Metrolink will evaluate the impact of the fare policy change on protected populations and determine if the proposed fare change will result in a disparate impact for minority populations or in a disproportionate burden for low-income populations.

7.1 ANNUAL FARE POLICY REVIEW

The Metrolink Board will consider potential changes to fares as part of the annual budget development process. This review will consider budget requirements and the share of operating expenses that are covered by fare revenue.

7.~~1~~2 PUBLIC PARTICIPATION

Metrolink's Public Participation Plan describes the techniques and methodologies used for soliciting and considering public input during the deliberation of fare changes. The program will be updated at least every three years, as appropriate in coordination with other Title VI policies.

7.~~2~~3 CHRONOLOGY OF FARE POLICY CHANGES

7.~~2~~3.1 PROCEDURAL HISTORY

Adopted September 26, 2003

Revision 1 July 1, 2004

Revision 2 July 1, 2005

Revision 3 July 1, 2007

Revision 4 July 1, 2010

Revision 5 July 1, 2011

Revision 6 July 1, 2012

Revision 7, July 1, 2013

Revision 8, April 11, 2014

Revision 9, May 9, 2014

Revision 10, January 1, 2016

Revision 11, July 1, 2016

Revision 12, March 24, 2017

Revision 13, June 26, 2026

Revision 14, December 11, 2026

7.23.2 BOARD ACTIONS CHRONOLOGY

A chronology of prior Board proceedings on the key elements of fare policies and procedures includes the following actions:

1992

- Approval of an 11- mile based zoned fare structure; the ticket types (monthly, 10-trip, round-trip and one-way), the ticket pricing structure; the fare categories which include: adult, senior/disabled, student, and youth; and the initial fare zone map with station designations
- Approval of a fare evasion policy
- Approval of a fare inspection policy
- Approval of fare exemption policy
- Authorization to execute interagency transfer agreements for transit transfers

1993

- Implementation of the off-peak fare policy
- Approval of changes in the fare structure to cap the zones at seven, and establish the Union Station zone discount
- Approval of the student group fare policy
- Approval of revisions to the zone map for start-up of the Orange County Line service and discounted fare zone designation for travel north from the Fullerton station
- Approval of ticket reciprocity between the San Bernardino Line and the Riverside Line
- Approval of a 25% December Monthly Pass discount

1994

- Approval of revisions to the zone map to split the zone for the Burbank Station
- Approval of discounted fare zone designation for the Northridge and Camarillo stations on the Ventura County Line

- Approval of temporary (earthquake-related emergency) discounted fares for Monthly Passes on the Antelope Valley Line and the Ventura County Line
- Continuation of ticket reciprocity between the San Bernardino Line and the Riverside Line
- Continuation of zone discounts for the Lancaster and Vincent Grade/Acton stations on the Santa Clarita Line
- Approval of revisions to the college pass program to discount 10-trip tickets in addition to monthly passes by 25% for participants
- Continuation of the December Monthly Pass discount

1995

- Continuation of the December monthly pass discount on an on-going basis

1996

- Approval of revisions to the fare-exempt policy regarding law enforcement officers

1998

- Approval of fare adjustment program to increase fares by 4% in 1998, 2000 and 2002

1999

- Approval of a transit pass discount policy and program for Welfare to Work
- Revisions to the school group policy fare

2000

- Approval of temporary fare policy changes to offer one-time discounts on Monthly Passes and 10-trips on the Riverside and Ventura County Lines due to service related issues

- Approval of the recreational group travel fare pricing structure and procedures
- Confirmation of a 4% fare increase beginning July 1, 2000
- Approval of modification to the fare policy to eliminate the transfer upgrade ticket

2001

- Approval of the Rider Compensation Policy and Quality Service Pledge
- Planning and Finance Committee approval of Proposed Policy for Fare Increase or Service Reduction

2002

- Approval of a split zone designation for the Burbank Airport station
- Approval of a 4% fare increase and a supplemental security fee of 1% beginning July 1, 2002
- Authorization of the Rail-2-Rail demonstration program
- Approval of the zone discount and zone placement of the North Main Corona station

2003

- Authorization for Metrolink participation in the EZ Transit Pass Program in Los Angeles County (Interagency transfers)
- Approval of Fare Policies and Procedures Document that modified:

a) the policy on fare exemptions for children ages five and younger – allowing up to three ride for free

b) the addition of a public outreach policy for fare changes

2004

- Approval of proposal to restructure fares using driving miles between stations & increase cost of 10-Trip Ticket phased in over 10 years, and a 3.5% across-the-board fare increase for FY2004-05 & FY2005-06 for public outreach & comment. Pending final approval in late spring 2004

- Approval of public outreach plan for fare change: 4% July 2004 and begin restructuring July 2005 at 3.5% system-wide average increase
- Public Hearing on and approval of proposed 4% fare increase for July 2004 and start of restructuring July 2005
- Approval of contract with Access Services Inc. (ASI) to allow ASI certified riders to ride without a ticket, using their Access ID card as fare media, with ASI paying SCRRA a flat rate for each ASI rider

2005

- Approval of public review process for proposed 4.5% system-wide average fare increase starting July 1, 2005 and elimination of weekday off peak fares (except for Seniors/Disabled)
- Approval of a change in the Quality Service Pledge for discounts on Monthly Passes for poor on-time performance
- Restructuring phase 1 of 10

2006

- A public review process for proposed fare increase between 3.5% and 7.5% beginning July 1, 2006
- Approval of a system-wide average fare increase of 5.5% beginning July 1, 2006 with the option to increase fares mid-year of up to an additional 2% system-wide average should the budget require additional fare revenue
- Approval of a special compensation program for Riverside Line Monthly Pass riders for the lousy service in Feb and March offering a 50% discount on May 2006 monthly pass purchases. The offer restricts use of the discounted pass to the Riverside Line only, no reciprocity rights.
- Approval of a special promotional fare for the introduction of Orange County Line weekend service and expanded IEOC Summerlink service. 50% discount off the adult weekday fare for all riders on IEOC and OC Line weekend service for a six month promotional period
- Restructuring phase 2 of 10

2007

- A public hearing on a proposed fare increase of 3.5% average for 2007, 2008 and 2009 that also discontinues the special promotional fare of 50% off adult weekday fares for weekend riders on the OC and IEOC lines
- Approval of the fare increase of a system-wide average of 3.5% beginning July 2007, July 2008 and July 2009
- Approval of a promotional Consignment Ticket Sales program and rates for the 2007 summer ~~and a clarification to the Fare Policies & Procedures Guidelines that enumerates that the CEO has discretion to establish promotional fares and tickets~~
- Delegation of authority to the Chief Executive Officer to approve future Special Promotional Tickets and Promotional Discounts
- Restructuring phase 3 of 10

2008

- Proposal to increase fares for group travel program to $10.00 for a Round-Trip Ticket and increase the minimum group size to 15 people
- Public Hearing on and approval of proposal to increase fares an additional 4% above a previously approved 3.5% increase, for a total average of 7.5% increase, and to increase group travel fares to $10.00
- Approval of a new weekend fare product priced at $29.00 for four people traveling together
- Restructuring phase 4 of 10

2009

- On July 1, 2009 a 3.5% fare increase became effective
- Restructuring phase 5 of 10

2010

- On July 1, 2010 the following became effective:
  - A system-wide average fare increase of 6%
  - Round-Trip Tickets: Round-Trip Tickets equal the price of two One- Way Tickets.
  - 10-Trip Tickets: All 10-Trip Tickets are valid for 45 days only. The 10-Trip Ticket discount equal 5% below the cost of 10 one-way equivalents.

- Weekend Discounts: Youth, Friends and Family Four Pack, Student/Military and Senior/Disabled are the only discounted tickets on the weekend. One-Way and Round-Trip Youth tickets are discounted 25%
- Student Discounts: Student 10-Trip or Monthly Pass tickets are now available through the TVM at a discount of 10%. Anyone with a valid Student Identification can purchase a discounted ticket through the TVM. This discount is not available on One-Way or Round-Trip tickets.
- Senior/Disabled Discount: The Senior/Disabled discount on the Monthly Pass and 10-Trip ticket is reduced from 50% to 25% discount. Senior/Disabled One-Way and Round-Trip tickets remain unchanged at 50% off
- Military Discount: One-Way and Round-Trip tickets are discounted 10% for active military who have a valid Common Access Card (CAC) identification
- Group Tickets: Group tickets are available for $11.00 per person round trip for same day travel. This does not apply to school trips.
- Promotional Round-Trip special ticket (2-Trip Ticket): Marketing and Development started utilizing a Round- Trip special ticket for Marketing campaigns and promotions. This is a free promotional ticket valid for two one-way trips for one individual.
- 80 mile cap: One-Way, Round-Trip and 10-Trip tickets no longer have an 80-mile cap on long distance fares. The 80-mile cap remains for the Monthly Pass
- Restructuring phase 6 of 10

2011

- The Board gave staff the authority to eliminate the 10-trip ticket- implementation never occurred in 2011 due to Corporate Quick Card launch
- No fare increase occurred and no restructuring took place
- Introduced student discount of 10% off to One-Way and Round-Trip tickets on July 1
- On July 1, 2011:
  - Launched the Weekend Pass
  - Launched the 7-Day Pass

2012

- Implemented a 7% system-wide average fare increase on July 1, 2012

- Did not increase the Weekend Pass fare of $10
- Group trip rate increased from $11 to $12 effective July 1, 2012
- Eliminated Amtrak 10-trip on Metrolink trains as part of the Rail 2 Rail program
- Restructuring phase 7 of 10

2013

- Implemented a 5% system-wide average fare increase on July 1, 2013
- Modified the Weekend Pass to a Weekend Day Pass, good for system- wide travel on EITHER Saturday or Sunday priced at $10. Monthly Pass holders can still ride system-wide starting at 7 p.m. on Friday through Sunday at 11:59 p.m.
- Changed the Personal Care Attendant Free Ride Policy to require PCAs to obtain a Metrolink identification card priced at $25 for the first PCA to

  $10 for every subsequent PCA. Implementation of this new program will occur in FY 14

- Introduced new TAP enabled Metrolink ticket stock and reduced the window for Monthly Pass purchases from the 25th to the 5th of every month
- Increased the student discount from 10 to 15%
- Group trip pricing remains at $12 as per the 2008 policy
- Eliminated OCTA's OCLink Pass
- Restructuring phase 8 of 10

2014

- Reinstated PCA Free Ride Policy and eliminated PCA I.D. card
- Restructuring phase 9 of 10
- Added Service Standards, Vehicle Assignment and Major Service Change Policies

2015

- Restructuring phase 10 of 10 occurred on July 1, 2015
- On July 1, 2015, the Antelope Valley Line Fare Reduction Pilot Program commenced. The program included a 25% discount on all fares for stations

on the Antelope Valley Line only and a $2 station to next station fare to encourage short distance trips. On July 1, 2015 the student discount was increased from 15% to 25%, creating the student/youth consolidated discount at 25% off an adult fare for all ticket types.

- The Board of Directors voted make permanent the 25% fare reduction as part of the Antelope Valley Line Fare Reduction Pilot Program, however, the $2 station to next station fare pilot promotion expired on December 31, 2015.

2016

- On January 1, 2016 a pilot commenced to discount short distance trips system-wide. Pricing was set for $3 from one station to the next consecutive station for a maximum of two stations.
- Mobile ticketing was piloted on the IEOC line in March and a full system-wide deployment launched on March 31, 2016. A temporary refund policy was initiated for mobile tickets purchased by accident that will expire once the optic readers are installed on Metro Rail gates.
- Riverside County Transportation Commission (RCTC) launched pilot promotional fares for the opening of the Perris Valley Line extension on June 6, 2016. Those discounts include:
  - 10% discount from any of the new four stations on the Perris Valley Line extension
  - Lower station pair combinations in Riverside County only to a maximum of $10. (Lowest price prevails based on other fare promotions and policies)
- San Clemente Pier was added to the fare table on June 6, 2016. The fares for the San Clemente Pier were mirrored for San Clemente for 7-Day and Monthly Passes because there is no weekend service at the San Clemente Pier station. One-way, round-trip and Weekend Day Passes were calculated using the mileage formula.
- On July 1, 2016 the $3 station to next station pilot promotion expired.
- On July 1, 2016 short distance fares were discounted permanently for trips 20 miles in length or shorter. This is an effort to encourage more localized travel on Metrolink.

- On October 28, 2016 the Board of Directors made revisions to the Quality Service Pledge and Ride Promise portion of this policy.
- The RCTC promotional fares that were initiated on June 6, 2016 officially ended on December 6, 2016 after a six month pilot.
- RCTC launched new promotional fares on December 7, 2016. All ticket types are discounted by 25% for trips to or from the four new Perris Valley extension stations.

2017

- On March 24, 2017, service policies and Title VI policies were removed from the Fare Policies and Procedures document and spun off into their own documents. There were no changes to the content of the policies.

2018

- On February 9, 2018, the Board of Directors approved to make the 25% fare reduction permanent for the Perris Valley Line.
- On May 11, 2018, the Board of Directors approved the 25% fare reduction pilot for the San Bernardino Line for an initial period of six months effective July 1, 2018
- On November 2, 2018, the Board of Directors approved to make the 25% fare reduction permanent for the San Bernardino Line

2019

- On April 5, 2019, an administrative change was made to the fare policy to remove the 4-Trip tickets that has been discontinued
-

2020

- On October 23, 2020, the Board approved Fare Policy Goals and Guiding Principles.

2021

- On February 26, 2021, the Board approved the 5-Day Flex Pass and the "Kids Ride Free on Weekends" program as part of Metrolink's regular fare structure.

2022

- On September 23, 2022, the Board approved the 10-Day Flex Pass program as part of Metrolink's regular fare structure.
- On December 9, 2022, the Metrolink Board designated Free Fare days permitting use of any Metrolink train without a ticket on Transit Equity Day (February 4), Earth Day (April 22), Bike to Work Week (3rd week of May) and California Clean Air Day (October 4).

2023

- On July 28, 2023, the Board approved the Mobility-4-All program which provides a 50% fare discount for low-income individuals with an EBT card.

2026

- On July 26, 2026, the Board adopted changes to the Metrolink fare policy which include:
  a) Discontinuing the Round-trip Ticket, 7-Day Pass, and 10-Day Flex Pass.
  b) Introducing a weekday version of the Weekend Day Pass for weekdays, and re-branding of both as "SoCal Day Pass".
  c) Introducing the L.A. Zone Day Pass for travel only between LA Union Station, Glendale, Burbank Downtown, Burbank Airport North/South, Cal State LA, Commerce, and Montebello.
  d) Introducing a discount for military veterans, and making all current ticket types eligible for active military and veterans discount.
  e) Making all discounts eligible for the SoCal Day Pass.
  f) Raising the student fare discount to 50% from the regular 25%.
  g) Removing inconsistencies in ticket validity periods and extending the expiration of the One-way Ticket from 3 hours to 5 hours after purchase.
  h) Raising the price of the One-way Ticket by 14%, and raising the price of the SoCal Day Pass from $15 to $19 on weekdays, and from $10 to $12 on weekends.

On November 13, 2026, the Board amended the fare policy to include an annual fare policy review.

METROLINK



Annual Consideration of Fare Changes



Metrolink Fare Increase in Context

- On October 5, 2026, Metrolink raised fares for the first time in 13 years.
- Prior to 2013, Metrolink raised fares every 1.4 years on average.
- U.S. Commuter rail agencies adjust fares every three years on average.



Recommendation

Per Board direction, staff recommends the Board approve the following amendment to the Metrolink fare policy:

The Board will consider potential changes to fares as part of the annual budget development process.

This review will consider budget requirements and the share of operating expenses that are covered by fare revenue.



Next Steps

- The amended fare policy will take effect upon Board approval.
- Fare changes will be considered by the Board as part of the FY28 budget development.

METROLINK



Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-346-0**
TRANSMITTAL DATE:	**November 6, 2026**
MEETING DATE:	**November 13, 2026**
TO:	**Board of Directors**
FROM:	**Lisa Bahr, Chief Customer Experience Officer**
SUBJECT:	**Fiscal Year 2027 First Quarter Customer Experience Update**

Issue

Staff is updating the Board on Customer Experience campaigns and activities. These updates will be provided periodically throughout the year.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board. This report includes performance metrics to increase transparency and accountability for the division's activities.

- **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 good repair and investing in the development of our employees.

Background

The Metrolink Customer Experience (CX) division includes Market Research and Data Analytics, Marketing, Communications, Customer Support, and CX Innovation & Partnerships. For FY27, the CX team's strategic pillars are to Understand and Engage Customers and Communities, Improve the Customer Journey, and to Build Trust, Partnerships, and Value.

Staff have prepared a set of Key Performance Indicators to assess and track the performance of the Authority's Customer Experience program. The results of these metrics will be reported to the Board on a quarterly basis. The last KPI report was presented to the Board in September 2026.

Discussion

First-quarter results underscore both the opportunity and the risk facing Metrolink. Ridership increased 11% year over year, supported by World Cup travel and high gasoline prices. New non-student mobile accounts, repeat ridership, and Corporate Partner Program (CPP) revenue also grew. At the same time, on-time performance declined to 77.2%, and Net Promoter Score (NPS) fell sharply. Converting increased demand into lasting ridership will depend on delivering reliable service and a consistently positive customer experience.

Ridership. Up 11% year over year; World Cup events and high gas prices contributed to demand.

New non-student mobile accounts. Up 12% year over year, continuing the growth trend from the prior quarter.

Mobile ticket adoption. 64% of ridership, compared with 62% a year earlier; unchanged quarter over quarter.

Repeat ridership. Converting first-time riders into repeat customers remains an important opportunity for ridership growth. Analysis of transactions from mobile app accounts found that there was an increase in the number of riders who returned within 12 months of their first trip. Repeat ridership by non-students increased by 3% from a year ago. With high gas prices bringing new customers to Metrolink, there is significant potential to turn price-sensitive riders into more frequent Metrolink users.

CPP ticket revenue. $1.45 million, up 12% year over year, supported in part by Experience Metrolink and IE Commuter.

Customer loyalty. NPS fell to 27.8 from 43.9 in the prior quarter; riders cited schedules and deteriorating on-time performance. (Scores above 40 indicate strong customer loyalty).

Marketing

In the first quarter of FY27, Marketing advanced Metrolink's strategy to acquire new riders, retain existing customers, and recapture lapsed riders. Campaigns connected affordable fares and travel options with customer education, safety, and loyalty initiatives. Results demonstrate growing use among existing students, while identifying opportunities to improve first-time rider acquisition and ongoing engagement.

Attract New Riders

Back to School
Metrolink's August Back-to-School campaign promoted the 50% Student/Youth Discount to attract new students and encourage existing riders to use the train for school, work, and other trips. Outreach included bilingual advertising, social media, email, video, and school partnerships.

The campaign generated its strongest results among existing student riders. Q1 student boardings rose 100,848 (24%) year over year, exceeding the 5% growth objective. In August and September, student ticket sales increased 17% to nearly 198,000, while revenue rose 21% to approximately $1.18 million. Student Monthly Pass sales grew 45%, suggesting more frequent travel among established riders.

The campaign also introduced students to SoCal Explorer Rewards through a 150-point enrollment bonus for .edu email addresses. It attracted 361 enrollments, exceeding the 200-member goal by 80%, and created an additional channel to encourage discretionary travel beyond school trips.

However, first-time student purchases remained flat. The results, therefore, point to stronger retention and frequency, rather than new-rider acquisition. Marketing will continue the Student/Youth Discount campaign beyond the back-to-school period, place greater emphasis on first-time riders, and track new purchases separately from total student ridership.

Daisy Chain Fields Festival
Marketing supported special late-night service for the August 29 festival in Orange County, promoting Metrolink as an alternative to driving and parking. The campaign, targeting special event attendees and youth, generated more than 2,000 visits to the event information page, and more than 200 passengers used the late-night service.

Mobility-4-All (EBT Discount)
To more directly reach people eligible for the 50% EBT discount, Metrolink established an outreach partnership with the Department of Public Social Services (DPSS) and provided promotional materials, collateral, and digital assets for distribution to eligible audiences. The partnership creates a direct channel to reach potential riders who can be difficult to reach through paid advertising and supports efforts to expand awareness and use of the discount.

Retain Existing Riders

Fare Change Campaign
Beginning in September, Metrolink provided advance notice of the October 5 fare changes through email, web content, and other marketing communications channels. The campaign gave riders time to understand the changes, review their options, and plan ahead of the fare change implementation date to prevent unpleasant surprises on the day of the change. During September, the fare change webpage reached approximately 12,700 users, and three related emails delivered more than 120,000 messages.

Rail Safety Month & SAFE Partnership
During Rail Safety Month, Metrolink shared safety messages to reinforce safe behaviors on and around trains. Marketing also promoted the launch of the new Metrolink Safe Ride app,

giving customers another way to report safety and security concerns. A September email introducing the availability of the new app was delivered to more than 42,000 recipients. As of October 20, the app had been downloaded nearly 400 times, and 41 reports had been received, 70% of them through the new mobile app.

Through the Streets Are For Everyone (SAFE) partnership and SAFE Around Trains Challenge, high school students created 30-second public service announcements addressing rail safety. Shared on Metrolink's Instagram channel, the student-created PSA's generated more than 71,000 views and 25,000 engagements on Instagram. The partnership also strengthened connections with schools and engaged students who are potential Metrolink riders.

SoCal Explorer Rewards Loyalty Program
SoCal Explorer Rewards continued to provide customers with added value for riding Metrolink, reaching 92,409 enrolled members by the end of September. The Back-to-School Campaign introduced the program to student riders with a bonus-points offer to encourage ridership beyond school trips.

While membership continued to grow, the number of recently engaged members declined during the quarter, underscoring an opportunity to encourage more frequent participation. A survey has been deployed to gain insight into how the program can better serve riders, encourage retention, and support additional Metrolink travel.

Reengage Lapsed Riders

Creating reasons to return
While Q1 activity primarily focused on attracting and retaining riders, it also identified opportunities to reengage customers who have reduced or stopped their Metrolink travel. The decline in the number of recently engaged SoCal Explorer Rewards members will help inform future outreach and loyalty program improvements.

Marketing is developing targeted email campaigns in partnership with the Market Insights and Analytics team, leveraging customer data and insights to identify audiences and tailor messaging. One campaign focuses on lapsed riders who have stopped traveling with Metrolink, as well as riders whose travel frequency has declined. Upon establishment of the FY27 service plan, Marketing will identify key opportunities to reach lapsed riders along corridors where it makes sense and incentivize them to return when service meets their needs.

CX Innovation and Partnerships

CX Innovation & Partnerships (CXIP) continued to deliver strong results across corporate partnerships, non-fare revenue generation, and customer experience innovation during the first quarter.

The Corporate Partner Program (CPP) generated $1.45 million in first-quarter ticket revenue, representing a 12% year-over-year increase. This growth was supported by the continued expansion of the Experience Metrolink program in partnership with IE Commuter.

Strategic partnerships and special event services generated $88,000 in cash and in-kind sponsorships and special event revenue. Highlights included renewed partnerships with AAA, including its role as the inaugural Presenting Sponsor of Transit Equity Day, Ontario International Airport, and The Music Center, along with a new, in-kind partnership with IchigoCon. The team also secured a three-year renewal agreement with Insomniac for special train service and successfully delivered service for the inaugural Daisy Chain Fields music festival.

In customer experience innovation, Metrolink launched Version 8 of its mobile app, featuring a refreshed design, improved navigation, and a more intuitive user experience. These enhancements make it easier for customers to purchase tickets and plan trips, supporting the agency's ongoing efforts to improve convenience and accessibility.

Communications

Communications supported customer awareness and public understanding of service decisions associated with anticipated El Niño conditions, including high-tide preparation and response. During precautionary service suspensions in South Orange County in August and September, staff coordinated interviews and briefings with Los Angeles and San Diego media to explain the safety rationale. The interruptions generated 774 media mentions with a reported combined potential audience of nearly 915 million, providing an early opportunity to communicate Metrolink’s approach ahead of the winter season.

Safety was also central to Rail Safety Month communications. The team shared safety-focused stories, elevated agency expertise, and promoted the Safe Ride app through local and industry media; one-third of related media mentions were in Spanish.

Public Affairs reinforced these priorities by coordinating with LADOT, elected officials, and law enforcement to address safety, security, and cleanliness at LADOT-maintained stations. Staff also supported right-of-way cleanups and efforts to relocate people from restricted areas near active tracks. Communications and Public Affairs also supported capital investment and raised awareness of construction. In September, Metrolink collaborated with LA Metro on two state grant opportunities to address a funding gap for the Balboa Double Track Extension on the Antelope Valley Line, and developed an outreach plan to engage riders, community organizations, and elected officials; implementation began in Q2. The team also explained construction-related service closures, including a major box-jacking project in Irvine. A video about this work drew nearly 60,000 social media views and helped explain the City of Irvine’s Marine Way Undercrossing project.

Customer Service Support

The first quarter brought more riders to Metrolink and a tougher operating environment. Ridership grew 11%, yet customers contacted us less often, with 41,797 engagements, down 12% from last year. When customers did reach out, their message came down to three things: get me there on time, treat me fairly, and take care of me when things go wrong.

Reliability is still what matters most. On-time performance generated more complaints than any other issue. While those complaints are down 37% from a year ago, on-time performance remains the leading source of dissatisfaction, consistent with After-Ride Survey results. Schedules and fares made up more than half of everything customers contacted us about. For

the new and price-sensitive riders that high gas prices brought to the system, reliability will decide whether they become repeat customers.

How we enforce policy matters as much as enforcing it. Conductor complaints rose 56%, driven mostly by expanded fare inspection and policy enforcement. Customers' concerns centered on how policies were applied and how they were treated in those interactions. Enforcement protects revenue and safety, and it is also one of the most direct encounters a customer has with Metrolink. Staff is working with Operations and Safety & Security to make those interactions consistent and professional.

Our people still make the difference. Nineteen of the quarter's 21 commendations recognized employees. A security officer noticed confused passengers, called out across the tracks, and got them to the right train in time to make their Amtrak Pacific Surfliner connection. A conductor carried an older customer's luggage aboard before she could ask. A call center representative helped a first-time rider feel prepared to travel. Our goal is to make that level of care the standard customers can expect on every trip.

Turning feedback into fixes. Refund costs fell 30%, and the top refund reasons point to friction we can remove. The most common were customers buying tickets for the wrong travel date. In the second quarter, staff will transition to a new Call Center provider, improve how rideshare options are communicated during disruptions, reduce ticket purchase errors, and address enforcement-related feedback. Progress will continue to be reported through the Voice of the Customer program on a quarterly basis so we can update the Board not just what customers told us, but what changed as a result.

Next Steps

Staff will report quarterly on ridership, new mobile accounts, mobile ticket adoption, repeat ridership, CPP revenue, and Net Promoter Score. In Q2, CX priorities include converting first-time riders into repeat customers, reengaging lapsed riders where service supports their needs, improving the customer experience during disruptions and fare enforcement, and expanding revenue through partnerships and sponsorships. Future reporting will emphasize both performance trends and actions taken in response to customer feedback.

Prepared by:	Lisa Bahr, Chief Customer Experience Officer Henning Eichler, Senior Manager, Market Insights & Analytics Jose Hernandez, Senior Manager, Marketing & Digital Programs Mary Riemer, Director, CX Innovation & Partnerships Amber Moyers, Manager, Partnerships Meredith Yeoman, Director, Communications Sabrina Davis, Director, Customer Experience
Approved by:	Lisa Bahr, Chief Customer Experience Officer

Attachment(s)

Presentation - CX Update FY27 Q1

METROLINK



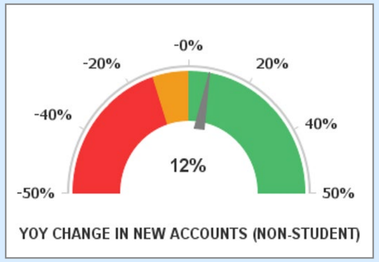
FY27 Q1 CX Update

Receive and file.



Q1 KPI Results

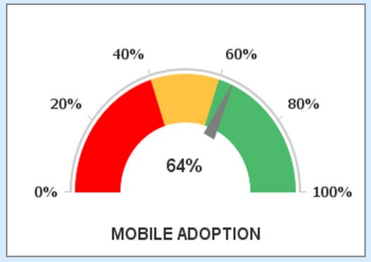
New Accounts



- New mobile account registrations by non-students jumped in Q1, up 12% from a year ago aided by higher gas prices
- New mobile account registrations students were down 7% from a year ago.

Source: mobile account registrations

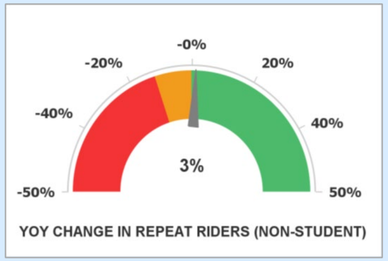
Mobile Adoption



- Mobile ticket adoption increased to 64% in Q1.
- That is a 2-point increase from a year ago (62%).
- Monthly Passes, 5-Day Flex Passes, and L.A. Zone Passes have the highest mobile adoption.

Source: ticket sales data

Repeat Ridership



- Repeat ridership continues to strengthen and was up 3% from a year ago aided by high gas prices.
- Total ridership was up 11% year-over-year, driven by strong growth in students.

Source: mobile non-student ridership

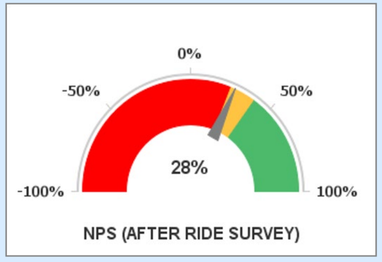
CPP Revenue



- CPP revenue has increased by 12% year-over-year.
- It reflects the success in adding new partnerships, including the IE Commuter pass subsidy program.

Source: ticket sales data

NPS



- The Net Promoter Score (NPS), a customer loyalty metric, fell from 44% in Q4 to 28% in Q1 marking rapidly declining customer sentiment.
- The decline reflects deteriorating on-time performance.

Source: After-Ride survey (4.079 respondents). Scores over 40% reflect strong performance



Attracting, Retaining, and Reengaging Customers

Attract. Retain. Reengage.

Attracting New Riders

Back to School student outreach

New DPSS partnership for EBT cardholder outreach

Next: Sharpen ongoing Student/ Youth Discount campaigns to attract new riders.

Retaining Current Riders

24%

Student boarding growth

+100,848 boardings year over year

+45%
Student Monthly Pass sales

361
New student loyalty members

Reengaging Lapsed Riders

Target lapsed riders & give a reason to return

1. **Identify Reason**
2. **Personalize**
3. **Reconnect**

Student ridership retention is strong, overall new ridership acquisition remains a priority in Q2-Q4.



Corporate Sales and Non-Ticket Revenue

CXIP Updates



CPP Revenue Grows 12%

CPP generated $1.45 million in Q1 revenue, a 12% YoY increase, supported by continued growth in the Experience Metrolink program with IE Commuter.



$88K in Cash and In-Kind Sponsorships

Renewed cash sponsorships with AAA and Ontario International Airport, secured in-kind partnerships with The Music Center and IchigoCon, and confirmed AAA as the first-ever Presenting Sponsor of Transit Equity Day.



Continued Growth in Special Event Service

Secured a three-year renewal with Insomniac for special train service and successfully delivered service for the inaugural Daisy Chain Fields music festival.

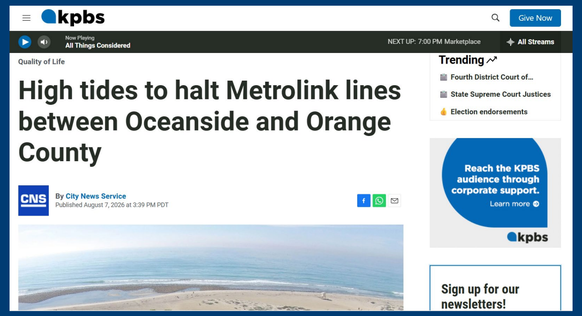


V8 Mobile App Launched

Launched Version 8 of the Metrolink mobile app, featuring a refreshed design, improved navigation, and an enhanced user experience to make purchasing tickets and planning trips easier and more intuitive.



Service Communications and Public Trust













774 Media Mentions

With El Niño anticipated to peak mid-winter, Metrolink has already seen significant media interest in weatherization efforts and service impacts along the coastal tracks through South Orange County.

Focus on Safety

Safety served as a throughline for communications and public affairs in Q1.



Listening to Riders, Improving Their Experience



Reliability Matters

On-time performance is still the top complaint, even with complaints down 37% from last year.



Enforcement Matters

Personnel complaints rose by 56%, driven by interactions involving fare inspections and policy enforcement.



Going Above & Beyond

19 of 21 commendations recognized employees for going above and beyond.



Feedback → Fixes

Reducing refund friction, clearer service disruption communications and fewer ticket purchase errors.



Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-349-0**
TRANSMITTAL DATE:	**November 6, 2026**
MEETING DATE:	**November 13, 2026**
TO:	**Board of Directors**
FROM:	**Paul Hubler, Chief Strategy Officer**
SUBJECT:	**November 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 state and federal stakeholders concerning Metrolink service and relevant policy initiatives.

Discussion

State

CalSTA Flexible State Rail Assistance Funding
As previously reported, the California State Transportation Agency (CalSTA) released a Notice of Funding Opportunity for Cycle 2 of the Flexible State Rail Assistance Program on September 8. The program provides funding for commuter and intercity rail capital and operating needs with up to $66.6 million available statewide to eight eligible applicants.

Metrolink submitted its application for $20M in funding on October 19. On November 5 Metrolink was advised by the State that its request was approved for the full amount. This award will allow the agency to avert service cuts that were planned to take effect yet this fiscal year, as well as additional reductions that would otherwise have been required in FY27-28. Metrolink staff are pleased to report a robust response to our requests for letters of support from member agencies, state legislators, universities/colleges, chambers of commerce, labor organizations, advocacy groups, and other entities. Nearly 60 letters of support were submitted to CalSTA for our application.

November Election Changes to State Leadership
On November 3, California voters elected Xavier Becerra as the state's next Governor. All 80 members of the State Assembly, and half of the Senate (20 seats) were on the ballot. Seven Assembly seats and three Senate seats within Metrolink's service area were open this cycle, guaranteeing new legislators in those districts.

The election will also establish the composition of the Legislature as lawmakers prepare to consider the FY 2027-28 state budget and transportation policy priorities. Changes in legislative membership and committee assignments may influence future discussions concerning transit operations assistance, capital investment, and other transportation funding programs.

Voters across the state also approved several regional transportation funding measures. In the Bay Area, the Regional Transit Measure, which is projected to raise $1 billion annually, will enact a half-cent sales tax in Alameda, Contra Costa, San Mateo, and Santa Clara counties and a one-cent tax in San Francisco for 14 years. Preliminary returns show the measure passing with 61.5 percent of the regional vote and majorities in each county. Within Metrolink's service area, voters in Riverside and San Bernardino counties approved Measure A and Measure I, respectively, each with approximately 70 percent support, continuing each county's existing half-cent transportation sales tax. Both measures required two-thirds approval and include continued funding for public transit, including Metrolink. All results reflect preliminary returns as of November 5, and ballot counting continues before results are finalized and certified.

Metrolink will continue working with returning legislators and establish relationships with any newly elected members of its state delegation to advance the authority's legislative priorities. Staff will provide additional information regarding election results and anticipated changes to the state delegation as they become available.

Federal

Metrolink Urges Congress to Restore IIJA Advanced Appropriations
As reported in October, Congress approved a continuing resolution (CR) extending federal government funding and surface transportation programs through December 11. However, the CR does not extend the advance appropriations provided under Division J of the Infrastructure Investment and Jobs Act (IIJA), which established an elevated level of guaranteed multi-year funding for public transportation and passenger rail programs.

According to the American Public Transportation Association (APTA), the lack of advance appropriations results in a 20 percent reduction in federal public transit investment and an 81 percent reduction in passenger rail investment compared with enacted FY2026 levels. Nationwide, these reductions represent about $4.2 billion in public transportation funding and $12.9 billion in passenger rail funding. The reductions threaten delay to infrastructure improvements, constrain efforts to address maintenance backlogs, and create uncertainty for agencies planning long-term capital investments.

The IIJA provided substantial increases in federal funding available to Metrolink, including a 45.7 percent increase in state of good repair formula funding. These investments support maintenance and infrastructure improvements throughout Metrolink's network. Without restoration of advanced appropriations, federal discretionary grants programs supporting passenger rail capital projects would also face significant reductions, limiting opportunities for Metrolink to secure funding for future improvements.

Metrolink has communicated with members of its congressional delegation serving on the appropriations and transportation committees, urging the restoration of public transportation and passenger rail investment to FY2026- enacted levels when the current continuing resolution expires December 11. The effort also emphasizes the importance of sustaining federal investment through the next surface transportation reauthorization.

November Election and Expected Leadership Changes
Democrats won majorities in both chambers of Congress in the November 3 midterm elections and will take control of the House and Senate when the 120th Congress convenes in January. In the Senate, Democrats flipped seven Republican-held seats and currently hold a 54–44 advantage, with races in Alaska and Mississippi not yet called. In the House, Democrats have surpassed the 218 seats needed for a majority. As of November 5, Democrats have won 252 seats and Republicans 155, with 28 races yet to be called.

Two races within Metrolink’s congressional delegation remain uncalled. In District 23, Representative Jay Obernolte (R) holds a narrow lead over Democrat Tessa Hodge. In District 40, redistricting placed Representatives Ken Calvert (R) and Young Kim (R) in the same district, and Calvert currently leads. The delegation will also include several new members in January: Jacqui Irwin in District 26, the Ventura County seat currently held by Representative Julia Brownley; Hilda Solis in District 38; and Angela Gonzalez-Torres in District 34, who defeated incumbent Representative Jimmy Gomez.

The 2026 midterm elections will bring significant changes to the House Transportation and Infrastructure (T&I) Committee, which will play a central role in developing the next surface transportation reauthorization. Current Ranking Member Rick Larsen (D-WA), who won reelection, is poised to become Chairman. Representative David Rouzer (R-NC), currently chairman of the Highway and Transit Subcommittee, is expected to become Ranking Member, though his own race had not been called as of November 4. Both members have extensive experience on the committee and involvement in federal transportation policy and infrastructure legislation. Metrolink is well positioned to maintain its messaging regardless of election outcome, having long-standing relationships with both Member offices, including hosting Rep. Rouzer during a visit last year. The committee is also expected to experience substantial membership turnover. At least 14 of the committee's 67 members will not return for the next Congress, and approximately half of its subcommittee chairs and ranking members are expected to leave their current positions. Additional changes could result from competitive congressional races and subsequent committee assignments.

Leadership of Senate committees with jurisdiction over transportation will also change. Senator Maria Cantwell (D-WA) is in line to chair the Commerce Committee. On the Environment and Public Works Committee, Senator Jeff Merkley (D-OR) is anticipated to become Chair, with current Chair Shelley Moore Capito (R-WV) moving to Ranking Member.

The leadership transitions come as Congress considers the next multi-year surface transportation authorization to succeed the IIJA. The new committee compositions will influence the development of federal transportation programs, funding levels, and policy priorities affecting commuter and passenger rail. Metrolink staff will monitor election outcomes and committee assignments while continuing to engage with congressional offices on the Authority's federal legislative priorities.

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

Attachment(s)

Appendix A - November 2026 Bill Matrix
Presentation - November 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.	8/6/26: Ordered to inactive file at the request of Senator Laird.	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.	8/6/26: Ordered to inactive file at the request of Senator Laird.	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.	8/6/26: Ordered to inactive file at the request of Senator Laird.	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 Reiview.	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,	9/30/26: Chaptered by Secretary of State - Chapter 838, Statutes of 2026.	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.		
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.	9/29/26: Chaptered by Secretary of State - Chapter 797, Statutes of 2026.	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.	8/19/26: In Assembly. Concurrence in Senate amendments pending.	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.	9/14/26: Chaptered by Secretary of State - Chapter 214, Statutes of 2026.	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.	9/18/26: Chaptered by Secretary of State. Chapter 316, Statutes of 2026.	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.	9/30/26: Chaptered by Secretary of State. Chapter 974, Statutes of 2026.	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.	9/18/26: Chaptered by Secretary of State. Chapter 247, Statutes of 2026.	Support
SB 935 (Choi): Existing law authorizes a local agency, as defined, with approval of	7/16/26: Chaptered by Secretary of State.	Monitor

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.	Chapter 102, Statutes of 2026.	
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.	8/27/26: Chaptered by Secretary of State. Chapter 151, Statutes of 2026.	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	5/14/26: May 14 hearing: Held in committee and under submission.	Monitor

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.		
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.	8/27/26: Chaptered by Secretary of State. Chapter 158, Statutes of 2026.	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 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	9/30/26: Chaptered by Secretary of State. Chapter 1030, Statutes of 2026.	Monitor

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 through physical and online retail marketplaces.	5/13/26: Received in the Senate and Read twice and referred to the Committee on the Judiciary	Support
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	7/14/2026: Forwarded by Subcommittee to Full Committee by Voice Vote.	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,	3/2/26: Referred to the Subcommittee on Railroads, Pipelines,	Monitor

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.	and Hazardous Materials	
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 Orders. Calendar No. 143.	Monitor
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
S. 5492 (Hagerty): Safe Transit Act - A bill to reduce crime on public transportation, and for other purposes. This bill would tie	9/23/2026: Read twice and referred to the Committee on Banking,	Monitor

federal transit funding to crime reduction, fare enforcement, and safety performance. Require larger agencies to dedicate at least 3% of Section 5307 funds to safety/security, strengthen crime reporting and fare-evasion requirements, and allow DOT to withhold funding for noncompliance. It would also restricts most zero-fare programs for larger transit agencies, with specified exemptions and require new safety measures such as cameras and federal performance standards.	Housing, and Urban Affairs.	
S. 5653 (Moore): Bipartisan American Affordability and Jobs Act of 2026. To prescribe permitting reform, and for other purposes. Establishes hard deadlines for the National Environmental Policy Act (NEPA) of one year for Environmental Assessments (EAs) and two years for Environmental Impact Statements (EISs). It narrows the definition of "major Federal action" to focus strictly on actions under substantial federal control, while expanding exclusions to exempt lifeline infrastructure upgrades and routine maintenance within existing rights-of-way. Imposes a strict 150-day statute of limitations to file lawsuits challenging NEPA decisions. It limits the power of federal courts to halt projects based solely on deficient reviews, generally favoring remands to agencies without vacating existing permits.	9/30/2026: Read twice and referred to the Committee on Energy and Natural Resources.	Monitor



November Legislative Update

Receive and file.



State Updates

- CalSTA Flexible State Rail Assistance Funding
- General Election



Federal Updates

- Advocacy to restore IIJA Advanced Appropriations
- General Election
  - Expected changes to Transportation & Infrastructure Committee

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Thank you.

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ITEM ID:	**2026-378-0**
TRANSMITTAL DATE:	**November 6, 2026**
MEETING DATE:	**November 13, 2026**
TO:	**Board of Directors**
FROM:	**Michelle Pena, Board Clerk**
SUBJECT:	**Approval of Meeting Minutes - October 23, 2026 Regular Board Meeting**

Recommendation

It is recommended that the Board approve the Minutes of the October 23, 2026 Regular Board Meeting.

Prepared by:	Michelle Pena, Board Clerk
Approved by:	Noelia Rodriguez, Chief of Staff Don Del Rio, General Counsel

Attachment(s)

Attachment A - DRAFT 10.23.26 Board of Directors Minutes

METROLINK

metrolinktrains.com/meeting

DRAFT MINUTES OF THE BOARD OF DIRECTORS MEETING

Friday, October 23, 2026

BOARD MEMBERS/ALTERNATES IN ATTENDANCE:

OCTA: (2 votes)	DOUG CHAFFEE *(Chair)** Mark Tettemer
RCTC: (2 votes)	BRIAN BERKSON *(Vice-Chair)* KAREN SPIEGEL Linda Molina
VCTC: (1 vote)	Bob Engler
METRO: (4 votes)	KATHRYN BARGER Pam O'Connor**
SBCTA: (2 votes)	LARRY McCALLON Ray Marquez***

*Chair Chaffee left the meeting at 12:01 p.m.
**Director O'Connor joined the meeting at 10:16 a.m.
***Director Marquez joined the meeting at 10:30 a.m.

EX-OFFICIO MEMBERS

SCAG	Marty Simonoff
State of California	Steve Novotny

STAFF/PRESENTERS:
DARREN KETTLE, Chief Executive Officer
DON O. DEL RIO, General Counsel
NOELIA RODRIGUEZ, Chief of Staff
ROD BAILEY, Chief Operating Officer
SAMANTHA CERDA, Assistant Board Clerk
LISA COLICCHIO, Director, Sustainability
ANNA DENECKE, Senior Manager, Government Relations
GEOFFREY FORGIONE, Associate General Counsel
JUSTIN FORNELLI, Chief, Program Delivery
KEVIN GRAY, Chief Technology Officer
HILARY KONCZAL, Chief Safety, Security, and Compliance Officer
CYNTHIA MINIX, Director, CPMM
MICHELLE PENA, Board Clerk
TOM SCHAMBER, Chief Financial Officer
EMANUEL VALLES, Director, Maintenance of Equipment

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

1. Call to Order

The October 23, 2026 Regular Board Meeting was called to order at 10:00 a.m. by Chair Chaffee in the Metro Board Room, One Gateway Plaza, 3rd Floor, Los Angeles, CA 90012.

2. Safety Briefing

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

3. Pledge of Allegiance

Director Engler led the group in the pledge of allegiance.

4. Roll Call

The Board Clerk called roll and confirmed that a quorum of the Board was present. Directors Nguyen, Go, Vargas, Trembley, Solis, Sandoval, Ohlsen, Allen, and Camacho were absent. Director McCallon participated virtually due to an ADA special accommodation request.

5. Public Comment

Chair Chaffee confirmed several written public comments had been submitted and distributed to the Board.

Three members of the public provided comments.

6. Approval of Consent Calendar Items: 13.A-13.L

ACTION: Upon a single motion by Director Tettemer and seconded by Director Barger, the Board (11-0) approved Consent Calendar items 13.A-13.L.

Director Tettemer commented on Item 13.J and requested a complete list of all the contracts awarded under the CEO's authority with a partition between those above $250,000 and those below for full transparency.

General Counsel Don Del Rio clarified this threshold was created by the Board based on a policy so in order to make that change it would be appropriate to bring that policy back, have the Board discuss it, and amend it from there.

CEO Darren Kettle added within the next month or two staff can bring that policy back for the Board to consider it and allow staff to proceed as Director Tettemer is suggesting at the next quarterly update.

Director Tettemer asked why the threshold exists.

Mr. Del Rio explained the rationale was the Board felt $250,000 was appropriate without overburdening the agenda. He opined it is important to revisit it if Director Tettemer is interested in amending the policy.

Director Tettemer clarified he didn't want a full presentation on each contract, just an attachment to the report with a list of all transactions in the interest of transparency.

Mr. Del Rio stated that would still constitute an amendment to the existing policy.

The Board received and filed this report.

Items 7.A and 8.A were postponed to the November 13 Board meeting.

Mr. Kettle explained the budget that was to be adopted had significant service cuts proposed in order to meet member agencies' budget targets. About a month ago the California State Transportation Agency (CalSTA) put out a notice of funding opportunity that had a very small pool of eligible candidates and a total of about $67M being made available primarily to commuter railroads. Metrolink has submitted an application to CalSTA in the amount of $20M and has been receiving support letters for that application from throughout Southern California. He added CalSTA staff has committed to notifying the agency in early November about receiving the award or not. If Metrolink receives the award it will be able to maintain the existing level of service through June of 2028. Mr. Kettle noted this has been done in consultation with member agency CEOs, but if Metrolink does not receive the requested allocation or the conditions placed on Metrolink for the receipt of those funds are considered to be untenable, the Scenario 8 budget with proposed service cuts effective January 4 will be presented at the November Board meeting. He noted because the Board directed the salary adjustments and reclassifications go with the budget, Item 8.A has also been postponed to November.

7. PUBLIC HEARING

7.A Adoption of the FY 2026-2027 (FY27) Metrolink Budget, FY27 Salary Resolution, and Approval of Operating Forecasts for the Four Years FY28 through FY31

Under the terms of the Joint Exercise of Powers Agreement (JPA), the Authority is required to adopt a budget for the succeeding fiscal year no later than June 30th of each year. The Proposed FY2026-27 (FY27) Budget consists of the Operating Budget and State of Good

Repair/New Capital Projects Budget. Consistent with multi-year budget planning, approval of the proposed budget forecasts for the fiscal years 2028 through 2031 is also requested at the time of budget adoption. In addition, the FY27 Salary Resolutions are submitted for approval as a part of the Budget Adoption process.

8. REGULAR CALENDAR

8.A Proposed Employee Reclassifications and Salary Adjustments to Employee Compensation

Board approval is needed for salary adjustments to employee compensation, in accordance with HR Policy No. 2.1.

8.B Fleet Modernization Path Analysis

Sustainability Director Lisa Colicchio provided background on the fleet modernization study where the Board authorized staff to seek grant funding for new Tier 4 locomotives. During the due diligence phase of the Tier 4 procurement which included an independent market survey conducted by consultant staff, direct engagement with locomotive manufacturers, and consultation with peer rail agencies, it was determined that parts and lifecycle maintenance costs for Tier 4 locomotives, regardless of manufacturer, are significantly higher than the Authority's legacy Tier 2 locomotives. To provide a decision framework, staff prepared a strategic analysis over a 30-year time horizon comparing a Fleet Modernization Plan with three distinct paths for consideration, while remaining committed to environmental and financial sustainability. The 30-year total cost of ownership under the Tier 4 procurement path (Path A) is estimated at $1.047 billion, compared to an overhaul path retaining the existing Tier 2 fleet (Path B) with a cost of $ 375 million – a difference of approximately $671 million. Meanwhile a third option of 12 Diesel Battery-Hybrid locomotives (Path C) is estimated at $471 million which is $95 million more than Path B. Ms. Colicchio summarized each Path over 30 years and went over the takeaway from staff's findings, noting maintenance costs plus technical services costs with manufacturers lead to critical financial exposure. She went over key considerations for the three Paths and recommended Path B as the most financially prudent option, which overhauls existing Tier 2 fleet, and has received consensus from the member agencies' staff.

Mr. Kettle confirmed the member agency CEOs are in consensus with the recommendation, especially as it relates to operations costs and noted Caltrans is also overhauling their Tier 2 fleet rather than purchasing new Tier 4 locomotives. He underlined the emissions reductions will come from getting people out of their cars and into trains.

Director Barger asked if there is a scenario where staff moves forward with Path A but digs in further to Path C as it relates to possibilities rather than just closing the door on it.

Ms. Colicchio stated staff can study it but feels pretty confident in the analysis and the ongoing operations costs plus technical services that are incumbent with any new locomotive are cost-prohibitive and for which there is no grant funding.

Director Barger asked if Stadler is the only OEM of the two manufactures of this type of locomotive and can meet the Buy America requirements and stated she has met with Kinkisharyo who expressed interest and asked if the agency has explored all manufacturers possible.

Chief of Program Delivery Justin Fornelli stated there is an opportunity to be looking at the new technology as part of the fleet management plan which will be kicked off in FY28. He agreed there is an opportunity to look at this technology but one of the issues staff has run into with the other vendors is a lot of them are not Buy America compliant. There are also specific FRA regulations and requirements so the reason staff did look at the Stadler vehicles is there is a contract recently executed with VIA Rail in Canada and would be North America/FRA certified. He reiterated as part of the fleet management plan there is an opportunity to continue to look at the fleet and path to zero emissions.

Director Barger stated Kinkisharyo would meet the Buy America because they have a plant in Palmdale and she wanted to make sure staff keeps their ears to the ground for opportunities.

Director Spiegel noted the number of times service has been pulled due to parts issues and agreed with focusing on what is most cost effective. She expressed her disillusionment with how long it takes suppliers to do the overhauls and asked if it will be a long drawn-out process.

Mr. Kettle stated the beauty of Path B is the Tier 2s have been the most reliable locomotives in the fleet and are found throughout the country so there are no supplier problems with the MP 36 like there are with the 40 F125s the agency owns and the overhauls are a known commodity in the industry.

Director Engler asked if since the Tier 2s are older if Metrolink is investing in something that will go obsolete.

Mr. Fornelli explained the overhaul program would be a 15-year life extension, and then there would be an opportunity to then do another overhaul to extend the life of those vehicles. He hoped within 15 years staff would have identified other technologies that are more fuel efficient for the fleet.

Director Tettemer asked if there is anything materially different between what was presented to the Member Agency Advisory Committee (MAAC) in June and what is being presented to the Board.

Ms. Colicchio explained Path C is new because staff received news about the diesel hybrids and felt it important to look at those and see if there would be an advantage and cost differential compared to Path A. She clarified initially staff analyzed Path A – Tier 4 locomotives that Metrolink had the grant funds for, and Path B – keeping the existing fleet and presented those to the MAAC. Shortly after that, staff received information about the diesel battery hybrids and felt that option needed to be included as Path C but as the economics are not any better, staff still recommends Path B.

Director Tettemer asked when this decision absolutely has to be made as the circumstances are dynamic.

Mr. Kettle stated the pressure is from the grantors who have money sitting in the bank and if Metrolink isn't going to use it they need to repurpose it to other places to allow the money to be used. Even with the new information about Path C, the analysis is very clear that Path B is the prudent approach out of respect to the grantors.

Vice-Chair Berkson asked about the status of the Tier 4 locomotives, and if they will be discontinued.

Mr. Fornelli confirmed the Tier 4 F125s will continue to stay in service.

Vice-Chair Berkson asked if parts issues have been resolved once and for all looking into the future and beyond. He questioned if there will be another issue where some other part becomes defective and this cycle begins all over again.

Mr. Kettle noted issues with the fuel manifolds and that this technology is evolving and is one-of-a-kind so he can't say there won't be problems with other parts. But the Materials Management group is working with Alstom and dialing in the parts element of it, so the lead times for fuel manifolds, spider shafts, and capacitors that have been failing are shorter so the agency is in a much better place making sure equipment is on hand for the F125s. He added there are usually 6-8 locomotives parked waiting on materials and it's not so much a materials issue as it is Alstom performing and getting the fleet back to where it needs to be.

Vice-Chair Berkson noted the state and federal government are making things more restrictive so at some point the Tier 2s may not make the cut and will have to be replaced and asked what certainty staff has that they are actually going to make it to the end of their life cycle.

Mr. Kettle confirmed there is some risk in this approach in that the rules of the game can change but the MP 36 is arguably the most common commuter railroad diesel powered locomotive in the country and Caltrans is going through the same overhaul approach. The risk for Tier 4 locomotives is that operating costs go through the roof and Metrolink can't run service, so he is confident that Path B is the prudent choice.

Vice-Chair Berkson noted Metrolink is responsible for a lot of innovation and technology so it would be a shame for the agency to reverse course, and if this is a temporary one-time fix in the future staff should look to enhance technology. He cautioned the Board about the election and a new governor and uncertainty of what the policies are going to be so he wanted to see what the political climate is next year with regards to additional funding or different rules on environmental issues.

Director Marquez received confirmation Metrolink has the only 40 F125s and asked what other companies produce Tier 4s.

Mr. Kettle stated currently the only other company that's Buy America compliant and sells Tier 4 is Siemens. In response to a follow-up question whether Siemens is having the same problems as Metrolink, Mr. Kettle clarified they have cost elements of the pricing related to equipment maintenance contracts.

Director Marquez noted the Olympics are right around the corner and stated the agency needs to do whatever is needed with the locomotives to be the best in 2028 and should be using the Tier 2s.

Mr. Kettle agreed the Tier 2s are proven to be the most reliable in the fleet.

Director Engler asked if the parts situation has been rectified so parts are not being cannibalized anymore.

Mr. Kettle confirmed direction has been given to Alstom that cannibalization needs to cease. There are one-off occasions that under the Chief Operating Officer's authority will grant the need to move one part to another for availability of fleet but that is supposed to be a very isolated circumstance.

Director Spiegel opined there is some downside to the Alstom bundle and wondered if they're producing as much as anticipated as they seem a little slow.

Mr. Kettle stated the next agenda item pertains to reliability and fleet equipment so part of this can be answered then. He confirmed Siemens manufactures their Tier 4 locomotives out of Sacramento.

Chair Chaffee explained Metrolink uses biodiesel and he did not see any future pollution issue as long as biodiesel is used in whichever engine. He wished the agency had purchased more of the Tier 2 instead of the Tier 4 as the Tier 4 are more complicated and break down a lot and it was an unfortunate investment that was made not long ago. He stated the analysis is terrific and Path B is very cost effective and needs to be done in these difficult times where budget means a lot.

Cooper Crane made a public comment.

ACTION: Upon a single motion by Chair Chaffee and seconded by Director Engler, the Board (11-0) approved suspending a prior initiative to replace existing Tier 2 locomotives with Tier 4 locomotives (Path B of the attached strategic analysis). Upon this approval, staff will request the transfer of Member Agency capital funding allocated for the purchase of replacement Tier 4 locomotives, totaling $10.7 million, to the refurbishment of existing Tier 2 or lower locomotives. Staff will also initiate the process of voluntary remittance of the Tier 4 procurement grant funds.

There is no budget impact and staff will coordinate with Member Agencies for the reallocation of $10.7M grant match funds to other capital projects.

8.C FY2026-27 Q1 Rolling Stock Mechanical Update (July 1 to Sept 30, 2026)

Mr. Kettle introduced the item and noted the mechanical challenges in the spring that necessitated the change in service levels. He mentioned the Board questioned whether an audit should be done to thoroughly review the issues but that he committed to providing the Board with a quarterly analysis of fleet, delays, and causes and this report covers the first quarter of FY27. He acknowledged a motion made at LA Metro to request an audit review that this Board will need to consider at some point, but this report is an attempt to ensure the Board has all the information.

Director of Maintenance of Equipment Emanuel Valles provided an overview of system delays, mechanical locomotive availability, fuel canister corrective actions issued by Caterpillar along with root causes and solutions, spider shaft failures and solutions, and Alstom's rolling stock heavy repair back log.

CPMM Director Cynthia Minix touched on sole-source and limited-source F125 component availability constraints and stated purchase orders were not placed in a timely manner due to improper staffing, minimum contracts in place, and extended supplier lead times plus moving delivery dates. She added in November 2025 she paused the entire contracts and procurement team for six weeks to focus on clearing the material backlog. She shared the results from streamlining the process by increasing procurement resources and expanding sourcing. She stated her department is currently the bottleneck for the agency and has been for years and without additional headcount the only way out is to automate the process and the department is prioritizing materials contracts and purchases. Her team is working with Operations to ensure the needed parts are ordered and parts with long lead times are being ordered in time for the Olympics.

Chief Technology Officer Kevin Gray stated he is leading the tiger team, a small cross-functional group of Metrolink subject matter experts focused on processes and tools related to materials management that impact the availability of parts. He stated the team convened with the assumption that materials problems are the result of many potential problems, large and small. He stated the team has collapsed organizational silos, reduced bureaucracy and provided an environment for discussion needed to find solutions to the myriad of potential problems that impact parts availability. He laid out which departments are part of the tiger team and explained issues that have been identified include insufficient storage space for parts inventory at the Central Maintenance Facility and unnecessary process steps. He opined continuous, incremental improvement in materials management is being achieved by engaging key stakeholders, bringing visibility to the performance of the function across multiple key performance indicators, fixing the low hanging fruit processes, recommending solutions to larger scope issues, and executing on those recommendations when the capacity, funding and resources are available.

Director Spiegel asked where Alstom's responsibility comes in and asked if the contract administrators work for Metrolink or for Alstom.

Mr. Kettle confirmed Alstom is responsible for a lot of things. The contract administrators work for the agency and work closely with the internal materials management division and are getting the parts for these locomotives and Alstom is responsible for maintaining and installing some of the parts. For the manifolds Caterpillar is doing the installation because it's been operating under warranty work so it's their responsibility. Alstom is responsible for the nine locomotives noted in the backlog and they have committed to getting it done by the end of the year. He stated the agency has put Alstom on notice of what the expectation is and as of July 1 Metrolink has been charging Alstom liquidated damages and holding them accountable. To their credit they have brought in contract staff at their own expense and modified their leadership to try to meet Metrolink's expectations.

Director Spiegel asked what the consequence is if the nine locomotives aren't back in service by the end of the year.

Mr. Kettle stated liquidated damages will continue to be charged and the Q2 report will have an update on the backlog.

Director Tettemer stated there should be a dashboard for the key performance indicators for Alstom and Metrolink's own internal processes and this would be a good opportunity to measure productivity as the report was mostly narrative. He opined it would be helpful to staff and the Board as they consider policy issues down the road and help measure the agency against the industry.

The Board received and filed this report.

8.D FIN 11.1 - Fuel Purchase Policy Update

Peter W. provided a public comment.

Chief Financial Officer Tom Schamber went over updates to the Fuel Purchase Policy that will provide more budget certainty when budgeting fuel for a full fiscal year. He noted the uncertain price environment due to the current geopolitical climate and stated adopting a more flexible hedging policy would better manage risk in both rising and falling fuel price environments. The change to the policy will extend hedge coverage from six months to 12 months to improve cost certainty and reduce budget volatility.

Mr. Kettle added this item was reviewed by the Fuel Hedge ad hoc committee and there was consensus to bring this to the Board for approval.

ACTION: Upon a single motion by Vice-Chair Berkson and seconded by Director Tettemer, the Board (11-0) approved the updates to the Fuel Purchase Policy - FIN 11.1.

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

8.E October Legislative Update

Anna Denecke, Senior Manager, Government Relations, provided a regular monthly update on current legislative affairs. She stated SB 741 Blakespear, which Metrolink supported, was signed into law and expands eligible uses of the LCTOP program. She noted final agreement on the State's 26-27 Greenhouse Gas Reduction Fund expenditure plan and funding for TIRCP and LCTOP remain at one-quarter of recent levels. She touched on the $20M application for the State Rail Assistance program and various letters of support that have been submitted. Congress extended government funding and portions of the IIJA through December 11 but does not include advance funding which could limit future grant opportunities.

The Board received and filed this report.

9. Chief Executive Officer's Report

Mr. Kettle showed footage of the 18-ton concrete Marine Way box push which was built and moved underneath the tracks in Orange County and shared the preparations in place ahead of the Super El Niño season. He mentioned service will be truncated at Laguna Niguel beginning the following week and the track level will be raised to improve drainage and reduce slow orders.

10. Board Members' Comments

Director Marquez apologized for arriving late as he was meeting with a delegation from Chile as SCAG President.

Director Spiegel wished Vice-Chair Berkson and anyone up for reelection luck in their race.

11. Chair's Comments

Chair Chaffee wished Vice-Chair Berkson and Director McCallon happy birthdays.

12. Closed Session

A. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION – Pursuant to Government Code Section 54956.9(d)(1) – Schupbach v. SCRRA et al., California Court of Appeal Case No. B344932, 2nd District, Division 3.

B. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION – Pursuant to Government Code Section 54956.9(d)(1) – Ciardullo et al. v. SCRRA et al., Los Angeles Superior Court, Case No. 25PSCV00833.

C. CONFERENCE WITH LABOR NEGOTIATOR – Pursuant to Government Code Section 54957.6
Agency Designated Representatives: Alberto Lara and Kelly Tuffo
Employee Organization: Amalgamated Transit Union Local 1277

The Board recessed at 11:36 a.m. to discuss Item 12.A-12.C and reconvened at 12:10 p.m. at which time Counsel indicated there was nothing to report.

13. CONSENT CALENDAR

13.A Approval of Meeting Minutes - September 25, 2026 Regular Board Meeting and October 9, 2026 Special Board Meeting

The Board (11-0) approved the Minutes of the September 25, 2026 Regular Board Meeting and October 9, 2026 Special Board Meeting.

13.B Contract No. L181-27 - Federal Legislative Representation Services - Recommendation to Award - Blank Rome, Kadesh & Associates, Potomac Partners DC

The Authority requires federal legislative advocacy services to maintain strategic relations and achieve policy priorities with the Administration, Congress, federal agencies and regulatory bodies. These services are necessary to meet long-term service and funding goals of the Authority.

The Board (11-0) authorized the Chief Executive Officer to:

1. Award Contract No. L181-27, Federal Legislative Representation Services, subject to resolution of any protest timely filed, to a bench of qualified firms as listed below:
   - L181A-27 Blank Rome
   - L181B-27 Kadesh & Associates
   - L181C-27 Potomac Partners DC; and
2. Approve a not-to-exceed contract funding authorization amount not-to-exceed $2,160,000 for the Bench, comprised of $720,000 for the two-year base period and $1,440,000 for two two-year options that may be exercised at the sole discretion of the Authority.

The amounts for which contract authority is requested, are included in, and are contingent upon the adoption of the Proposed FY26-27 Operating Budget ($180,000). Funding for subsequent years will be requested through the annual budget or an equivalent process.

There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

13.C Contract No. L182-27 - State Legislative Representation Services - Recommendation to Award - Shaw Yoder Antwih Schmelzer & Lange

The Authority requires an advocacy team to provide State Legislative Representation Services.

The Board (11-0) authorized the Chief Executive Officer to award Contract No. L182-27 for State Legislative Representation Services to Shaw Yoder Antwih Schmelzer & Lange in an amount not -to-exceed $720,000, comprised of $240,000 for the two-year base period and $480,000 for the two two-year option years that may be exercised at the sole discretion of the Authority.

The annual amounts ($60,000) for which contract authority is requested, are included in, and are contingent upon the adoption of the Proposed FY2026 -27 Operating Budget. Funding for subsequent years will be requested through the annual budget or an equivalent process. There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

13.D Increase in Contract Authority - Contract No. C3153 with Flatiron West, Inc. - San Juan Creek Bridge Replacement Project

The San Juan Creek Bridge replacement project has been under construction since March 2024 and is substantially complete with train service running over the new bridge since October 2025. Sheet pile wall installation along the adjacent creek bed is the only remaining item to complete on the project. The current contract authority of $50,376,588 is insufficient to allow for issuance of change orders to install project betterments of sheet pile walls requested by Orange County Public Works (OCPW) and funded by OCPW and OCTA.

The Board (11-0) authorized the Chief Executive Officer to increase the contract authority by $2,605,341 for a new total not-to-exceed contract authority of $52,981,929.

The total requested contract authority of $52,981,929 includes both OCTA and OCPW work. Funding for the OCTA work is included in Cooperative Agreement No. C-0-2540, between OCTA & the Authority, which fully funds the project through FTA grants and State funding sources. All work associated with change orders for completing betterment work in OCPW right-of-way will be funded through a third-party cooperative agreement with OCPW. No change orders or work authorizations will be issued to the Contractor unless sufficient budget is available. Since these funds are being provided through a Third-Party agreement, there is no impact to Metrolink’s budget.

13.E State Rail Assistance (SRA) Program Resolution

The State of California's State Rail Assistance (SRA) Program requires that the Board adopt a resolution, provide required certifications and assurances, and delegate authority for execution of any actions necessary under this grant in order to receive SRA funds.

The Board (11-0) approved Resolution No. 26-151 Authorization for the Execution of the Resolution, Certifications and Assurances, and Authorized Agent Forms for the State Rail Assistance (SRA) Program to support FY27 Operations and the Sequoia Avenue Grade Crossing Improvements Project.

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

13.F Low Carbon Transit Operations Program (LCTOP) Resolution

The State of California's Low Carbon Transit Operations Program (LCTOP) requires that the Board adopt a resolution, provide required certifications and assurances, and delegate authority for execution of any actions necessary under this grant. An annual resolution is required to receive LCTOP funds.

The Board (11-0) approved Resolution No. 26-152 Authorization for the Execution of the Resolution, Certifications and Assurances, and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Metrolink FY27 Student/Youth Discount.

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

13.G Performance Audit: Travel and Business Expenses

The Internal Audit Department (Internal Audit) completed the Performance Audit: Travel and Business Expenses (2026-05-IA).

The Board received and filed this report.

13.H Report of FY27 Financial Results for the Two Months Ended August 2026

This report covers monthly Ridership, Revenue, and Financial Operating Performance for the first two months of FY27. 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 control emphasizes adherence to budget, particularly at the Member Agency Support Line.

The Board received and filed this report.

13.I Grants Quarterly Update - 1st Quarter, FY 2027

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

The Board received and filed this report.

13.J Quarterly Report of Contracts Awarded and Executed Under the Chief Executive Officer's Authority - FY27 Q1

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.

The Board received and filed this report.

13.K Quarterly Compensation Report - FY 2027 Q1

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.

The Board received and filed this report.

13.L Capital Program Quarterly Status Report

Staff is providing a quarterly update on the progress of the Authority's Capital Program, including the Southern California Optimized Rail Expansion (SCORE) Program and the State of Good Repair Program.

The Board received and filed this report.

14. ADJOURNMENT

There being no further business for consideration by the Board, the meeting was adjourned at 12:10 p.m.

Prepared by,

Michelle Peña
Board Clerk

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-354-0**
TRANSMITTAL DATE:	**November 6, 2026**
MEETING DATE:	**November 13, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**Third-Party Agreement (TPA) Quarterly Reporting for Q1 FY2027**

Issue

This report provides the Board with an overview of the current Third-Party Agreement portfolio, summarizing the total number of active projects, budget amounts, and remaining balances.

Recommendation

Receive and file.

Strategic Commitment

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

Background

SCRRA currently manages various Third-Party Agreements (TPAs) which fund projects outside of the annual Board approved budget. These projects fund activities such as project planning, design and construction services; flagging and inspection services; maintenance; special trains; and permit related requirements.

Historically, reporting on these projects was not done consistently. In February 2026, Internal Audit issued a finding requiring the formalization of reporting practices. This report addresses the associated corrective action plan by establishing a standardized reporting process, with updates to be presented to the Board quarterly going forward.

Discussion

At the end of the quarter ending September 30, 2026, the Authority had 502 active Third Party agreements with a total budget amount of $118,050,141.39, with a remaining balance of $66,356,853.81. These projects are funded outside of the annual budget process.

Next Steps

The Third-Party Agreement report for the quarter ending December 31, 2026, will be presented in February 2027.

Prepared by:	Nancy Perez, Assistant Director, Finance
Approved by:	Tom Schamber, Chief Financial Officer

Attachment(s)

Presentation - FY27 Q1 Third-Party Agreement Report

METROLINK



FY27 Third-Party Agreement (TPA) Report Quarter Ended September 30, 2026

Receive and file.

FY27 Q1 Third-Party Agreement Portfolio

- The Authority provides services to other public agencies that are typically outside of core operations or the budgeted capital program. These projects are referred to as Third-Party Agreements or “TPAs”.
- At quarter end, there were 502 open TPA projects with an approved budget of $118,050,141.39.
- Total outstanding remaining balance was $66,356,853.81
- TPA activity and reporting are in compliance with all Policy and SOP parameters.





Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-358-0**
TRANSMITTAL DATE:	**November 6, 2026**
MEETING DATE:	**November 13, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer** **--**
SUBJECT:	**FY2026-27 Working Capital Fund Report, Quarter Ending September 30, 2026**

Issue

SCRRA Working Capital Fund Policy - FIN 9.7, as well as executed Member Agency MOUs related thereto, require quarterly reporting of Working Capital Fund (WCF) activity to the SCRRA Board of Directors.

This quarterly report and accompanying attachments provide the following information:

1. Summary and project-level detail for WCF advances and repayments;
2. WCF interest income received; and
3. Reconciliation of beginning and ending quarterly WCF balances.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

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

Background

In April of 2024, the SCRRA Board of Directors approved the establishment of the $50 million Working Capital Fund (WCF). Pursuant to the Policy, the goal of the WCF shall be to begin a separation of Operating and Capital Funds, and to provide liquidity to fund the reimbursement cycle for grant-funded capital projects. Usage of the funds is limited under the Policy to advance fund reimbursable expenses for capital projects for which grants have been awarded. Given the anticipated volume of capital activity, the Working Capital Fund may need to be increased in the future in order to fully separate Operating Funds from Capital Funds.

Member Agencies were invoiced for their respective WCF allocation deposits, based upon Track Miles Owned, in June of 2024. $50 million has been collected and deposited in a segregated money market demand account at U.S. Bank specifically established for this purpose. Funds in this account are not commingled with Operating Funds, nor are they used for the payment of any expenses pursuant to Third-Party Agreements or any other advance-funded capital project. The WCF is not used for SCRRA on-going operations or operating projects of any kind. Funds are allocated to eligible Capital Program projects on a consolidated basis as incurred. WCF advance and repayment transactions are governed by the Policy and a detailed Standard Operating Procedures document which has been provided to the Member Agencies.

Discussion

Advance and repayment transactions for the Working Capital Fund began in November 2025. Advances taken against the WCF in Q1 FY27 totaled $20,710,238.17. Collections, or repayments against WCF expenses totaled $15,711,889.31 for the quarter, for a net WCF activities of $(4,998,348.86). Further detail has been provided in Attachment B.

The total interest earned of $1,131,990.23 for FY26 was distributed to Member Agencies in August 2026. Total interest earned for Q1 FY27 was $168,582.82. Interest income has declined from prior quarters due to lower market interest rates and lower WCF balances resulting from the implementation of WCF advance activities. Further details of interest earned have been provided in Attachment A.

The WCF ending balance as of September 30, 2026, was $23,030,046.06, and a summary reconciliation is provided below.

WCF Activity and Balances, Q1 FY27 ($ in millions)	
Beginning Quarter Balance	$28.99
Less: Advances Taken	(20.71)
Plus: Collections Received	15.71
Plus: Interest Received	0.17
Interest Dist. to Member Agency	(1.13)
Ending Quarter Balance	$23.03

Next Steps

The Working Capital Fund report for the quarter ended December 31, 2026 will be provided in February 2027.

Prepared by:	Edison Abrenica, Senior Finance Analyst Lillian Tung, Senior Finance Analyst
Approved by:	Tom Schamber, Chief Financial Officer

Attachment(s)

Attachment A - Member Agency Allocation of Interest
Attachment B - FY27 Q1 Eligible Capital Project Activity
Presentation - FY27 Q1 Working Capital Fund Report

WCF Cumulative Interest Earned

ATTACHMENT A

	MEMBER AGENCY ALLOCATION OF INTEREST						
	LACMTA	OCTA	RCTC	SBCTA	VCTC	TOTAL	
Date of Deposit	**2/11/2025**	**6/30/2024**	**7/25/2024**	**7/17/2024**	**4/16/2025**		
Initial Working Capital	**$ 29,290,000.00**	**$ 7,150,000.00**	**$ 4,765,000.00**	**$ 5,330,000.00**	**$ 3,465,000.00**	**$ 50,000,000.00**	
Deposit Allocation %	**58.58%**	**14.30%**	**9.53%**	**10.66%**	**6.93%**	**100.0%**	
Interest Payment Date						**Total Interest**	**Bank APY %**
7/31/2024	$ -	$27,438.71	$3,660.70	$8,774.48	$ -	$ 39,873.89	4.08%
8/31/2024	-	24,943.62	16,572.44	18,553.75	-	60,069.81	4.17%
9/30/2024	-	23,271.34	15,461.38	17,309.86	-	56,042.58	4.00%
10/31/2024	-	22,648.59	15,047.63	16,846.64	-	54,542.86	3.75%
11/30/2024	-	20,840.46	13,846.32	15,501.71	-	50,188.49	3.56%
12/31/2024	-	20,587.88	13,678.50	15,313.83	-	49,580.22	3.39%
1/31/2025	-	19,745.05	13,118.53	14,686.92	-	47,550.50	3.24%
2/28/2025	46,049.21	17,876.17	11,876.86	13,296.77	-	89,099.01	3.24%
3/31/2025	80,124.79	20,013.01	13,296.56	14,886.22	-	128,320.58	3.26%
4/30/2025	81,101.10	20,256.87	13,458.58	15,067.61	4,776.55	134,660.71	3.41%
5/31/2025	84,041.46	20,991.28	13,946.52	15,613.89	9,885.83	144,478.97	3.41%
6/30/2025	81,558.41	20,371.09	13,534.47	15,152.56	9,593.75	140,210.28	3.41%
Interest Earned, FY24-25	**$372,874.99**	**$258,984.07**	**$157,498.48**	**$181,004.24**	**$24,256.12**	**$994,617.90**	
7/31/2025	84,513.26	21,109.13	14,024.82	15,701.54	9,941.33	145,290.08	3.41%
8/31/2025	84,488.50	21,102.94	14,020.71	15,696.94	9,938.42	145,247.51	3.41%
9/30/2025	78,594.42	19,185.73	12,786.02	14,302.09	9,297.70	134,165.96	3.30%
10/31/2025	77,465.48	18,910.15	12,602.36	14,096.65	9,164.15	132,238.78	3.13%
11/30/2025	67,056.15	16,369.12	10,908.93	12,202.43	7,932.73	114,469.35	2.89%
12/31/2025	54,946.94	13,413.13	8,938.96	9,998.88	6,500.21	93,798.12	2.72%
1/31/2026	49,487.77	12,080.49	8,050.84	9,005.46	5,854.39	84,478.95	2.63%
2/28/2026	35,656.97	8,704.24	5,800.80	6,488.62	4,218.21	60,868.84	2.63%
3/31/2026	33,280.98	8,124.24	5,414.27	6,056.25	3,937.13	56,812.87	2.63%
4/30/2026	33,129.27	8,087.21	5,389.59	6,028.64	3,919.18	56,553.89	2.63%
5/31/2026	$30,874.04	$7,536.68	$5,022.70	$5,618.25	$3,652.39	52,704.06	2.63%
6/30/2026	32,430.95	7,916.74	5,275.98	5,901.57	3,836.57	55,361.82	2.63%
Interest Earned, FY25-26	**$ 661,924.73**	**$ 162,539.79**	**$ 108,235.96**	**$ 121,097.34**	**$ 78,192.41**	**$ 1,131,990.23**	
7/31/2026	37,041.95	9,042.33	6,026.11	6,740.65	4,382.05	63,233.10	2.63%
8/31/2026	31,532.69	7,697.47	5,129.85	5,738.11	3,730.31	53,828.43	2.63%
9/30/2026	30,181.17	7,367.54	4,909.98	5,492.17	3,570.43	51,521.29	2.63%
Interest Earned, FY26-27	**$ 98,755.82**	**$ 24,107.34**	**$ 16,065.94**	**$ 17,970.93**	**$ 11,682.79**	**$ 168,582.82**	
Total Cumulative Interest	**$ 1,133,555.53**	**$ 445,631.20**	**$ 281,800.40**	**$ 320,072.51**	**$ 114,131.33**	**$ 2,295,190.95**	

ATTACHMENT B

Q1 FY27 ELIGIBLE CAPITAL PROJECT ACTIVITY DETAIL
SUMMARY OF EXPENSES PAID AND COLLECTIONS RECEIVED

EXPENSES PAID FROM OPERATIONS DUE FROM WCF	
SOGR Total	($12,613,319.67)
CAPITAL Total	(4,773,332.96)
SCORE Total	(3,323,585.54)
Totals	($20,710,238.17)
Net Advance from WCF:	($4,998,348.86)

COLLECTIONS RECEIVED BY OPERATIONS DUE TO WCF	
SOGR Total	$9,915,713.49
CAPITAL Total	3,304,850.26
SCORE Total	2,491,325.56
Totals	$15,711,889.31

Q1 FY27 ELIGIBLE CAPITAL PROJECT ACTIVITY DETAIL

STATE OF GOOD REPAIR PROJECTS

	EXPENSES PAID FROM OPERATIONS ACCOUNT DUE FROM WCF				COLLECTIONS RECEIVED INTO OPERATING ACCOUNT DUE TO WCF			
COUNT	PROJECT TYPE	PROJECT #	PROJECT NAME	EXPENSES	PROJECT TYPE	PROJECT #	PROJECT NAME	COLLECTIONS
1	SOGR	519050	SYSTEM BOMBARDIER MIDLF O/HAUL	(3,417.66)	SOGR	519051	SYSTEM LOCOMTV&CAB CAMDVR REPL	23,937.51
2	SOGR	519051	SYSTEM LOCOMTV&CAB CAMDVR REPL	(174,130.80)	SOGR	519160	VENT VC REPL MOORPARK TLR	0.00
3	SOGR	519052	SYSTEM O/HAUL ROTEM SIDEDR MTR	(9,562.49)	SOGR	520050	GEN1 HVAC OVERHAUL(ADD'N 40)	8,273.46
4	SOGR	519054	SYSTEM RUBBR WNDW GASKET REPL	(440,173.44)	SOGR	521050	ROLLING STOCK REHABILITATION	38,728.19
5	SOGR	519055	SYSTEM PSHBK CPLR O/HAUL ROTEM	(14,051.52)	SOGR	521051	ROLLING STK REHAB 2ND PROJECT	10,024.08
6	SOGR	519120	VC VENT ARRYOSIMI SCOUR PRTN	(30,201.48)	SOGR	521052	FY21 LOCOMOTIVE PRELIM. ENG.	472,990.46
7	SOGR	519430	SAN GABRIEL GRADE XING REHAB	(3,101.36)	SOGR	521411	SAN GABRIEL TRACK REHAB	922.92
8	SOGR	519621	ORANGE BRIDGE REPL DES MP206	(23,725.72)	SOGR	522010	FY22 TRACK REHAB GRINDING	4,488.10
9	SOGR	519730	RIVER SIGNAL REHAB	(631.31)	SOGR	522011	TRACK REHAB - INFRSTRCTRE STDY	66,129.70
10	SOGR	519732	RIVER WB P1 SIG SYS REHAB	(4,154.44)	SOGR	522040	FY22 TRAIN CNTRL SYSTEMS REHAB	85,680.39
11	SOGR	520050	GEN1 HVAC OVERHAUL(ADD'N 40)	(2,195.58)	SOGR	522041	FY22 SYSTMWD TRAIN CNTRL REHAB	643,951.09
12	SOGR	520060	FACILITIES REHABILITATION	(76,921.67)	SOGR	522050	FY22 ROLLING STOCK REHAB	83,116.68
13	SOGR	520130	VENTURA FY20 SIGNAL REHAB	(44,943.65)	SOGR	522060	FY22 FACILITIES REHAB	201,918.33
14	SOGR	520330	VALLEY FY20 SIGNAL REHAB	(23,548.27)	SOGR	522090	FY22 MOW VEHICLES & EQUIPMENT	2,668.31
15	SOGR	520331	PEDESTRIAN GATES AT STATIONS	(10,710.26)	SOGR	522230	VENTURA (LA) CNTRL REHAB SIG	35,057.56
16	SOGR	520430	SAN GABRIEL FY20 SIGNAL REHAB	(31,415.61)	SOGR	522320	FY22 VALLEY SUB STRCTRS REHAB	233,395.19
17	SOGR	520620	ORANGE COUNTY STRUCTURES REHAB	(33,601.45)	SOGR	522330	VALLEY TRAIN CNTRL REHAB SIG	29,892.46
18	SOGR	521051	ROLLING STK REHAB 2ND PROJECT	(18,300.55)	SOGR	522340	VALLEY TRAIN CNTRL REHAB COMM	20,235.49
19	SOGR	521060	FACILITIES REHAB	(33,858.61)	SOGR	522360	LANCASTER CREW BASE RPLCMNT	85,145.34
20	SOGR	521110	VENTURA (VC) SUB TRACK REHAB	(2,995.20)	SOGR	522410	FY22 SAN GABRIEL TRACK REHAB	3,337.78
21	SOGR	521120	VENTURA (VC) STRUCTURE REHAB	(791.66)	SOGR	522411	SHORT WAY SUB TRK REHAB	331.98
22	SOGR	521130	VENTURA TRAIN CONTROL REHAB	(15,817.79)	SOGR	522420	FY22 SAN GABRIEL STRCTRS REHAB	298,742.13
23	SOGR	521520	OLIVE SUB STRUCTURES REHAB	(2,830.05)	SOGR	522430	SAN GABRIEL TRAIN CNTRL SYSTM	51,475.27
24	SOGR	521620	ORANGE SUB STRUCTURES REHAB	(12,719.99)	SOGR	522440	SAN GABRIEL TRAIN CNTRL REHAB	21,326.29
25	SOGR	521630	ORANGE TRAIN CONTROL REHAB	(32,445.63)	SOGR	523056	FY23 MP36 LOCO SVC LIFE EXT	117,086.31
26	SOGR	521920	PERRIS CONS PHASE SERVICE	(5,847.18)	SOGR	524010	FY24 TRACK REHAB GRND & SRF	61,573.83
27	SOGR	522010	FY22 TRACK REHAB GRINDING	(867.95)	SOGR	524050	FY24 BOMBARDIER RAILCAR REBLD	2,169,174.75
28	SOGR	522011	TRACK REHAB - INFRSTRCTRE STDY	(18,697.83)	SOGR	524091	FY24 ELECTRIC VEHICLES	18,762.85
29	SOGR	522040	FY22 TRAIN CNTRL SYSTEMS REHAB	(81,149.97)	SOGR	525010	FY25 TRACK REHAB GRND & SRF	322,749.73
30	SOGR	522050	FY22 ROLLING STOCK REHAB	(118,350.91)	SOGR	525050	FY25 BOMBARDIER RAILCAR REBLD	86,987.93
31	SOGR	522060	FY22 FACILITIES REHAB	(51,502.82)	SOGR	525051	FY25 ROTEM HVAC OVERHAUL	941.53
32	SOGR	522130	FY22 VENTURA TRAIN CNTRL REHAB	(24,602.67)	SOGR	525052	FY25 LDVR & CAMERA RPLCMT	570.54
33	SOGR	522230	VENTURA (LA) CNTRL REHAB SIG	(13,435.13)	SOGR	525053	FY25 F125 LOCO INTERMEDT OVHL	219,986.46
34	SOGR	522240	VENTURA (LA) TRAIN CNTRL REHAB	(1,029.73)	SOGR	525056	FY25 HYUNDAI-ROTEM RLCR OVHL	85,230.24
35	SOGR	522320	FY22 VALLEY SUB STRCTRS REHAB	(212,989.32)	SOGR	525054	FY25 ROLL STK FLT PA/PEI COMM	422.09
36	SOGR	522330	VALLEY TRAIN CNTRL REHAB SIG	(6,110.38)	SOGR	525055	FY25 MP36 OUT OF SVC LOCO RHAB	2,743.74
37	SOGR	522340	VALLEY TRAIN CNTRL REHAB COMM	(745.28)	SOGR	525062	FY25 CMF HVAC REPLACEMENT	181.56
38	SOGR	522360	LANCASTER CREW BASE RPLCMNT	(1,732.27)	SOGR	525063	FY25 SCADA SYSTM INSTL & MCC	9,846.03
39	SOGR	522420	FY22 SAN GABRIEL STRCTRS REHAB	(270,880.14)	SOGR	525057	FY25 OUT-OF-SERVICE CAR REPAIR	2,452.06
40	SOGR	522430	SAN GABRIEL TRAIN CNTRL SYSTM	(14,804.04)	SOGR	525090	FY25 MOW & OPS VHCLS & EQUIP	3,214.91
41	SOGR	522440	SAN GABRIEL TRAIN CNTRL REHAB	(274.33)	SOGR	519003	SYS PTC LAB SYS SUPPORT&TEST	4.68
42	SOGR	522630	ORANGE TRAIN CNTRL REHAB SIG	(15,523.95)	SOGR	520053	MP36 LOCO & TIER IV STUDY	33.10

Q1 FY27 ELIGIBLE CAPITAL PROJECT ACTIVITY DETAIL

STATE OF GOOD REPAIR PROJECTS

	EXPENSES PAID FROM OPERATIONS ACCOUNT DUE FROM WCF				COLLECTIONS RECEIVED INTO OPERATING ACCOUNT DUE TO WCF			
COUNT	PROJECT TYPE	PROJECT #	PROJECT NAME	EXPENSES	PROJECT TYPE	PROJECT #	PROJECT NAME	COLLECTIONS
43	SOGR	522910	FY22 PVL CONSTRUCTION PHASE	(2,441.67)	SOGR	519064	SYSTEM STATION ENVLPE RPR/REPL	36.11
44	SOGR	522930	PVL TRAIN CNTRL REHAB SIG	(10,290.34)	SOGR	521710	WEST BANK RIVER TRACK REHAB	46.34
45	SOGR	523010	FY23 TRACK REHAB GRINDING	(3,962.44)	SOGR	524440	FY24 SAN GAB TC COMM REHAB	106.84
46	SOGR	523040	FY23 TRAIN CNTRL SYSTEMS REHAB	(39,207.52)	SOGR	525072	FY25 REHAB OF NTWRK INFRSTR	199.07
47	SOGR	523041	FY23 SYSTMWD TRAIN CNTRL REHAB	(900,730.94)	SOGR	524051	FY24 ROTEM HVAC OVERHAUL	2,631.52
48	SOGR	523050	FY23 BOMBARDIER RAILCAR REBLD	(1,813.57)	SOGR	524053	F125 LOCO "INTERMEDIATE" OVHL	199.08
49	SOGR	523051	FY23 ROLLING STOCK DAMAGE RPR	(5,358.26)	SOGR	524090	FY24 MOW VEHICLES & EQUIPMENT	199.08
50	SOGR	523052	FY23 ROTEM HVAC OVERHAUL	(96,653.06)	SOGR	519033	SB SHORTWAY GRADE XING REHAB	682.44
51	SOGR	523056	FY23 MP36 LOCO SVC LIFE EXT	(762,739.91)	SOGR	522310	FY22 VALLEY SUB TRACK REHAB	516.15
52	SOGR	523060	FY23 FACILITIES REHAB	(99,238.29)	SOGR	520420	SG SUB - STRUC REHAB	613.02
53	SOGR	523090	FY23 MOW VEHICLES & EQUIPMENT	(544,290.12)	SOGR	519055	SYSTEM PSHBK CPLR O/HAUL ROTEM	2,213.72
54	SOGR	523310	FY23 VALLEY SUB TRACK REHAB	(44,056.64)	SOGR	524041	FY24 BO TRAIN CNTRL SYS REHAB	815.57
55	SOGR	523330	FY23 VALLEY TRN CTRL REHAB SIG	(14,821.44)	SOGR	525020	FY25 SYSTMWD STRCTR MAINT	994.92
56	SOGR	523610	FY23 ORANGE SUB TRACK REHAB	(73,602.19)	SOGR	524063	FY24 STORM WATER OIL SPR RPMT	1,000.47
57	SOGR	523630	FY23 ORANGE TRAIN CTRL REHB SG	(25,677.94)	SOGR	521420	SAN GABRIEL STRUCTURES REHAB	1,230.89
58	SOGR	523640	FY23 ORANGE TRN CTRL REHAB COM	(16,936.57)	SOGR	525440	FY25 SAN GAB TC COMM REHAB	1,309.65
59	SOGR	523720	FY23 WEST BANK RIVER STRCTRS	(35,372.98)	SOGR	519034	SHORTWAY EMF IMPROV	1,383.48
60	SOGR	524010	FY24 TRACK REHAB GRND & SRF	(2,369.37)	SOGR	526321	FY26 VALLEY TUNNEL 25 DESIGN	1,337.27
61	SOGR	524011	FY24 TRACK REHAB - INFRAS STDY	(246,818.24)	SOGR	525041	FY25 BO TRAIN CNTRL SYS REHAB	1,393.49
62	SOGR	524041	FY24 BO TRAIN CNTRL SYS REHAB	(4,894.71)	SOGR	524052	FY24 LDVR & CAMERA RPLCMT	1,462.02
63	SOGR	524050	FY24 BOMBARDIER RAILCAR REBLD	(1,860,494.78)	SOGR	520052	OVERHAUL ROTEM DR MECH & COMPO	2,345.50
64	SOGR	524051	FY24 ROTEM HVAC OVERHAUL	(266,601.94)	SOGR	524320	FY24 VALLEY SUB STRCTRS REHAB	1,716.99
65	SOGR	524052	FY24 LDVR & CAMERA RPLCMT	(19,072.05)	SOGR	523010	FY23 TRACK REHAB GRINDING	1,753.56
66	SOGR	524053	F125 LOCO "INTERMEDIATE" OVHL	(434,827.19)	SOGR	520340	VALLEY ATCS/PTC/CIS/BACKHAUL	1,967.71
67	SOGR	524054	FY24 MP36 LOCO OVERHAUL	(8,379.32)	SOGR	525720	FY25 RIVER STRCTR DSGN DRN IMP	2,038.31
68	SOGR	524060	FY24 CMF SWITCH GR & FIRE ALRM	(57,008.90)	SOGR	520061	OVERHAUL CURR SPEC MOW EQ PH1	46,509.52
69	SOGR	524061	FY24 CMF RESTROOM RENOVATION	(29,118.65)	SOGR	524411	FY24 SHORT WAY SUB TRK REHAB	2,212.87
70	SOGR	524062	FY24 LAUS MAIN WATER LN RPLCMT	(6,051.38)	SOGR	519732	RIVER WB P1 SIG SYS REHAB	9,264.07
71	SOGR	524090	FY24 MOW VEHICLES & EQUIPMENT	(6,357.21)	SOGR	524054	FY24 MP36 LOCO OVERHAUL	3,597.39
72	SOGR	524110	FY24 VENTURA (VC) SUB TRK REHB	(8,462.99)	SOGR	524060	FY24 CMF SWITCH GR & FIRE ALRM	3,976.12
73	SOGR	524210	FY24 VEN SUB (LA) TRACK REHAB	(112,127.44)	SOGR	525310	FY25 VALLEY SUB TRACK REHAB	4,105.63
74	SOGR	524230	FY24 VEN (LA) SUB TC SIG REHAB	(29,748.96)	SOGR	525730	FY25 RIVER SUB TC SIGNAL REHAB	4,112.22
75	SOGR	524310	FY24 VALLEY SUB TRACK REHAB	(60,480.32)	SOGR	519052	SYSTEM O/HAUL ROTEM SIDEDR MTR	14,595.94
76	SOGR	524320	FY24 VALLEY SUB STRCTRS REHAB	(8,666.99)	SOGR	525710	FY25 RIVER SUB TRACK REHAB	5,201.53
77	SOGR	524330	FY24 VALLEY SUB TC SIG REHA	(31,570.12)	SOGR	519020	SYSTEM ARRYO SECO BRIDGE DSIGN	12,055.73
78	SOGR	524410	FY24 SAN GABRIEL TRACK REHAB	(81,356.11)	SOGR	525410	FY25 SAN GABRIEL TRACK REHAB	6,734.98
79	SOGR	524411	FY24 SHORT WAY SUB TRK REHAB	(110,420.55)	SOGR	521090	MOW VEHICLES & EQUIPMENT REHAB	7,076.55
80	SOGR	524430	FY24 SAN GAB TC SIGNAL REHAB	(24,125.12)	SOGR	524240	FY24 VEN(LA) SUB TC COMM REHAB	7,670.54
81	SOGR	524440	FY24 SAN GAB TC COMM REHAB	(876.79)	SOGR	523055	FY23 HVAC AIR QLTY SOL-C-19	8,753.76
82	SOGR	524610	FY24 ORANGE SUB TRACK REHAB	(28,410.08)	SOGR	525040	FY25 OB TRAIN CNTRL SYS REHAB	8,837.10
83	SOGR	524620	FY24 ORANGE SUB STRCTRS REHAB	(49,882.65)	SOGR	519730	RIVER SIGNAL REHAB	30,937.82
84	SOGR	524630	FY24 ORANGE SUB TC SIG REHAB	(50,334.63)	SOGR	525430	FY25 SAN GAB TC SIGNAL REHAB	12,777.01

Q1 FY27 ELIGIBLE CAPITAL PROJECT ACTIVITY DETAIL

STATE OF GOOD REPAIR PROJECTS

	EXPENSES PAID FROM OPERATIONS ACCOUNT DUE FROM WCF				COLLECTIONS RECEIVED INTO OPERATING ACCOUNT DUE TO WCF			
COUNT	PROJECT TYPE	PROJECT #	PROJECT NAME	EXPENSES	PROJECT TYPE	PROJECT #	PROJECT NAME	COLLECTIONS
85	SOGR	524710	FY24 RIVER SUB TRACK REHAB	(11,774.57)	SOGR	524710	FY24 RIVER SUB TRACK REHAB	13,170.79
86	SOGR	524730	FY24 RIVER SUB TC SIGNAL REHAB	(25,925.92)	SOGR	522930	PVL TRAIN CNTRL REHAB SIG	13,445.00
87	SOGR	525010	FY25 TRACK REHAB GRND & SRF	(829,459.90)	SOGR	525330	FY25 VALLEY SUB TC SIG REHA	14,542.53
88	SOGR	525011	FY25 TRACK MEASUREMENT	(86,258.56)	SOGR	524330	FY24 VALLEY SUB TC SIG REHA	17,810.56
89	SOGR	525020	FY25 SYSTMWD STRCTR MAINT	(1,071.47)	SOGR	523340	FY23 VALLEY TRN CTRL REHB COMM	18,011.21
90	SOGR	525050	FY25 BOMBARDIER RAILCAR REBLD	(133,592.28)	SOGR	519054	SYSTEM RUBBR WNDW GASKET REPL	21,880.40
91	SOGR	525051	FY25 ROTEM HVAC OVERHAUL	(89.81)	SOGR	523054	FY23 COMM SYSTEM OVERHAUL	19,382.52
92	SOGR	525052	FY25 LDVR & CAMERA RPLCMT	(410.98)	SOGR	521060	FACILITIES REHAB	20,012.53
93	SOGR	525053	FY25 F125 LOCO INTERMEDT OVHL	(240,226.06)	SOGR	522940	PVL SUB TRAIN CNTRL REHAB COMM	21,482.69
94	SOGR	525056	FY25 HYUNDAI-ROTEM RLCR OVHL	(101,807.38)	SOGR	523040	FY23 TRAIN CNTRL SYSTEMS REHAB	22,463.50
95	SOGR	525110	FY25 VENTURA (VC) SUB TRK REHB	(133,672.07)	SOGR	572303	Lubrication Truck Procurement	50,681.30
96	SOGR	525130	FY25 VENTURA TC SIGNAL REHAB	(12,837.50)	SOGR	524410	FY24 SAN GABRIEL TRACK REHAB	25,816.65
97	SOGR	525410	FY25 SAN GABRIEL TRACK REHAB	(10,425.33)	SOGR	523051	FY23 ROLLING STOCK DAMAGE RPR	26,941.53
98	SOGR	525430	FY25 SAN GAB TC SIGNAL REHAB	(12,571.46)	SOGR	523060	FY23 FACILITIES REHAB	31,885.31
99	SOGR	525640	FY25 ORANGE SUB TC COMM REHAB	(14,803.58)	SOGR	523330	FY23 VALLEY TRN CTRL REHAB SIG	32,995.27
100	SOGR	525710	FY25 RIVER SUB TRACK REHAB	(23,334.72)	SOGR	523720	FY23 WEST BANK RIVER STRCTRS	33,618.41
101	SOGR	525720	FY25 RIVER STRCTR DSGN DRN IMP	(5,874.08)	SOGR	524011	FY24 TRACK REHAB - INFRAS STDY	36,952.56
102	SOGR	525730	FY25 RIVER SUB TC SIGNAL REHAB	(15,529.31)	SOGR	520331	PEDESTRIAN GATES AT STATIONS	39,407.81
103	SOGR	525910	FY25 PERRIS VLY TRACK REHAB	(28,620.65)	SOGR	520062	MOW VEHICLE REPLACEMENT	70,210.38
104	SOGR	525930	FY25 PERRIS VLY TC SIGNL REHAB	(24,673.94)	SOGR	524210	FY24 VEN SUB (LA) TRACK REHAB	42,607.91
105	SOGR	523054	FY23 COMM SYSTEM OVERHAUL	(29,466.77)	SOGR	524061	FY24 CMF RESTROOM RENOVATION	42,816.62
106	SOGR	525055	FY25 MP36 OUT OF SVC LOCO RHAB	(2,970.08)	SOGR	525011	FY25 TRACK MEASUREMENT	45,193.92
107	SOGR	525063	FY25 SCADA SYSTM INSTL & MCC	(5,960.14)	SOGR	524230	FY24 VEN (LA) SUB TC SIG REHAB	52,236.93
108	SOGR	525091	FY25 EAM SOFTWARE ENHANCEMENT	(476,383.89)	SOGR	523050	FY23 BOMBARDIER RAILCAR REBLD	76,630.13
109	SOGR	525040	FY25 OB TRAIN CNTRL SYS REHAB	(41,445.08)	SOGR	524730	FY24 RIVER SUB TC SIGNAL REHAB	53,661.53
110	SOGR	525041	FY25 BO TRAIN CNTRL SYS REHAB	(3,381.06)	SOGR	525070	FY25 REHAB OF END_USR COMPUTER	54,416.08
111	SOGR	525057	FY25 OUT-OF-SERVICE CAR REPAIR	(2,970.08)	SOGR	524430	FY24 SAN GAB TC SIGNAL REHAB	60,325.67
112	SOGR	525090	FY25 MOW & OPS VHCLS & EQUIP	(5,851.51)	SOGR	519120	VC VENT ARRYOSIMI SCOUR PRTN	64,556.50
113	SOGR	525310	FY25 VALLEY SUB TRACK REHAB	(9,311.52)	SOGR	520430	SAN GABRIEL FY20 SIGNAL REHAB	69,575.30
114	SOGR	525330	FY25 VALLEY SUB TC SIG REHA	(10,294.40)	SOGR	518050	SYST - BOMBARDIER(SENTINEL) OH	147,234.40
115	SOGR	525610	FY25 ORANGE SUB TRACK REHAB	(15,357.62)	SOGR	520060	FACILITIES REHABILITATION	91,619.73
116	SOGR	525630	FY25 ORANGE SUB TC SIG REHAB	(18,566.46)	SOGR	523310	FY23 VALLEY SUB TRACK REHAB	85,445.82
117	SOGR	525440	FY25 SAN GAB TC COMM REHAB	(6,731.25)	SOGR	523090	FY23 MOW VEHICLES & EQUIPMENT	100,589.05
118	SOGR	524132	FY24 VCTC SIGNAL REHAB	(3,597.58)	SOGR	525091	FY25 EAM SOFTWARE ENHANCEMENT	120,606.66
119	SOGR	526058	FY26 SEAT COVER REPLACEMENT	(137,149.38)	SOGR	521910	FY21 PVL DESIGN PHASE	123,904.77
120	SOGR	525061	FY25 LAUS MAIN WATER LN RPLCMT	(5,380.93)	SOGR	523041	FY23 SYSTMWD TRAIN CNTRL REHAB	126,378.22
121	SOGR	525940	FY25 RVRSD LINE TC COMM REHAB	(1,499.09)	SOGR	521130	VENTURA TRAIN CONTROL REHAB	130,685.00
122	SOGR	526321	FY26 VALLEY TUNNEL 25 DESIGN	(12,035.57)	SOGR	523011	FY23 TRACK REHAB - INFRAS STDY	137,040.76
123	SOGR	526310	FY26 VALLEY SUB TRACK REHAB	(565.60)	SOGR	519050	SYSTEM BOMBARDIER MIDLF O/HAUL	704,358.64
124	SOGR	526064	FY26 CAM EXP	(1,539,891.00)	SOGR	520330	VALLEY FY20 SIGNAL REHAB	242,939.10
125	SOGR	525071	FY25 REHAB OF NTWRK BKUP SYSTM	(5,200.00)	SOGR	523052	FY23 ROTEM HVAC OVERHAUL	434,448.83
126	SOGR	525070	FY25 REHAB OF END_USR COMPUTER	(85,637.07)	SOGR	524310	FY24 VALLEY SUB TRACK REHAB	633,854.50

Q1 FY27 ELIGIBLE CAPITAL PROJECT ACTIVITY DETAIL

STATE OF GOOD REPAIR PROJECTS

	EXPENSES PAID FROM OPERATIONS ACCOUNT DUE FROM WCF				COLLECTIONS RECEIVED INTO OPERATING ACCOUNT DUE TO WCF			
COUNT	PROJECT TYPE	PROJECT #	PROJECT NAME	EXPENSES	PROJECT TYPE	PROJECT #	PROJECT NAME	COLLECTIONS
127	SOGR	521910	FY21 PVL DESIGN PHASE	(68,688.57)	SOGR	520940	PVL ATCS/PTC/CIS/BACKHAUL	3,181.07
128	SOGR	524091	FY24 ELECTRIC VEHICLES	(49,809.44)	SOGR	519430	SAN GABRIEL GRADE XING REHAB	298.32
129	SOGR	522041	FY22 SYSTMWD TRAIN CNTRL REHAB	(32,568.48)	SOGR	520051	HVAC OVERHAUL 40 ROTEMCARS PH2	54.05
130	SOGR	523011	FY23 TRACK REHAB - INFRAS STDY	(85,001.02)	SOGR			
131	SOGR	524240	FY24 VEN(LA) SUB TC COMM REHAB	(3,742.06)	SOGR			
132	SOGR	524063	FY24 STORM WATER OIL SPR RPMT	(2,166.79)	SOGR			
133	SOGR	519062	SYST RESTROOM RENO CMF MOC	(1,705.89)	SOGR			
134	SOGR	524130	FY24 VENTURA TC SIGNAL REHAB	(2,526.96)	SOGR			
135	SOGR	524131	FY24 SPRING ROAD SIG IMPRVEMNT	(2,526.96)	SOGR			
136	SOGR	523340	FY23 VALLEY TRN CTRL REHB COMM	(2,039.02)	SOGR			
137	SOGR	524121	FY24 VENTURA (VC) STRCTR REHAB	(2,317.66)	SOGR			
138	SOGR	525062	FY25 CMF HVAC REPLACEMENT	(1,053.12)	SOGR			
139	SOGR	524140	FY24 VENTURA TC COMM REHAB	(694.53)	SOGR			
140	SOGR	524120	FY24 ARROYO SIMI BRDG - DK RPR	(1,480.58)	SOGR			
141	SOGR	522940	PVL SUB TRAIN CNTRL REHAB COMM	(1,196.85)	SOGR			
142	SOGR	520240	VEN(LA) ATCS/PTC/CIS/BACKHAUL	(235.31)	SOGR			
143	SOGR	521041	SYSTEMWIDE TRAIN CONTROL REHAB	(229.62)	SOGR			
144	SOGR	519033	SB SHORTWAY GRADE XING REHAB	(498.97)	SOGR			
145	SOGR	520062	MOW VEHICLE REPLACEMENT	(26,916.16)	SOGR			
146	SOGR	521090	MOW VEHICLES & EQUIPMENT REHAB	(38,898.00)	SOGR			
147	SOGR	520061	OVERHAUL CURR SPEC MOW EQ PH1	(38,898.00)	SOGR			
148	SOGR	521050	ROLLING STOCK REHABILITATION	(14,213.41)	SOGR			
149	SOGR	521610	ORANGE SUB TRACK REHAB	(1,132.88)	SOGR			
150	SOGR	522090	FY22 MOW VEHICLES & EQUIPMENT	(648.94)	SOGR			
151	SOGR	523055	FY23 HVAC AIR QLTY SOL-C-19	(466.88)	SOGR			
152	SOGR	522310	FY22 VALLEY SUB TRACK REHAB	(253.46)	SOGR			
153	SOGR	520420	SG SUB - STRUC REHAB	(93.19)	SOGR			
154	SOGR	522411	SHORT WAY SUB TRK REHAB	(93.19)	SOGR			
155	SOGR	572002	CALAFIA BEACH CROSSING REHAB	(93.19)	SOGR			
156	SOGR	572304	VALLEY SUB TRACK REHAB AVL	(93.19)	SOGR			
157	SOGR	520052	OVERHAUL ROTEM DR MECH & COMPO	4.38	SOGR			
158	SOGR	521052	FY21 LOCOMOTIVE PRELIM. ENG.	4.38	SOGR			
	SOGR Total			**(12,613,319.67)**	**SOGR Total**			**9,915,713.49**

Q1 FY27 ELIGIBLE CAPITAL PROJECT ACTIVITY DETAIL

CAPITAL PROJECTS

	EXPENSES PAID FROM OPERATIONS ACCOUNT DUE FROM WCF			
COUNT	PROJECT TYPE	PROJECT #	PROJECT NAME	EXPENSES
1	CAPITAL	419004	OC SAN JUAN CREEK BRIDGE	(3,366,058.72)
2	CAPITAL	420001	RIVERSIDE YARD SWITCH	(13,692.88)
3	CAPITAL	420310	BURBANK CORRIDOR SAFETY IMPROV	(9,710.04)
4	CAPITAL	421001	AVE J SAFETY IMPROVEMENTS	(1,921.37)
5	CAPITAL	421002	AVE K SAFETY IMPROVEMENTS	(1,517.17)
6	CAPITAL	421003	AVE M SAFETY IMPROVEMENTS	(1,533.45)
7	CAPITAL	421004	AVE P SAFETY IMPROVEMENTS	(882.39)
8	CAPITAL	423001	AVE R SAFETY IMPROVEMENTS	(2,891.83)
9	CAPITAL	423061	FY23 CMF MOD PH 1 DES & ENV	(37,924.97)
10	CAPITAL	423090	FY23 PMIS PURCHASE & CONF	(333,664.27)
11	CAPITAL	423091	(EAM) IMPRV PROJ - PHASE II	(10,753.86)
12	CAPITAL	424060	FY24 EV INFRASTRUCTURE	(86,884.68)
13	CAPITAL	424090	FY24 PMIS IT PRJCT SPPRT	(108,743.50)
14	CAPITAL	425001	SCT130 - NEWHALL AVE	(1,464.66)
15	CAPITAL	425061	FY25 EV INFRASTRUCTURE	(78,904.11)
16	CAPITAL	425090	FY25 PMIS IT PRJCT SPPRT	(33,746.51)
17	CAPITAL	425460	AMF JACKS	(178,158.73)
18	CAPITAL	426091	OPEN LOOP PAYMENT PILOT PRGM	(142,893.10)
19	CAPITAL	450123	PTC WAYSIDE HARDWARE	(1,372.46)
20	CAPITAL	450130	LEVERAGE PTC - INCR CAPACITY	(276,960.11)
21	CAPITAL	472501	FUEL EFFICIENCY STUDY	(10,942.14)
22	CAPITAL	472502	SMART: Track Intrusion and PTC	(1,776.87)
23	CAPITAL	624001	SPECIALIZED MAINT EQUIP PH 2	(2,375.31)
24	CAPITAL	624054	FY24 PASSENGER CABIN CCTV	(5,268.98)
25	CAPITAL	672601	Tier 4 Locomotives	(18,099.48)
26	CAPITAL	425440	NEW SIMULATORS DMU - ARROW	(3,333.12)
27	CAPITAL	425040	FY25 NEW TRAIN CTRL SMLTR	(38,785.57)
28	CAPITAL	426060	FY26 LAUS WEST PRTL CST SVC	(354.09)
29	CAPITAL	624052	FY24 COMM SYSTM OVRHL PHASE I	(2,442.88)
30	CAPITAL	624053	FY24 PASSNGR CAR LUGGAGE RACK	(275.71)
	CAPITAL Total			**(4,773,332.96)**

	COLLECTIONS RECEIVED INTO OPERATING ACCOUNT DUE TO WCF		
PROJECT TYPE	PROJECT #	PROJECT NAME	COLLECTIONS
CAPITAL	426091	OPEN LOOP PAYMENT PILOT PRGM	1,345,770.45
CAPITAL	450130	LEVERAGE PTC - INCR CAPACITY	322,395.65
CAPITAL	672601	Tier 4 Locomotives	7,233.80
CAPITAL	425440	NEW SIMULATORS DMU - ARROW	173,913.52
CAPITAL	420001	RIVERSIDE YARD SWITCH	130,456.05
CAPITAL	419004	OC SAN JUAN CREEK BRIDGE	620,104.67
CAPITAL	421110	DEVONSHIRE ST CROSSING IMPROV	71.07
CAPITAL	425091	FY25 PTC COLOCATION PHASE 2	13.97
CAPITAL	624053	FY24 PASSNGR CAR LUGGAGE RACK	88.44
CAPITAL	624001	SPECIALIZED MAINT EQUIP PH 2	95.00
CAPITAL	472502	SMART: Track Intrusion and PTC	1,132.45
CAPITAL	624052	FY24 COMM SYSTM OVRHL PHASE I	1,645.13
CAPITAL	624054	FY24 PASSENGER CABIN CCTV	1,695.13
CAPITAL	616002	TIER 4 LOCOMOTIVES 21-37	3,539.77
CAPITAL	425061	FY25 EV INFRASTRUCTURE	10,012.32
CAPITAL	423061	FY23 CMF MOD PH 1 DES & ENV	19,858.93
CAPITAL	425090	FY25 PMIS IT PRJCT SPPRT	23,753.92
CAPITAL	425040	FY25 NEW TRAIN CTRL SMLTR	25,107.24
CAPITAL	424060	FY24 EV INFRASTRUCTURE	33,739.46
CAPITAL	450123	PTC WAYSIDE HARDWARE	36,109.66
CAPITAL	424090	FY24 PMIS IT PRJCT SPPRT	38,972.39
CAPITAL	423091	(EAM) IMPRV PROJ - PHASE II	144,021.48
CAPITAL	423090	FY23 PMIS PURCHASE & CONF	365,119.76
CAPITAL Total			**3,304,850.26**

Q1 FY27 ELIGIBLE CAPITAL PROJECT ACTIVITY DETAIL

SCORE PROJECTS

	EXPENSES PAID FROM OPERATIONS ACCOUNT DUE FROM WCF			
COUNT	PROJECT TYPE	PROJECT #	PROJECT NAME	EXPENSES
1	SCORE	461101	SIMI VALLY DBL TRK VC VC PS&E	(49,905.83)
2	SCORE	461102	Sequoia Ave GRD Cross Prj PSE	(21,337.49)
3	SCORE	461105	Devonshire Street GRD Crossing	(18,129.53)
4	SCORE	461201	CHATSWRTH STN IMP VNT LA PS&E	(39,064.87)
5	SCORE	461303	Balboa Double Track Ext PS&E	(149,846.16)
6	SCORE	461304	Canyon Siding Ext Proj PS&E	(65,852.61)
7	SCORE	461305	Lancaster Terminal IMP PS&E	(22,435.07)
8	SCORE	461401	EL MONTE STN IMP PS&E	(95,499.71)
9	SCORE	461404	Tyler AVE GRD CRSSING IMP PS&E	(5,084.39)
10	SCORE	461405	COGSWELL RD GRD CRSNG IMP PS&E	(4,092.88)
11	SCORE	461406	Lilac to Sycamore Double Track	(40,657.69)
12	SCORE	461701	LINK UNION STATION PS&E	(107,546.93)
13	SCORE	461804	Fullertn-Raymnd to ATWD TRK 3	(572,450.73)
14	SCORE	461903	PERRIS VALLY LINE DBL TRCK PRJ	(23,909.52)
15	SCORE	462050	PH 1 BOMBARDIER REHAB CONST	(637,209.30)
16	SCORE	462801	NETWORK INTEG FLTN TO SB CONS	(58,870.29)
17	SCORE	462802	BNSF FULLRTN INTERLOCKER PA&ED	(320,719.37)
18	SCORE	462803	BNSF FULLRTN INTERLOCKR PA&ED	(776,636.57)
19	SCORE	462402	MARENGO SIDING EXT CONSTR	(121,372.60)
20	SCORE	461202	Chatsworth Station Pedestrian	(47,196.84)
21	SCORE	460407	Eastern Maint Fac. Devp PA&ED	(19,237.09)
22	SCORE	462403	RANCHO SIDING EXT CONSTR	(72,413.50)
23	SCORE	462103	Ventura Sub TRK & STRC REH PKG	(14,997.41)
24	SCORE	460904	CP Riverside 2 Crossover PA&ED	(14,037.93)
25	SCORE	462104	Tunnel 26 Track & Structures	(16,437.23)
26	SCORE	461106	Katherine Tampa Grade Crossing	(8,579.30)
27	SCORE	463101	SIMI VALLEY DBL TRK ROW	(78.20)
28	SCORE	462701	LINK UNION STATION CONSTR	4.72
29	SCORE	461403	RANCHO SIDING EXT PS&E	8.78
30				
31				
	SCORE Total			**(3,323,585.54)**

	COLLECTIONS RECEIVED INTO OPERATING ACCOUNT DUE TO WCF			
	PROJECT TYPE	PROJECT #	PROJECT NAME	COLLECTIONS
	SCORE	461102	Sequoia Ave GRD Cross Prj PSE	25,374.38
	SCORE	461303	Balboa Double Track Ext PS&E	61,362.86
	SCORE	461304	Canyon Siding Ext Proj PS&E	68,125.73
	SCORE	461305	Lancaster Terminal IMP PS&E	42,469.32
	SCORE	461401	EL MONTE STN IMP PS&E	85,128.37
	SCORE	461402	MARENGO SIDING IMP PS&E	114.64
	SCORE	461403	RANCHO SIDING EXT PS&E	64,442.17
	SCORE	462050	PH 1 BOMBARDIER REHAB CONST	499,584.20
	SCORE	462802	BNSF FULLRTN INTERLOCKER PA&ED	109,204.04
	SCORE	462803	BNSF FULLRTN INTERLOCKR PA&ED	517,389.51
	SCORE	461202	Chatsworth Station Pedestrian	5,797.50
	SCORE	462101	SIMI VALLEY DBL TRK CONST	(1,906.05)
	SCORE	462104	Tunnel 26 Track & Structures	691.93
	SCORE	462103	Ventura Sub TRK & STRC REH PKG	4,427.39
	SCORE	460904	CP Riverside 2 Crossover PA&ED	4,731.68
	SCORE	463101	SIMI VALLEY DBL TRK ROW	13,746.52
	SCORE	463401	EL MONTE STATION IMPROVE	13,746.88
	SCORE	461105	Devonshire Street GRD Crossing	15,653.46
	SCORE	460407	Eastern Maint Fac. Devp PA&ED	16,729.34
	SCORE	461406	Lilac to Sycamore Double Track	18,208.71
	SCORE	461606	SP LA PALMA PS&E	21,234.10
	SCORE	462606	SP LA PALMA CONST.	22,458.44
	SCORE	461701	LINK UNION STATION PS&E	32,189.43
	SCORE	461201	CHATSWRTH STN IMP VNT LA PS&E	43,784.49
	SCORE	462801	NETWORK INTEG FLTN TO SB CONS	45,215.64
	SCORE	463201	CHATSWORTH STN PED UNDRPAS ROW	50,440.04
	SCORE	461101	SIMI VALLY DBL TRK VC VC PS&E	84,048.10
	SCORE	462403	RANCHO SIDING EXT CONSTR	79,715.06
	SCORE	462402	MARENGO SIDING EXT CONSTR	165,409.84
	SCORE	461804	Fullertn-Raymnd to ATWD TRK 3	354,616.78
	SCORE	462701	LINK UNION STATION CONSTR	27,191.06
	SCORE Total			**2,491,325.56**



FY2026-27 Working Capital Fund (WCF) Report Quarter Ended September 30, 2026

Receive and file.



Summary of Q1 FY27 WCF Activity

- The Working Capital Fund (WCF) was established to provide liquidity to fund the reimbursement cycle for grant-funded capital projects.
- WCF advance and repayment activity was successfully launched in November of 2025.
- Over 200 eligible Capital Program projects received total advance funding of $20.7 million from the WCF in Q1 FY27.
- The WCF account balance as of September 30, 2026, was $23M.
- WCF activity and reporting are in compliance with all Policy and SOP parameters.

Q1 FY27 WCF Bank Account Activity and Balances

Breakdown of Activity	July	August	September	Q1 Total
Beginning Balance	$28,991,802.33	$25,051,558.76	$24,122,528.40	$28,991,802.33
Capital Expenses	(5,995,058.71)	(8,955,565.56)	(5,759,613.90)	(20,710,238.17)
Capital Collections	1,991,582.04	9,104,697.00	4,615,610.27	15,711,889.31
Interest Received	63,233.10	53,828.43	51,521.29	168,582.82
Interest Distribution to Member Agency	-	(1,131,990.23)	-	(1,131,990.23)
Ending Month Balance	**$25,051,558.76**	**$24,122,528.40**	**$23,030,046.06**	**$23,030,046.06**

•August project activity is reflected in September WCF balances, as true-up transfers between the WCF and Operational bank accounts are made the following month after reconciliation of expenses and collections.

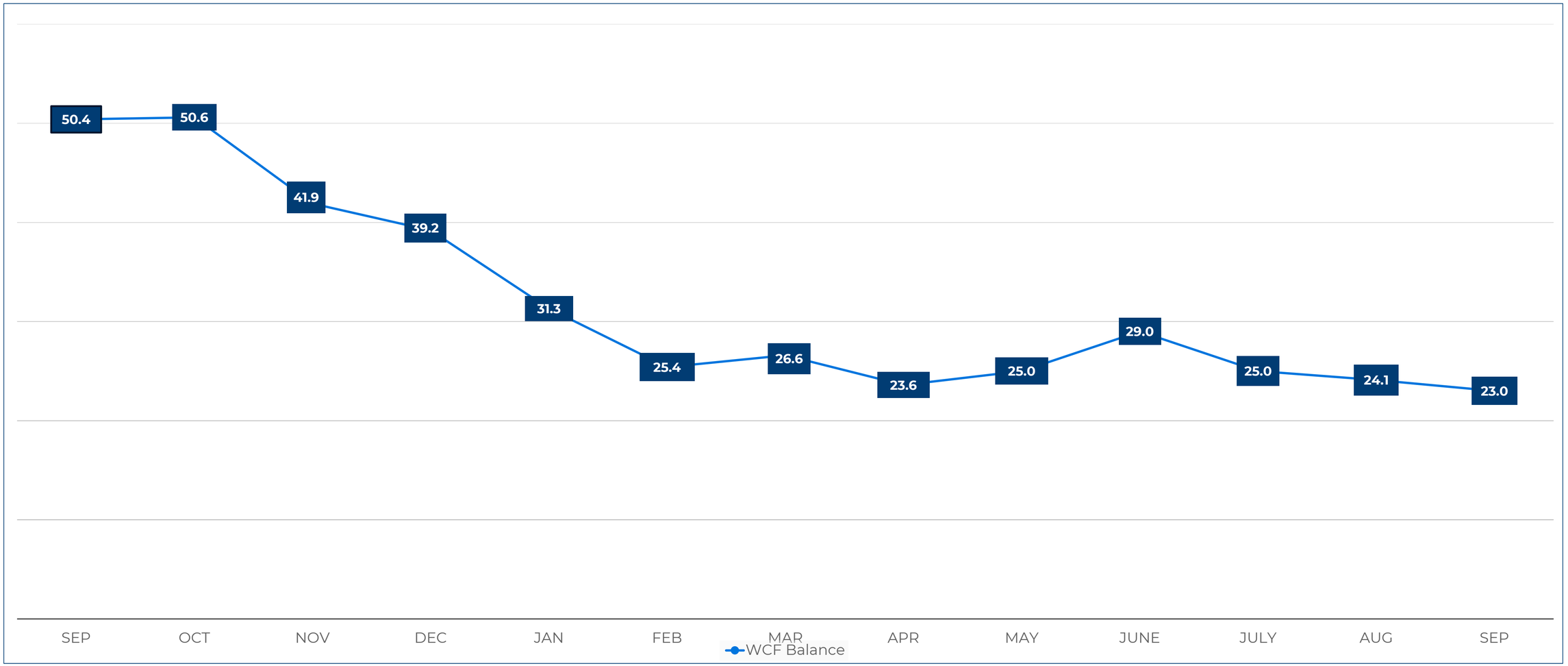
Q1 FY27 Member Agency WCF Balances and Interest Earned

Q1 FY27	LACMTA	OCTA	RCTC	SBCTA	VCTC	TOTAL
Beginning Balance	$16,982,202.65	$4,146,492.92	$2,763,276.06	$3,090,953.30	$2,008,877.39	**$28,991,802.33**
Plus: Interest Earned	98,755.82	24,107.34	16,065.94	17,970.93	11,682.79	**168,582.82**
Minus: Net WCF Activity	(2,928,032.76)	(714,763.89)	(476,342.65)	(532,823.99)	(346,385.58)	**(4,998,348.86)**
Minus: FY25-26 Interest Distribution	(661,924.73)	(162,539.79)	(108,235.96)	(121,097.34)	(78,192.41)	**(1,131,990.23)**
Ending Balance	$13,491,000.97	$3,293,296.58	$2,194,763.39	$2,455,002.90	$1,595,982.19	**$23,030,046.06**
% Allocation*	**58.58%**	**14.30%**	**9.53%**	**10.66%**	**6.93%**	**100.00%**

**All WCF activity, including interest earned, deposits, and repayment/(advances) is based upon track miles %.*

WCF Month Ending Balance Trend
September 2025 – September 2026

$ in Millions





Thank you.

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ITEM ID:	**2026-356-0**
TRANSMITTAL DATE:	**November 6, 2026**
MEETING DATE:	**November 13, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**FY2026-27 Preliminary Quarterly Accounts Receivable Status Report - Quarter Ended September 30, 2026**

Issue

This report presents an update on the Authority's Accounts Receivable for the quarter ended September 30, 2026. The report covers outstanding receivables, unbilled balances, and provides a status related to billing and collection efforts.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

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

Background

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

Discussion

Accounts Receivable (A/R) Balances

As of September 30, 2026, the total outstanding accounts receivables balance, as detailed in Attachment A, was $32.2 million, of which $20.9 million was current and $11.3 million was past due. The $11.3 million past due compares to $3.2 million for the previous quarter.

Unbilled Balances/Pending Capital Billing

On September 30, 2026, total expenses paid out by the Authority and subject to grantor reimbursement related to the Capital Program (unbilled balances) were estimated at $13.5 million, $ 3.3 million lower than the prior quarter. Unbilled balances continue to hover near historic lows. The level of unbilled balances is informed by the following:

1. Volume and timing of Capital Program expenses;
2. Existence of supporting documentation to bill grantors;
3. Completion of all grant requirements; and
4. Staff resources.

Only 4.9% of unbilled balances are aged over 360 days, and these relate to a Capital Program project.

San Clemente Unbilled Balances

San Clemente operating projects are tracked in a different manner versus core state of good repair and capital projects and are therefore presented separately. Total unbilled balances for the five San Clemente projects were $901.4K as of September 30, 2026. Approximately 96.5% of cumulative expenses paid out on all San Clemente projects since inception have either been billed or advance funded. Finance staff meet monthly to prioritize and address the San Clemente portfolio of projects to ensure appropriate issue resolution and billing timeframes.

Next Steps

The Accounts Receivable report for the quarter ended December 31 , 2026 will be presented in February 2027.

Prepared by:	Edison Abrenica, Senior Finance Analyst Lillian Tung, Senior Finance Analyst
Approved by:	Tom Schamber, Chief Financial Officer

Attachment(s)

Attachment A - FY27 Q1 Accounts Receivable Status Report
Presentation - FY27 Q1 Preliminary Accounts Receivable Report

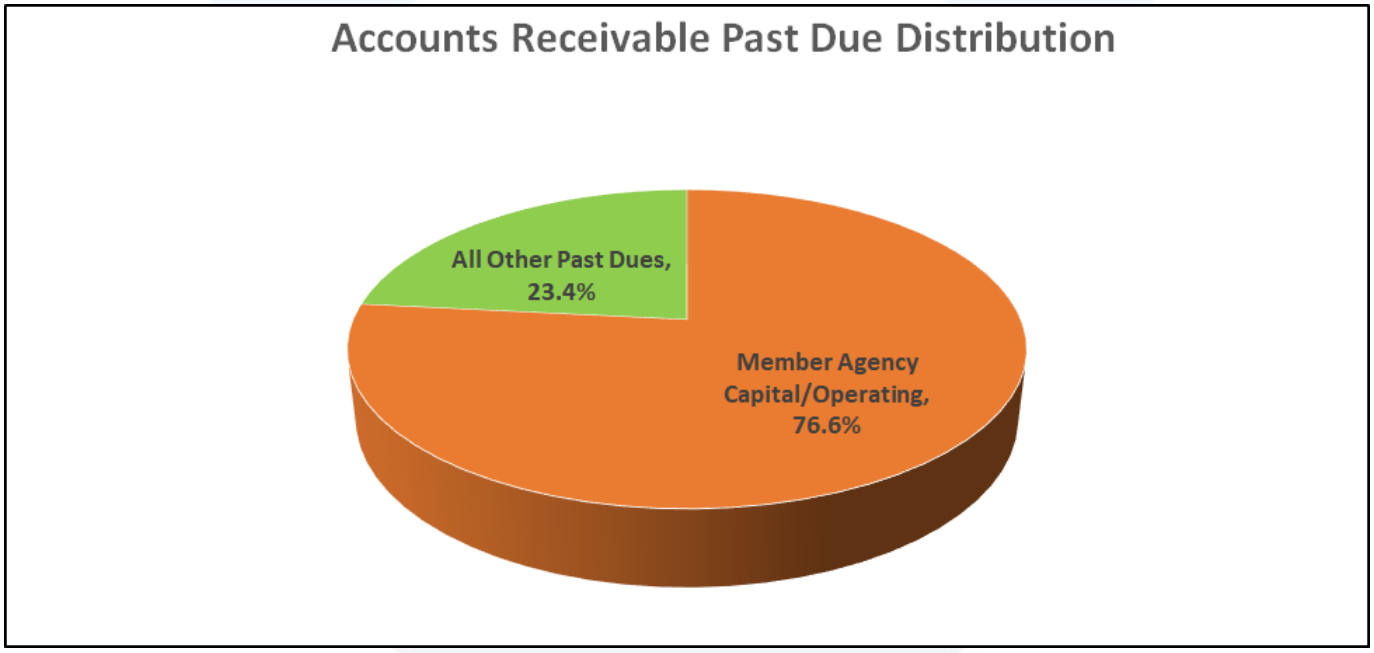
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FY2026-27 Quarterly Accounts Receivable Status Report – Quarter Ended September 30, 2026

Billed Accounts Receivable

The charts and tables below provide summary breakdowns of A/R balances by category and aging status for the quarter ending September 30, 2026. All amounts are preliminary and subject to FYE adjustments/close entries. The tables and charts contained herein do not reflect billing and collections activity experienced after September 30.

The following chart provides information on delinquent accounts by customer category. Member Agency past due A/R balances comprise 76.6% of total past dues. The “All Other” customer category includes all customers other than Member Agencies, and can therefore include other grant funding sources, including federal, state and local agencies, as well as private third-party customers.



The following table provides a detailed breakdown of A/R balances by customer category and aging status at quarter end.

Detailed A/R Aging Report By Category

($ in millions)

Member Agency Capital/Other Operating	Total	Current	Past Due 1-30 Days	Past Due 31-60 Days	Past Due 61-90 Days	Past Due 91-180 Days	Past Due Over 180 Days	Total Past Due
L.A. County Metro (LACMTA)	$ 11.18	7.24	3.70	-	-	-	0.24	$ 3.94
Orange County Transportation Authority (OCTA)	16.79	4.36	2.83	0.13	9.47	-	-	12.42
Ventura County Transportation Comm (VCTC)	0.06	0.05	0.01	-	-	-	-	0.01
San Bernardino County Trans Authority (SBCTA)	(6.36)	1.33	(7.68)	-	-	-	-	(7.68)
Riverside County Transportation Comm (RCTC)	1.99	1.99	-	-	-	-	-	-
Subtotal	23.66	14.97	(1.15)	0.13	9.47	-	0.24	8.69
All Other	8.58	5.93	2.27	-	-	0.38	-	2.65
Total	$ 32.24	$ 20.90	$ 1.12	$ 0.13	$ 9.47	$ 0.38	$ 0.24	$11.34
%	*100.0%*	*64.7%*	*3.5%*	*0.4%*	*29.4%*	*1.2%*	*0.8%*	*35.2%*

Unbilled Expenses

The following is a table of paid Capital Program expenses awaiting billing to grantors, broken out by individual vendors with balances over $500,000.

CAPITAL PROGRAM UNBILLEDS AGING, VENDORS WITH BALANCES OVER $500K

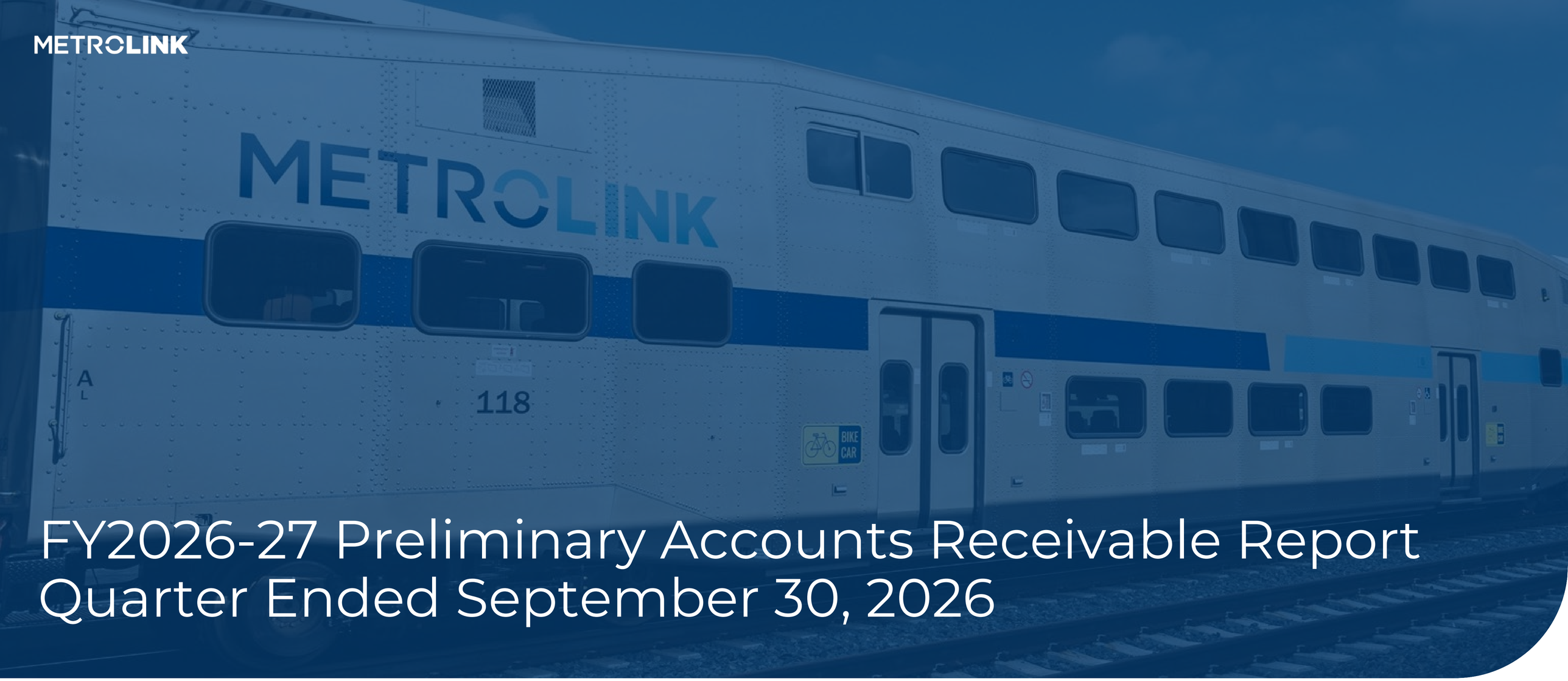
Vendor Name	1-30	31-60	61-90	91-180	181-360	360 +	Grand Total
BALFOUR BEATTY INFRASTRUCTURE, INC	1,264,455	362,135	35,714	33,735	-	31,701	$1,727,739
FLATIRON DRAGADOS CONSTRUCTORS, IN(	1,567,715	-	-	-	-	-	1,567,715
RAIL PROS, INC.	107,599	209,380	429,704	358,031	103	-	1,104,816
BNSF RAILWAY COMPANY	-	-	-	722,738	-	-	722,738
KIMLEY-HORN & ASSOCIATES, INC	38,140	1,234	-	-	-	536,544	575,917
TALGO SYSTRA JOINT VENTURE	-	218,315	-	-	333,892	1,425	553,632
All Other Vendors	4,241,218	976,216	582,636	675,945	651,111	85,846	7,212,971
Grand Total	**$ 7,219,125**	**$ 1,767,279**	**$ 1,048,054**	**$ 1,790,449**	**$ 985,106**	**$ 655,515**	**$13,465,528**

Historically, unbilled balances on reimbursable operating projects have not been significant or reported. Shown below are unbilled balances related to the five San Clemente operating projects. San Clemente projects are 96.5% billed or advance funded at quarter end.

PROJECT	PROJECT NAME	TOTAL PAID EXPENSES	TOTAL BILLED	TOTAL UN-BILLED PAID EXPENSES	% BILLED
205305	SAN CLEMENTE - CYPRESS SHORES	8,100,295.39	8,070,149.94	30,145.45	**99.63%**
205306	SAN CLEMENTE - CASA ROMANTICA	3,114,109.18	3,078,297.80	35,811.38	**98.85%**
205307	SAN CLEMENTE - MARIPOSA	5,828,365.55	5,810,473.27	17,892.28	**99.69%**
205308	SAN CLEMENTE - COSTAL STABILIZATION*	6,186,073.69	6,186,049.35	24.34	**100.00%**
205309	SAN CLEMENTE - THREE AREAS	2,567,068.97	1,749,491.74	817,577.23	**68.15%**
GRAND TOTAL		**$ 25,795,912.78**	**$ 24,894,462.10**	**$ 901,450.68**	**96.51%**

**Billed amounts have been drawn down from on-hand funds per MOU. On-hand funds will be replenished subsequent to grant execution, billing, and collection.*

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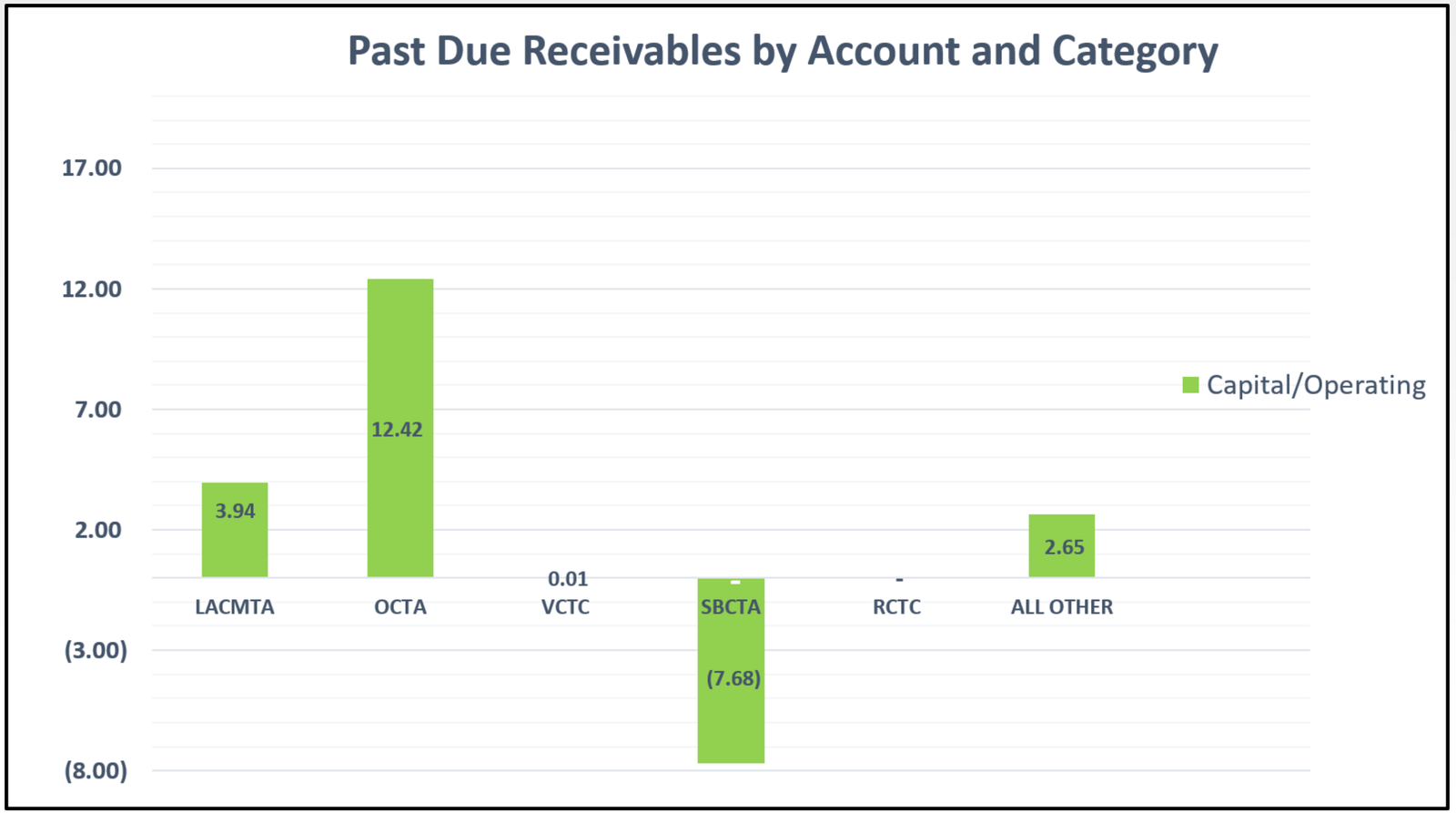
FY2026-27 Preliminary Accounts Receivable Report Quarter Ended September 30, 2026

Receive and file.

Accounts Receivables as of September 30, 2026 Total Billed Receivables = $32.24 Million

Receivables Category	Current	Total Past Due	Total
Member Agency*	$14.97M	$8.69M	$23.66M
Other	5.93	2.65	8.58
Totals as of September 30, 2026	20.90	11.34	32.24
Prior Quarter Comparison			
Total as of June 30, 2026	22.63	3.17	25.80
Increase/(Decrease) Q1FY27 vs. Q4FY26	$(1.73)	$8.17	$6.44

Accounts Receivables Past Due Graph
Total Past Due Receivables = $11.34 Million



Unbilled Balances as of September 30, 2026
Unbilled Capital Expenses Paid = $13.5 Million

CAPITAL PROGRAM UNBILLEDS AGING, VENDORS WITH BALANCES OVER $500K							
Vendor Name	**1-30**	**31-60**	**61-90**	**91-180**	**181-360**	**360 +**	**Grand Total**
BALFOUR BEATTY INFRASTRUCTURE, INC	1,264,455	362,135	35,714	33,735	-	31,701	$1,727,739
FLATIRON DRAGADOS CONSTRUCTORS, IN(	1,567,715	-	-	-	-	-	1,567,715
RAIL PROS, INC.	107,599	209,380	429,704	358,031	103	-	1,104,816
BNSF RAILWAY COMPANY	-	-	-	722,738	-	-	722,738
KIMLEY-HORN & ASSOCIATES, INC	38,140	1,234	-	-	-	536,544	575,917
TALGO SYSTRA JOINT VENTURE	-	218,315	-	-	333,892	1,425	553,632
All Other Vendors	4,241,218	976,216	582,636	675,945	651,111	85,846	7,212,971
Grand Total	**$ 7,219,125**	**$ 1,767,279**	**$ 1,048,054**	**$ 1,790,449**	**$ 985,106**	**$ 655,515**	**$13,465,528**

Unbilled Balances as of September 30, 2026
Unbilled San Clemente Expenses Paid = $901.5 Thousand

PROJECT	PROJECT NAME	TOTAL PAID EXPENSES	TOTAL BILLED	TOTAL UN-BILLED PAID EXPENSES	% BILLED
205305	SAN CLEMENTE TRACK WORK MP206.8	8,100,295.39	8,070,149.94	30,145.45	**99.63%**
205306	SAN CLEMENTE LANDSLIDE MP204.6	3,114,109.18	3,078,297.80	35,811.38	**98.85%**
205307	SAN CLEMENTE LANDSLIDE MP204.2	5,828,365.55	5,810,473.27	17,892.28	**99.69%**
205308	SAN CLEMENTE COASTAL STABILIZA	6,186,073.69	6,186,049.35	24.34	**100.00%**
205309	SAN CLEMENTE AREA 3	2,567,068.97	1,749,491.74	817,577.23	**68.15%**
GRAND TOTAL		**$ 25,795,912.78**	**$ 24,894,462.10**	**$ 901,450.68**	**96.51%**



Thank you.

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metrolinktrains.com/meeting

ITEM ID:	**2026-357-0**
TRANSMITTAL DATE:	**November 6, 2026**
MEETING DATE:	**November 13, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
	–
SUBJECT:	**FY2026-27 Preliminary Quarterly Investment Report - Quarter Ended September 30, 2026**

Issue

The Authority's Annual Investment Policy requires the Treasurer to make a quarterly investment report to the Board of Directors. Section 53646 of the California Government Code encourages local agencies to file this report and provides requirements for report content and disclosures. This report is for the quarter ended September 30, 2026, and contains estimated information published prior to the conclusion of the Authority's fiscal year close and is subject to adjustment.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

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

Background

The objective of the Authority's investment strategy is to ensure that its funds are prudently invested to preserve capital, provide necessary liquidity, and achieve a market-average rate of return through economic cycles.

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

Discussion

The Authority's total cash and investments decreased approximately $13.9 million from the prior quarter. The balance of $207.1 million in total cash and investments compares favorably to $192.9 million in the prior year's comparable quarter.

Cash and Investment Portfolio as of September 30, 2026
($ in millions)

Restricted Funds		
LAIF - State Funds	$5.3	
LAIF - VCTC Local Funds	17.7	**23.0**
Unrestricted Funds		
U.S. Bank Operating Account	91.7	
U.S. Bank WCF Account	23.0	
U.S. Bank Reserve Bank Account	19.4	
BMO Board Threshold Account	50.0	**184.1**
Total Estimated Net Cash and Investments		**$207.1**

Restricted Funds

Local Agency Investment Fund (LAIF) State Grant Funds Account
The balance in the Authority's LAIF state grant funds account of $5.3 million is funded by various grants and accumulated interest earnings earmarked for existing Operating, Capital, and State of Good Repair projects. The active projects are listed in Attachment B. These funds are not considered available until earned.

Local Agency Investment Fund (LAIF) Emergency Account
The remaining cash balance in this LAIF account as of September 30, 2026, was $17.7 million. As of this date, all funds in this account belong to VCTC and are not available to SCRRA unless directed by VCTC.

Unrestricted Funds

U.S. Bank Operating Account
The U.S. Bank operating account balance as of September 30, 2026 was $91.7 million. This

figure reflects the reported bank statement balance less in-transit items (outstanding check float). This estimated balance is preliminary and subject to completion of the monthly bank reconciliation. These funds include TPA deposits, Member Surpluses, and other unearned revenue that is not available to SCRRA. In 2024, SCRRA Finance Staff successfully negotiated with U.S. Bank to award interest on this main operational checking account, which has provided for additional income of approximately $2.5 million per year since that time and currently yields 2.53%.

U.S. Bank Money Market Demand Account - Working Capital Fund
In FY24, the SCRRA Board approved a $50 million Working Capital Fund (WCF) for the purpose of providing advance funding for Capital Program expenses. $50,000,000 has been collected and deposited in a segregated interest-bearing money market demand account at U.S. Bank. The balance in this bank account as of September 30, 2026, was $23.0 million. Advances and repayments to the WCF account began in Q2 FY26 and are detailed in separate quarterly reports provided to the Board.

BMO Money Market Demand Account - Board Threshold
The Authority maintained a $50.0 million principal balance in the interest-bearing BMO Money Market Demand Account (MMDA) for the quarter ending September 30, 2026. These funds are available should liquidity concerns require their use.

U.S. Bank Money Market Demand Account - Reserved Funds
While these funds are not formally restricted, from time to time management of the Authority reserves funds for particular purposes. Currently, the funds in this interest-bearing account primarily relate to available excess funds liquidated from the Fuel Hedge account, and proceeds received from locomotive asset sales. These segregated funds totaled $19.4 million at the end of the quarter.

Available Cash Analysis
In addition to restricted bank/investment accounts (LAIF, BMO Board Threshold, US Bank WCF and Reserve), the Authority carries unearned revenue within its operating account cash balance. These deferred revenue liabilities are subject to refund and adequate liquidity must be kept available for that purpose. After consideration of both segregated bank accounts and these additional cash claims in the form of deferred revenue, SCRRA's net liquidity, or available cash as of September 30, 2026, was $66.9 million. This represents a decrease of $31.4 million as compared to $98.3 million for the previous quarter end. There’s an increase of $27.6 million from the comparable quarter of prior year and is generally attributable to the use of the WCF to fund Capital expenses versus the historical use of Operations funds, as well as the transfer of Fuel Hedge account to the Operating account.

The September available cash balance meets the requirement of $50 million per the Investment Policy. Finance staff monitors SCRRA liquidity on a daily basis and adjusts to address and properly fund operations as needed.

Available Cash Analysis September 30, 2026

Does not include LAIF, reserved accounts, other unearned revenue
($ in millions)

Cash Category:	
Operating Cash Account	91.7
Board Threshold Account	50
Total Operating Cash	141.7
Less Unearned Revenue:	
Member Agency Funds/(Grants)	(26.7)
TPA Advance Deposits	(24.7)
Member Agency Operating Surplus	(20.1)
Member Agency Capital Surplus	(3.3)
Available Cash to Spend:	**$66.9**

Interest Earned

Total interest earned and received in Q1 FY27 was $1,273,475, for a decrease of $175,992 versus the prior quarter. Interest earned is a function of cash balances held throughout the quarter as well as fluctuating interest rates. The weighted average yield on investments in the quarter was 2.7%, equal to the prior quarter as interest rates have stabilized.

A detailed list of interest received by account is shown in Attachment A. It should be noted that interest shown represents actual cash received on all funds in SCRRA custody, which will differ from those shown in the SCRRA accrual-based operating statement and budget. LAIF and WCF interest do not accrue to SCRRA's operating statement and are for the direct benefit of external parties. All other interest is considered income to SCRRA and is budgeted and reflected as such on SCRRA Operating Statements. SCRRA is performing ahead of the Adopted Budget relative to interest income for FY27.

Investment Portfolio Compliance

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

Code Section 53646 requires all local agencies reporting on a quarterly basis to indicate the sufficiency of available monies to fund expenses for the next six months or provide an explanation as to why sufficient money shall, or may, not be available. As of September 30, 2026, SCRRA cannot confirm sufficiency to adequately fund the next six months of expenses. SCRRA relies heavily upon external subsidies to fund its on-going operating expenses and has not yet gained approval for the FY27 Budget. While adequate operational subsidies are provided for in the Authority's annual budgeting process, receipt of these subsidies can be delayed for various reasons. While the Agency maintains operating reserves in the form of the $50M Board Threshold, this figure represents less than two months of operating expenses. In addition, operational funding may be needed in addition to the WCF to advance-fund grant reimbursable capital project expenses based on anticipated future growth in capital and rehabilitation costs. The cumulative effect of these factors impairs the Authority's ability to provide reasonable assurance that adequate funding exists for the next six-month period, a disclosure which is expressly required for governmental agencies by Code Section 53646.

Next Steps

The next Investment Report for the quarter ended December 31, 2026 will be provided to the Board in February 2027.

Prepared by:	Edison Abrenica, Senior Finance Analyst Diana Gregana, Senior Accountant Jeffrey Golfo, Finance Analyst I Lillian Tung, Senior Finance Analyst
Approved by:	Tom Schamber, Chief Financial Officer

Attachment(s)

Attachment A - FY27 Q1 Quarterly Investment Report - Investment Balances and Interest Earned
Attachment B - FY27 Quarterly Investment Report
Presentation - FY27 Q1 Preliminary Investment Report

Attachment A - FY2026-27 Quarterly Investment Report - Quarter Ended September 30, 2026
Detailed Bank/Investment Balances and Interest Comparison

Account	Purpose	This Quarter, 09/30/26 (1)			Last Quarter, 06/30/26 (2)			Prior Year, 09/30/25 (2)			Change vs. Last Q	Change vs. Last FY
		Ending Balance	Interest Paid	Yield	Ending Balance	Interest Paid	Yield	Ending Balance	Interest Paid	Yield		
Restricted												
LAIF - State Grant Funds	Various	$ 5,250,075	$ 61,707	3.92%	$ 5,955,368	$ 64,609	3.98%	$ 4,430,280	$ 180,870	4.40%	$ (2,901)	$ (119,163)
LAIF - VCTC Local Funds	VCTC Funds	17,714,908	175,648	3.92%	17,919,261	178,112	3.98%	18,366,052	202,717	4.40%	(2,464)	(27,070)
Unrestricted												
US Bank, Money Market	Working Capital Fund	23,030,046	168,583	2.63%	28,991,802	164,620	2.63%	50,424,704	424,704	3.29%	3,963	(256,121)
US Bank, Money Market	Reserved	19,355,356	82,304	2.02%	15,583,795	77,746	2.02%	12,888,837	165,553	2.70%	4,559	(83,248)
US Bank, Demand Deposit	Main Checking	91,716,530	450,498	2.53%	102,530,434	639,955	2.53%	56,809,943	438,064	3.15%	(189,458)	12,433
Bank of Montreal, Money Market	Board Threshold	50,010,253	334,735	2.64%	50,005,500	324,426	2.64%	49,996,959	417,996	3.15%	10,309	(83,261)
Total		$ 207,077,168	$ 1,273,475	2.67%	$ 220,986,160	$ 1,449,467	2.69%	$ 192,916,774	$ 1,829,904	3.31%	$ (175,992)	$ (556,429)

(1) 09.30.26 estimated, fiscal year remains open.

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

Attachment B - FY2026-27 Quarterly Investment Report
Quarter Ended September 30, 2026

	List of State Fund Projects and Funds Deposited	09/30/26 Balance
1	LCTOP STUDENT YOUTH DISCOUNT	$ 1,093,395.10
2	RYRM	1,306,174.36
3	LCTOP FARE DISCOUNT	0.00
	Sub-Total	$ 2,399,569.46
	Unallocated[1]	$ 2,850,505.48
	Total	$ 5,250,074.94

[1]The total unallocated is programmed as follows: $0.063M for fare reduction and $2.786M for rehabilitation of tracks, signals, bridges and related assets. Funds are allocated to approved projects as milestone invoices are received.



FY2026-27 Preliminary Quarterly Investment Report Quarter Ended September 30, 2026

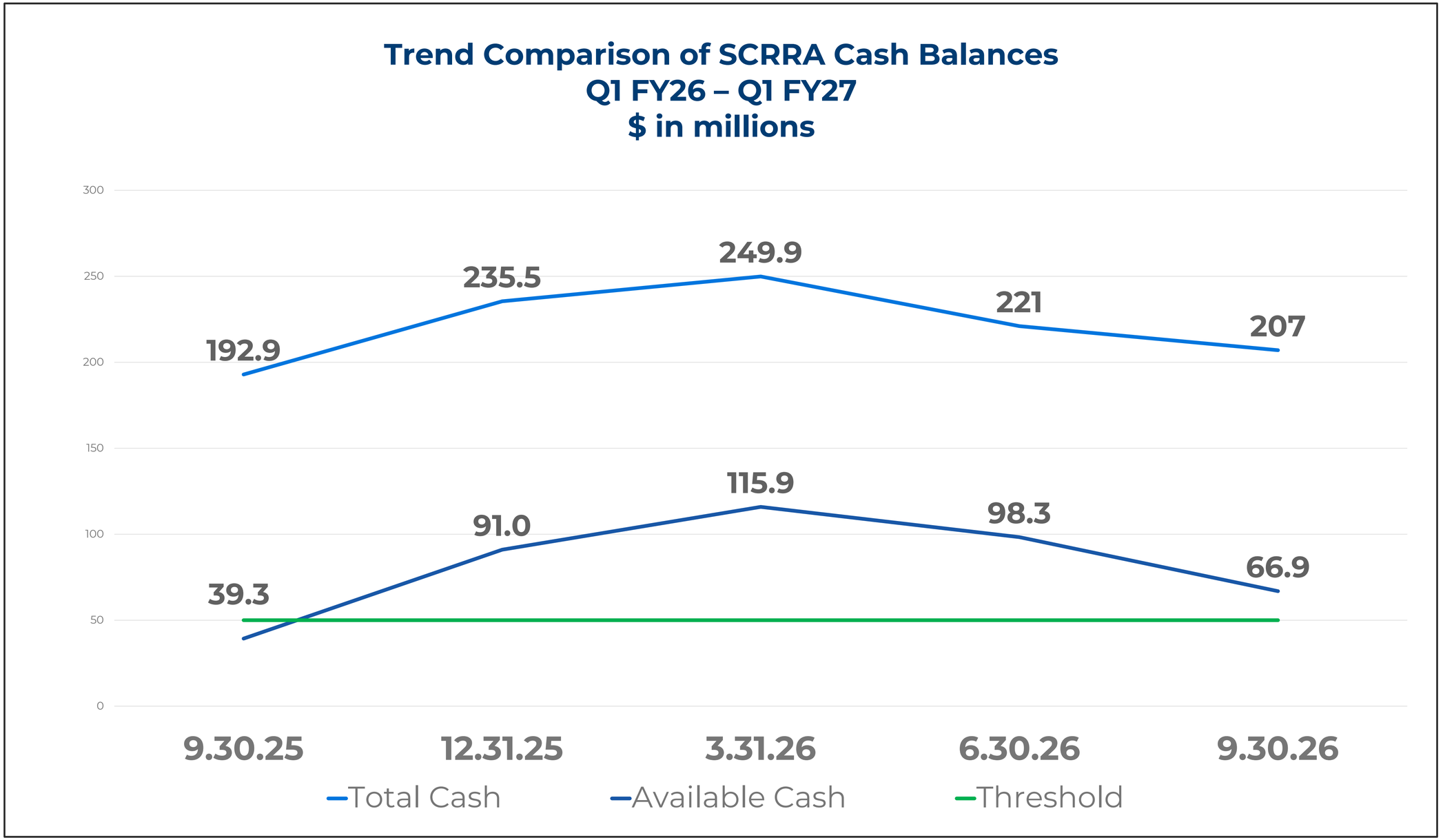
Receive and file.

Total SCRRA Cash and Investments
September 30, 2026

Cash Category $ in millions	Estimated Balance 09.30.26	Estimated Balance 06.30.26	Change
Restricted Funds			
LAIF State Grant Funds/VCTC	$23.0M	$23.9M	$(0.9)M
Unrestricted Funds			
US Bank Operating Account	91.7	102.5	(10.8)
BMO MMDA – Operating Threshold	50.0	50.0	0.0
US Bank MMDA – Reserved	19.4	15.6	3.8
US Bank MMDA – WCF	23.0	29.0	(6.0)
Total Cash and Investments	**$207.1**	**$221.0**	**$(13.9)**

SCRRA Available Cash Analysis
Does not include restricted/reserved funds

Cash Category Breakdown ($ in millions)	July	August	September
Operating Cash	$90.3M	$57.6M	$91.7M
Board Threshold	50.0	50.0	50.0
Cash Before Claims:	140.3	107.6	141.7
Less: Claims on Cash	(51.0)	(64.9)	(74.8)
Available Cash to Spend:	**89.3**	**42.7**	**66.9**


Trend Comparison of SCRRA Cash Balances
Q1 FY26 – Q1 FY27
$ in millions
300
250
200
150
100
50
0
192.9
235.5
249.9
221
207
39.3
91.0
115.9
98.3
66.9
9.30.25
12.31.25
3.31.26
6.30.26
9.30.26
Total Cash
Available Cash
Threshold

Q1 FY27 Interest Income Received

Category of Funds	Interest Q1 FY27	Interest Q4 FY26	Change
Restricted Funds			
LAIF – State Funds/VCTC	$237,355	$242,720	$(5,365)
Unrestricted Funds			
US Bank Concentration	450,498	639,955	(189,457)
US Bank MMDA/Reserved	82,304	77,746	4,558
US Bank MMDA/WCF	168,583	164,620	3,963
BMO MMDA/Board Threshold	334,735	324,426	10,309
Total Interest Received	**$1,273,475**	**$1,449,467**	**$(175,992)**



Required Quarterly Investment Report Disclosures

California Government Code Section 53646:

(1) Compliance with Investment Policy:

- There are no known instances of non-compliance for the quarter.

(2) Six-Month Cash Sufficiency:

- SCRRA cannot confirm sufficiency to fund next six months.
  - Code Section 53646 Required Explanation:
    - Operations funding is partially derived from external grants with potentially delayed/unknown date of receipt.
    - Operations funding is heavily dependent upon Member Support.
    - SCRRA has not secured Board approval on the FY27 Budget.

SCRRA Statement of Investment Policy:

(1) $50 M Board Threshold

- Available cash above threshold has been met.

METROLINK



Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-347-0**
TRANSMITTAL DATE:	**November 6, 2026**
MEETING DATE:	**November 13, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**FY2026-27 Quarterly Fuel Purchase Program Update - Quarter Ending September 30, 2026**

Issue

Staff is providing an update on the Authority's Fuel Purchase Program for the quarter ended September 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, object metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. Working together with our fuel purchase program partners we can provide better assurance we will meet our budgetary goals.

Background

The Agency's FY26 fuel budget is approximately 9.1% of the total Operating Budget. Given the volatility of fuel pricing, the Authority's actual fuel expense has ranged from $28.5M to $31.9M, accounting for 8.4% to 12.1% of the actual operating expenditures in the past four years (FY23-FY26).

Finance Policy FIN-11.1, Fuel Purchase Policy, was approved by the Board on December 11, 2020. This policy was implemented to minimize the budget risk resulting from the purchase of diesel fuel. In addition, it identifies how the fuel purchase program performance is monitored and reported to the Board. Over the past five years, the policy has undergone multiple revisions, with the most recent version approved by the board on October 23, 2026. This latest update extended the hedging window from 6 months to 12 months.

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

Discussion

The primary objective of the Fuel Purchase Program is to ensure predictability in the Agency's fuel costs. Accordingly, the sale of positions may result in a gain or loss, depending on fluctuations in fuel contract prices.

As of September 30, 2026, the Authority's hedging account had a value of $4,206,007, an increase of $11,592 from June 30, 2026, after transferring excess funds back to a money market account. On September 3, 2026, the Authority returned $4.0 million in excess funds held in the futures account. The futures account report for the quarter ended September 30, 2026, provided by Blue Lacy, LLC, is included in Attachment A. The performance of contract purchases against the spot market with the realized gains achieved by the program are included in Attachment B.

A current fuel hedging and petroleum market update from Blue Lacy is included in Attachment C. In addition, Attachment C graphically illustrates anticipated market movements and the associated risks related to those fluctuations.

Next Steps

Staff will provide a quarterly update for the second quarter of FY27 in March.

Prepared by:	Marcus Tapia, Finance Analyst II, Finance
Approved by:	Tom Schamber, Chief Financial Officer

Attachment(s)

Attachment A - Quarter Ended September 30, 2026
Attachment B - Performance of Futures Purchased - Quarter Ended September 30, 2026
Attachment C - Fuel Hedging Commentary - Quarter Ended September 30, 2026
Presentation - Quarterly Fuel Hedge FY27 Q1

ATTACHMENT A

BLUE LACY, LLC

	Quarter Ending June 30, 2026	Quarter Ending September 30, 2026
Cumulative Fuel Expense (including brokerage fees)	(8,320,874)	(10,737,777)
Cumulative net cash from Metrolink to futures account	(5,764,634)	(9,764,634)
Contingent future fuel expense	(273,550)	(1,868,635)
Account Value = cash asset after fuel expense minus contingent fuel expense	4,194,415	4,206,007
Cash asset after fuel expense	3,920,865	2,337,372

Annual Fuel Expense from futures	(4,533,725)	(2,416,903)
Annual Cash from Metrolink to futures account	(2,700,000)	(4,000,000)
Annual Cash from Metrolink to futures account less fuel expense	1,833,725	(1,583,097)

BLUE LACY, LLC

HISTORICAL ANALYSIS: FY 2027

Diesel Hedging Analysis

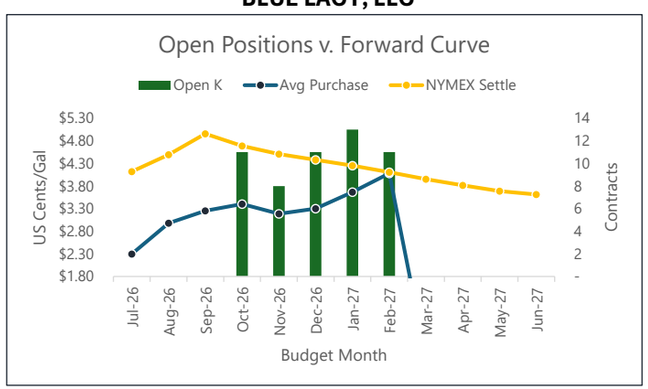
September 30, 2026

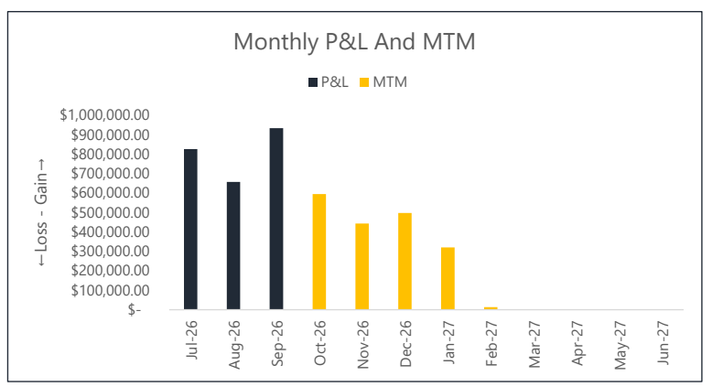
ATTACHMENT B

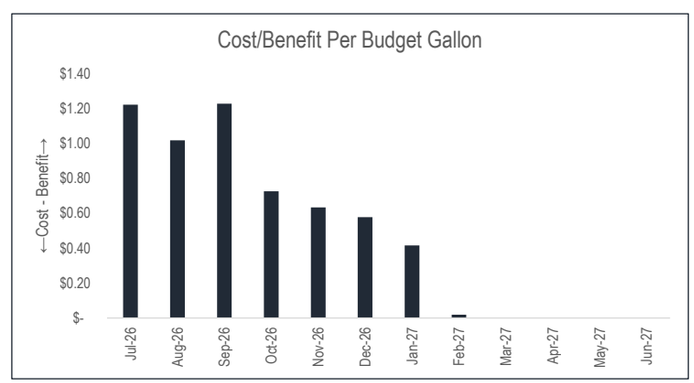
As of: 30-Sep

Budget Month	Days	Purchased Volume	Supplier w/Tax	NYMEX Settle	Supplier Cost	Fut Month	Avg Purchase	Beg K	ΔK	Δ Gal	Open K	Open Gal	Total Gal	% Hedged	MTM	P&L	Per Gal Hedged	Per Gal Purchased	Total	Per Gal
Jul-26	31	676,400	$ 4.29	$ 4.12	$ 3,194,140.72	Aug-26	$ 2.30	13	(13)	(546,000)	-	-	546,000	81%	$ -	$ 826,190.76	$ 1.51	$ 1.22	$ 2,367,949.96	$ 3.50
Aug-26	31	646,000	$ 4.40	$ 4.50	$ 2,009,304.45	Sep-26	$ 2.98	13	(13)	(546,000)	-	-	546,000	85%	$ -	$ 657,328.34	$ 1.20	$ 1.02	$ 1,351,976.11	$ 2.09
Sep-26	30	760,000	$ -	$ 4.96	$ 3,767,244.00	Oct-26	$ 3.25	14	(14)	(588,000)	-	-	588,000	77%	$ -	$ 933,383.85	$ 1.59	$ 1.23	$ 2,833,860.15	$ 3.73
Oct-26	31	818,712	$ -	$ 4.69	$ 3,838,201.38	Nov-26	$ 3.40	11	-	-	11	462,000	462,000	56%	$ 594,262.20	$ -	$ 1.29	$ 0.73	$ 3,243,939.18	$ 3.96
Nov-26	30	699,523	$ -	$ 4.51	$ 3,152,611.16	Dec-26	$ 3.19	8	-	-	8	336,000	336,000	48%	$ 443,284.80	$ -	$ 1.32	$ 0.63	$ 2,709,326.36	$ 3.87
Dec-26	31	861,002	$ -	$ 4.38	$ 3,771,448.81	Jan-27	$ 3.30	11	-	-	11	462,000	462,000	54%	$ 497,838.60	$ -	$ 1.08	$ 0.58	$ 3,273,610.21	$ 3.80
Jan-27	31	770,747	$ -	$ 4.25	$ 3,277,755.77	Feb-27	$ 3.67	13	-	-	13	546,000	546,000	71%	$ 320,464.20	$ -	$ 0.59	$ 0.42	$ 2,957,291.57	$ 3.84
Feb-27	28	689,695	$ -	$ 4.11	$ 2,833,196.86	Mar-27	$ 4.08	11	-	-	11	462,000	462,000	67%	$ 12,784.80	$ -	$ 0.03	$ 0.02	$ 2,820,412.06	$ 4.09
Mar-27	31	774,577	$ -	$ 3.95	$ 3,063,375.76	Apr-27	$ -	-	-	-	-	-	-	0%	$ -	$ -	$ -	$ -	$ 3,063,375.76	$ 3.95
Apr-27	30	682,499	$ -	$ 3.82	$ 2,603,802.70	May-27	$ -	-	-	-	-	-	-	0%	$ -	$ -	$ -	$ -	$ 2,603,802.70	$ 3.82
May-27	31	656,901	$ -	$ 3.69	$ 2,424,291.30	Jun-27	$ -	-	-	-	-	-	-	0%	$ -	$ -	$ -	$ -	$ 2,424,291.30	$ 3.69
Jun-27	30	761,884	$ -	$ 3.61	$ 2,752,991.65	Jul-27	$ -	-	-	-	-	-	-	0%	$ -	$ -	$ -	$ -	$ 2,752,991.65	$ 3.61
FY 26-27	365	8,797,940	$ 4.34	$ 4.22	$ 36,688,364.55		$ 3.25	94	(40)	(1,680,000)	54	2,268,000	3,948,000	67%	1,868,635	2,416,903	$ 0.72	$ 0.49	32,402,827	$ 3.68

BLUE LACY, LLC







1 Oct 2026

SCRRA
Monthly Portfolio Update

Your 30-Second Brief

- **Rising uncertainty on risk of political interference**
- **Hedges have worked, thanks to curve effects, but our average purchase price is rising**
- **A volatile 4Q ahead, with very different potential up and downside risks**

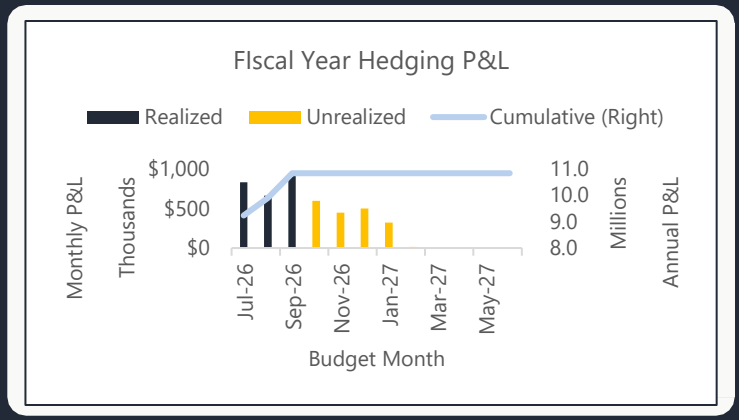
BLUE LACY ADVISORS, LLC
BlueLacyLLC.com

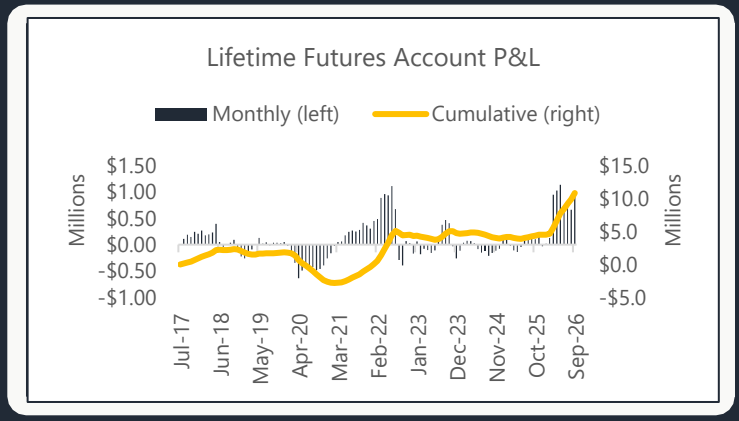
Disclaimer: Commodity trading involves risk and, therefore, is not appropriate for all persons; failure to manage commercial risk by engaging in some form of hedging also involves risk. Past performance is not necessarily indicative of future results. There is no guarantee that hedge program objectives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

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

Executive Summary

Summary: Volatility at this point is driven by political interference, so fundamental models have near zero predictive power. While prices continue to trade at record highs, our rising hedged price is making it harder to record similar gains.





OPIS CARB Diesel, RD was not traded.

Neither the outright contract nor the spread contract recorded daily volume on ICE last month for any forward month available for trading. As of September 30, 2026, there was no open interest in either contract.

The war drags on, risk is being passed through the supply chain, and intervention seems increasingly likely

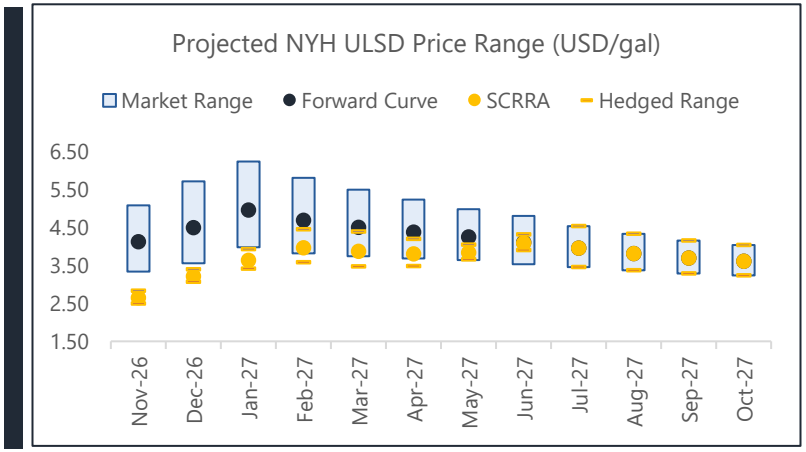
If I keep saying downside risks outnumber upside, will prices fall? There seems to be no end in sight for the conflict, so the supply chain is trading risks at various nodes. Shipping costs are doing a lot of the lifting for crude oil, which is trading at levels close to $200 in some venues when adjusted for the cost of transport. That was reflected in diesel volatility this month, with a record close recorded two weeks ago. October futures settled just above $4.95, averaging $4.8645.

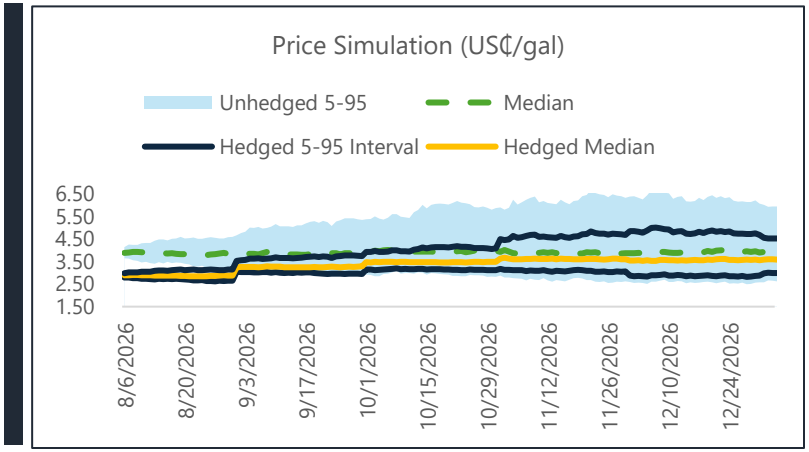
While $0.30 per gallon below the record highs set earlier in the month, prices have been persistently high, triggering intervention around the world that may possibly push the US administration to get involved. The Trump administration has hinted at following Russia's and China's lead and banning diesel exports, which would have varying affects depending on the duration and definition. An all out ban would likely depress prices for a short time, possibly even invert the curve, but it is unclear what happens after the immediate shock. Early consensus suggests storage deficits would be flipped and the US would normalize its stock, but the price impact after that initial adjustment phase is impossible to forecast.

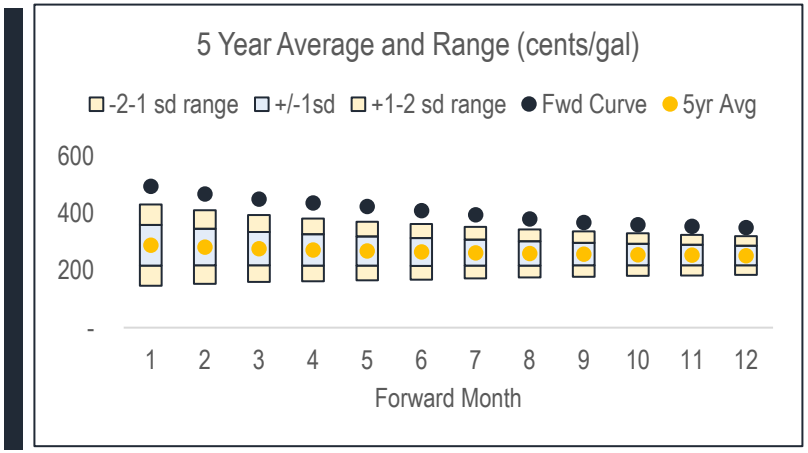
Spreads!

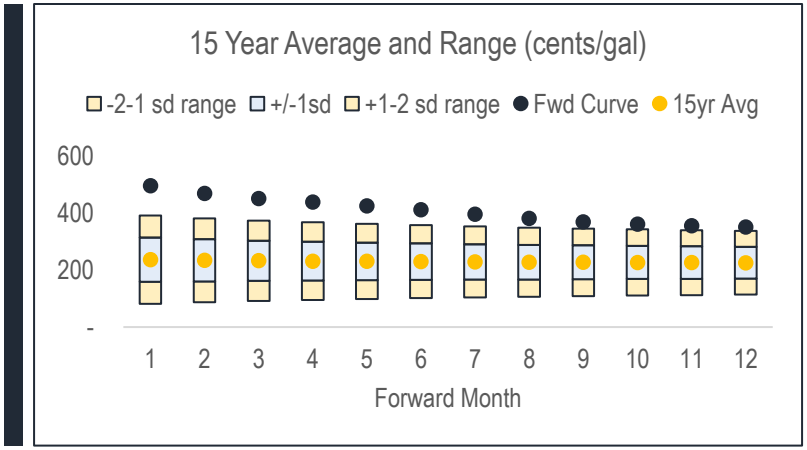
After years of working together, you should have seen where this was going. Spreads. Absolute prices are good for little more than making headlines. The market is driven by spreads. The "HOGO" compares US diesel to European. The NYMEX product shows the value of NY Harbor Diesel minus the European Gasoil equivalent, so a positive spread means exports from Europe are supported. The November contract has fallen from around $0.40 per gallon to a low of -$0.095 – a negative value indicating a disruption of that typical flow. In other words, pricing risk of a USGC diesel ban, suggesting the US would have to place those cargoes in NY.

The forward curve remains well outside historical ranges, which means we've been accumulating higher priced hedges and our range is converging with the market

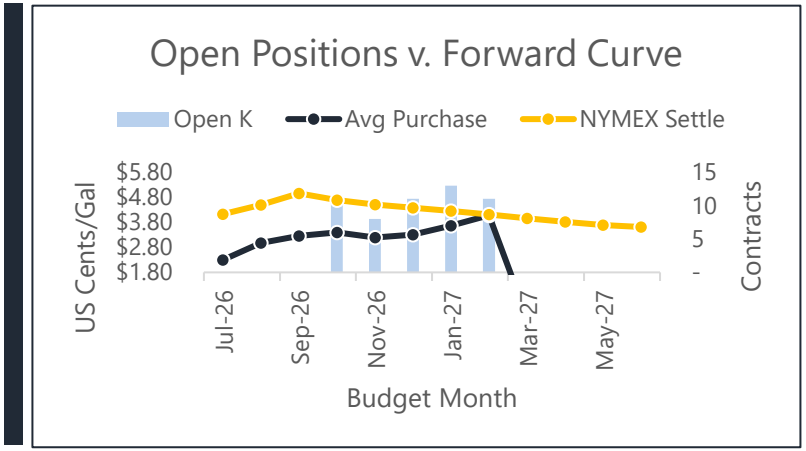


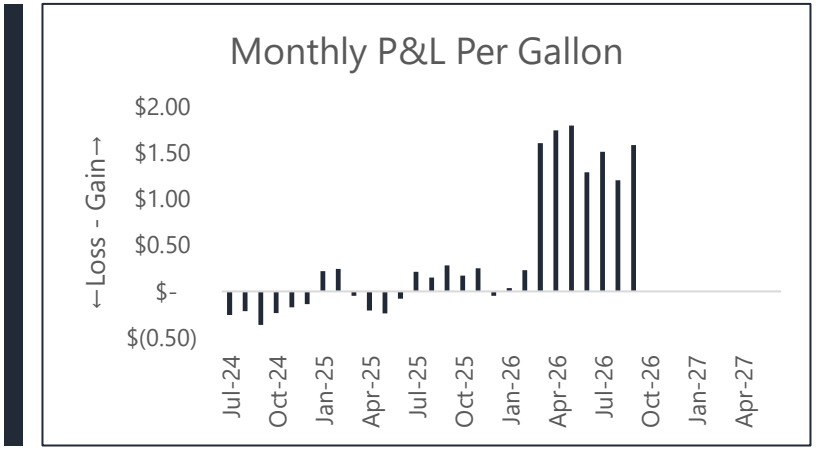


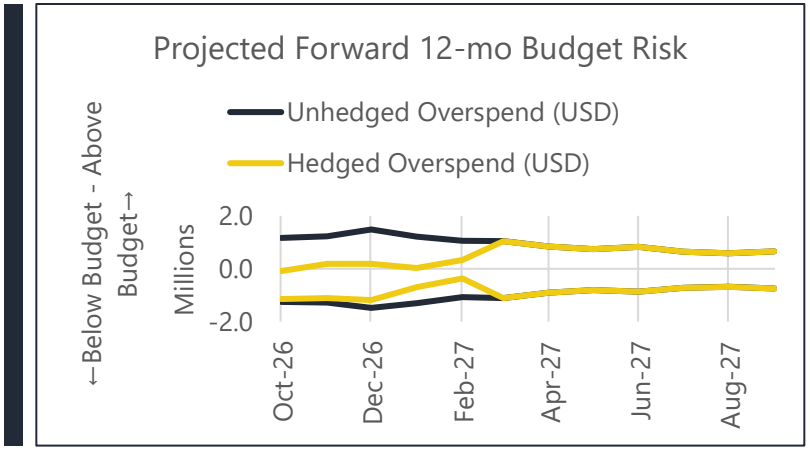


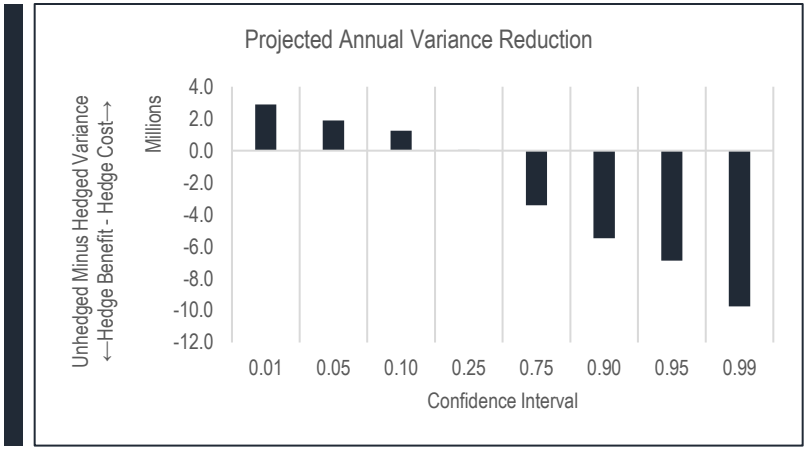


Thankfully, the last six months has provided some cushion, with some months average P&L looking more like the average price per gallon we paid for fuel last year at this time









Blue Lacy Advisors, LLC

Steve Sinos

Managing Partner

sinos@bluelacyllc.com

BLUE LACY ADVISORS, LLC
BlueLacyLLC.com



Quarterly Fuel Hedge Program Update
Quarter Ended September 30, 2026

Receive and file.



As of September 30, 2026, the Authority's hedging account had a value of $4,206,007, an increase of $11,592 from June 30, 2026.

METROLINK



Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-353-0**
TRANSMITTAL DATE:	**November 6, 2026**
MEETING DATE:	**November 13, 2026**
TO:	**Board of Directors**
FROM:	**Elisabeth Lazuardi, Director, Audit**
SUBJECT:	**Internal Audit Department Quarterly Update for Q1 FY 2027**

Issue

The Internal Audit Department (Internal Audit) provides quarterly updates on internal and external audits and other activities. This item represents the first quarter of FY 2027 (July 1, 2026, to September 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 over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. By formally communicating updates on the progress of the FY 2027 Annual Audit Plan, the status of internal audits, and other audit activities on a periodic basis, we are providing a snapshot of the Authority's ongoing efforts to improve business processes.

Background

The Internal Audit Charter requires the presentation of a quarterly progress report of the Annual Audit Plan to the Chief Executive Officer (CEO) and Board of Directors.

Discussion

Internal Audit Activities

A. The FY 2027 Annual Audit Plan Update as of September 30, 2026 (Attachment A) is included with this report.

External Audit Activities

A. FY 2026 Annual Comprehensive Financial Report (ACFR) and Single Audit. The ACFR and the Single Audit is in progress. External audit firm Eide Bailly, LLP, was engaged to perform the audit.
B. National Transit Database (NTD). The Federal Transit Administration (FTA) has established standards about the data reported to it in the Federal Funding Allocation Statistics Form FFA-10 (FFA-10) for the SCRRA annual NTD report. External audit firm Eide Bailly LLC was engaged to perform agreed-upon procedures to assist SCRRA in evaluating the information included in the NTD report FFA-10 form for the year ended June 30, 2026, which conforms with those standards. The engagement is completed and the NTD report was submitted timely before the due date of October 31, 2026.
C. FTA Triennial Review: The Federal Transit Administration (FTA) conducted the FY2026 Triennial Review to assess the Authority's administration of FTA-funded programs and compliance with applicable requirements. Internal Audit coordinated across the agency to gather requested materials and support the review conducted by Tuba Group, Inc. The exit conference was held on September 3, 2026. Subsequent to September 30, 2026, but prior to the release of this Board item, the Authority received the draft report identifying one Procurement finding related to missing required FTA clauses. Corrective actions include updating procurement procedures and providing evidence of staff training, with a due date of December 17, 2026. Internal Audit continues to coordinate with the responsible departments to address the finding.

Next Steps

Internal Audit will continue reporting quarterly on internal and external audits and other activities.

Prepared by: Claudia Casasola, Auditor II

Approved by: Elisabeth Lazuardi, Director, Audit

Attachment(s)

Attachment A - FY27 Q1 Annual Audit Plan Update
Presentation - Q1 FY2027 IA Status Update

SCRRA INTERNAL AUDIT DEPARTMENT
FY 2027 Q1 Audit Plan Update

Ref #	Audit Activity	Auditable Unit	Preliminary Objective	(A) Planned Staff Hours	(B) Staff Hours FY2027 YTD	(C)=(A)-(B) Under (Over)	Status
			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	0	50	Not Initiated Target Initiation Date: June 2027
2	Cybersecurity Life Cycle Management	IDTS, Operations, BISO	Evaluate the monitoring process over cybersecurity life cycle management programs *Outsourced	100	0	100	Not Initiated Target Initiation Date: February 2027
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	0	500	Not Initiated Target Initiation Date: January 2027
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	0	450	Not Initiated Target Initiation Date: April 2027
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	0	500	Not Initiated Target Initiation Date: December 2026
6	Ticket-Based Ridership Estimation Process	Customer Experience	Evaluate whether controls over ticket-based train ridership estimation process are adequate	450	0	450	Not Initiated Target Initiation Date: November 2026
			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	11	39	Completed
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	257	-57	In progress - Report Writing Target Completion Date: ~~July 2026~~ ~~October 2026~~ December 2026
9	Non revenue fleet management	Facilities and Fleet Maintenance	Evaluate compliance to the applicable policy/ procedures and adequacy of oversight	300	618	-318	In progress - Report Writing Target Completion Date: ~~June 2026~~ October 2026
10	Travel & business expense reimbursement	Finance and Human Resources	Evaluate compliance to the policy & procedures and identify policy gap	50	82	-32	Completed - Corrective action tracking
			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	0	40	On Going
			Total Hours (Internal Audits + Cost Analysis)	**2,690**	**968**	**1,722**	



Internal Audit Quarterly Update FY27 Q1

Receive and file.

Internal Activities

- FY2027 Audit Plan Update included in Attachment A

External Activities

- FY2026 Comprehensive Annual Financial Report and the Single Audit – in progress
- NTD annual submission
- FTA Triennial Review – one finding





Thank you.

LazuardiE@scrra.net (213) 452-0335

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-350-0**
TRANSMITTAL DATE:	**November 6, 2026**
MEETING DATE:	**November 13, 2026**
TO:	**Board of Directors**
FROM:	**Elisabeth Lazuardi, Director, Audit**
SUBJECT:	**Corrective Action Status Update - Q1 FY 2027**

Issue

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

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

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

Background

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

Discussion

For the quarter ending September 30, 2026, 2 items were implemented and verified, 2 items were implemented pending verification, no items were past due, and 23 items were not yet due.

The reporting of the corrective actions contains two attachments. Attachments A and B reflect all internal and external audits completed through September 30, 2026. The status of the corrective actions for these audits has been updated through the transmittal date of this report.

Attachment A: Corrective Action Outstanding Items. The attachment includes items that were not yet due, were past due, or were pending implementation as of September 30, 2026. Corrective actions related to external audit findings will remain on Attachment A until the external auditors clear those findings.

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

Table 1 below summarizes the activities from Attachments A and B up through the First Quarter of FY 2027.

Table 1: Summary of Corrective Actions Activities

Audit Reports Issued for Q1 FY 2027	Report Date	Implemented	Implemented - Pending Verification	Past Due	Not Yet Due
20226-05-IA - Travel and Business Expenses	09/23/2026				4
Audit Reports Issued before Q1 FY 2027					
2026-04-IA - Inventory Obsolescence	5/29/2026				3
2025-06-IA TPA Project Administration	2/9/2026	2			4
2025-04-IA Contract Expiration Performance Audit	11/20/2025				1
2024-06-IA Contract OP151-21-NRPC (Amtrak)	6/3/2025				3
2024-14-IA PMO Baseline PM Schedule Audit	1/13/2025				1
2023-05-IA HR Recruitment & Selection Process	6/22/2023				2
2022-04-IA External DBELO and Labor Compliance	1/17/2023		1		1
2021-12-CA Bench Contract Vendor Selection Process	1/4/2022		1		
2026-01-EA ACFR & Single Audit FY 2025	12/8/2025				2

2026-10-EA LACMTA MOU FY 2025	2/28/2026				1
2025-10-EA LACMTA MOU FY 2024	2/28/2025				1
Total Q1 FY 2027		2	2		23

Notes:

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

ACFR = Annual Comprehensive Financial Report

Next Steps

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

Prepared by: Claudia Casasola, Auditor II

Approved by: Elisabeth Lazuardi, Director, Audit

Attachment(s)

Attachment A - Corrective Action Outstanding Items FY27 Q1
Attachment B - Corrective Action Closed Items FY27 Q1
Presentation - Q1 FY27 Corrective Action Status Update

CORRECTIVE ACTION - OUTSTANDING ITEMS (as of 9/30/2026)

ATTACHMENT A

PROJECT #	PROJECT NAME	REC#	RECOMMENDATION	CORRECTIVE ACTION PLAN	DEPT	QTRLY DUE DATE	STATUS
INTERNAL AUDITS							
2026-05-IA	Travel and Business Expenses	1	Finance and HR to develop a comprehensive policy and/or procedure for travel, non-travel business expenses, and other areas described in the finding to improve organization, clarity, and completeness. Include, among others. a. Policy Structure. Adding clear guidance for non-travel business expenses. b.Clarifying Concur approval requirements for domestic, foreign, and sponsored travel. c.Clarifying rules for employees, such as paid registration fees, regarding planning and coordination requirements. d.Guidance regarding sponsored travel. e.Clarifying who is responsible for costs from no-shows, missed reservations, or late cancellations. f.Aligning grant funding requirements for both employee and contractor travel procedures and clarifying federal rules referenced. g.Defining non-reimbursable expenses consistently across policies. h.Clearly communicating rules on staff meals, recognition events, and meeting expenses; aligning current procedures with federal rules. i.Defining business travel and clarifying travel and local mileage reimbursement requirements.	An updated policy (if necessary) and procedures will be developed and implemented. Once complete, an employee awareness plan will be executed through effective, established communication channels.	Finance	FY27 Q3 - Policy & Procedures Development FY27 Q4 - Training & Awareness	Not Yet Due
2026-05-IA	Travel and Business Expenses	2	Finance, in collaboration with Human Resources and IDTS, should strengthen system controls, oversight, and auditability within Concur by implementing the following actions: a. Enhance Audit Trail Functionality. Configure or implement system enhancements within the system to retain a complete and verifiable audit trail, including all transactions and corresponding timestamps. This will ensure that travel requests can be validated for proper and timely submissions in accordance with the policy and procedures requirements. b.Implement Budget Validation Controls. Integrate SAP Concur with the Oracle financial system or establish automated validation controls to ensure that the budget information entered by employees for travel requests and reimbursements is accurate, consistent, and tied to available budget. At a minimum, improve periodic reconciliations to reduce the risk of incorrect budget coding. c.Improve Reporting Capabilities. Develop and enable standardized reports within the system to support monitoring of employee compliance with travel and expense policies. Reports should include, but not be limited to, policy exceptions, missing documentation, transaction timelines, and reimbursement activity. d.Strengthen Monitoring and Oversight. Establish procedures for periodic management review of travel and expense activities using available system data and reports. This will improve oversight, ensure compliance with policies and procedures, and allow for timely identification and remediation of exceptions.	A thorough review of current Concur capabilities will be completed. If relevant functionality exists, the business owner(s) will work with IDTS to configure and implement it. If the suggested functionality does not exist within our current licensing structure, the vendor will be engaged to determine if they offer a satisfactory and cost-effective solution. If the software cannot meet our needs, additional manual controls will be written into policy and procedures to achieve the desired result, to the extent possible. If additional licensing and implementation fees are required and they are material, the availability of budget must be considered when determining whether enhancements can be made in the current fiscal year, or whether they must wait until they are included in the next operating budget.	Finance, HR, IDTS	FY27 Q3	Not Yet Due
2026-05-IA	Travel and Business Expenses	3	We recommend that Finance and HR strengthen controls over travel and business expense activities by a.Mandating the use of the Concur system and ensuring employees follow established booking procedures. b.Enforcing timely submission of travel requests and expense reimbursements. c.Requiring complete and accurate supporting documentation, including itemized receipts and complete supporting documentation for reimbursement of travel-related expenses. d.Enhancing supervisory review, implementing procedures to monitor and resolve unsupported or disputed credit card transactions, and ensuring all purchases comply with internal policies and procedures.	An updated policy (if necessary) and procedures will be developed and implemented. Once complete, staff training and an employee awareness plan will be executed through effective, established communication channels.	Finance	FY27 Q3 - Policy & Procedures Development FY27 Q4 - Training & Awareness	Not Yet Due

PROJECT #	PROJECT NAME	REC#	RECOMMENDATION	CORRECTIVE ACTION PLAN	DEPT	QTRLY DUE DATE	STATUS
2026-05-IA	Travel and Business Expenses	4	Finance should update the travel policy and procedures to formally define the travel request approval process and strengthen it. The revised procedures should: a.Identify responsible approvers for travel requests and expense reimbursements. b.Establish the sequence and authority levels for approvals. c.Implement preventive internal control and improve oversight responsibilities. d.Communicate the updated process to all applicable employees and departments.	An updated policy (if necessary) and procedures will be developed and implemented. Concur will be thoroughly assessed to identify and implement functionality that strengthens the travel process. If additional cost is involved, implementation timelines will be governed by budget availability.	Finance	FY27 Q3 - Policy & Procedures Development FY27 Q3 - Internal Concur assessment	Not Yet Due
2026-04-IA	Inventory Obsolescence	1	Develop and document a comprehensive end-to-end procedure for managing obsolete inventory across its full lifecycle	A comprehensive inventory obsolescence SOP will be developed and implemented.	Materials Management	FY27-Q2	Not Yet Due
2026-04-IA	Inventory Obsolescence	2	Evaluate opportunities to enhance system functionality and processes to better support forecasting and inventory planning	A dedicated forecasting software solution will be identified and implemented subject to budgetary constraints.	Materials Management	FY28-Q2	Not Yet Due
2026-04-IA	Inventory Obsolescence	3	Ensure that procedures developed under Recommendation 1 address the handling of long-inactive inventory and materials stored at field locations. This should include documentation requirements for inventory write-offs, processes for recording materials returned from projects or removed from service, and guidance for tracking and disposing of scrap materials.	A comprehensive inventory obsolescence SOP will be developed and implemented, that includes the elements in this recommendation.	Materials Management	FY27-Q2	Not Yet Due
2025-06-IA	Third-Party Agreement (TPA) Project Administration	1	The Finance Department management should revise Finance Policy FIN-9.5 and develop detailed SOPs to provide guidance for TPA administration.	The Finance Department is currently revising Finance Policy 9.5 and the related SOP. All matters identified in this audit will be addressed.	Finance	~~FY26-Q4~~ ~~FY27-Q1~~ FY27-Q3	Not Yet Due
2025-06-IA	Third-Party Agreement (TPA) Project Administration	2	The Program Delivery Department management should establish TPA specific SOPs covering the full project lifecycle, including agreement negotiation, project initiation, coordination with Finance, and project closeout procedures.	Program Delivery will revise the existing PMO SOP PC-1 for Project Initiation to include language addressing the Recommendations, along with modifications required to incorporate PMIS. Reference will be made to existing procedures where applicable.	Program Delivery	~~FY26-Q4~~ ~~FY27-Q1~~ FY27-Q2	Not Yet Due
2025-06-IA	Third-Party Agreement (TPA) Project Administration	4	The Finance Department management should develop a Standard Operating Procedure (SOP) for project code assignment.	The Finance Department is currently developing a comprehensive SOP for TPA projects that will incorporate guidance on project code assignments. The Finance Department will collaborate with the IDTS Department to develop automated reporting that captures TPA activity quickly and comprehensively.	Finance	~~FY27-Q1~~ FY27-Q3	Not Yet Due
2025-06-IA	Third-Party Agreement (TPA) Project Administration	6	The Finance Department management should collaborate with Program Delivery and Operations management to establish a formal TPA project report for all TPA projects agencywide and the formal reconciliation process between data sources.	The Finance Department is currently developing a comprehensive SOP for TPA projects that will incorporate guidance on project code assignments. The Finance Department will collaborate with the IDTS Department to develop automated reporting that captures TPA activity quickly and comprehensively.	Finance	~~FY27-Q1~~ FY27-Q3	Not Yet Due

PROJECT #	PROJECT NAME	REC#	RECOMMENDATION	CORRECTIVE ACTION PLAN	DEPT	QTRLY DUE DATE	STATUS
2025-04-IA	Contract Expiration Performance Audit	3	Build key controls into the new Contract Lifecycle Management (CLM) system, such as automated expiration alerts, ownership reassignment notifications, routing visibility, and escalation of delays.	Factor these features in the scope of the new contract management system, considering features such as: o Automated alerts and dashboards (e.g.,180, 150, 120 etc.... day reminders before expiration). o Routing visibility to track amendment progress. o Automatic updates to routing status report to current Project Managers.	CPMM	FY27-Q4	Not Yet Due
2024-06-IA	Contract OP151-21 – National Railroad Passenger Corporation (Amtrak)	1	Contracts and Procurement to develop standardized solicitation and contract templates (based on contract type) with agency-approved terms. Any modifications to these templates in executed contracts must be approved by Director, CPMM and Legal.	CPMM to work with Legal to develop new solicitation and contract templates.	CPMM	~~FY26-Q4~~ FY27-Q2	Not Yet Due
2024-06-IA	Contract OP151-21 – National Railroad Passenger Corporation (Amtrak)	2	Internal Audit recommends that the Contracts and Procurement implement a contract management system to track key dates, send automated alerts, and store contract documents, ensuring compliance and preventing missed deadlines.	CPMM to collaborate with IDTS to implement a Contract Lifecycle Management (CLM) system. Funding in the FY27 budget is needed.	CPMM IDTS	FY27-Q4	Not Yet Due
2024-06-IA	Contract OP151-21 – National Railroad Passenger Corporation (Amtrak)	4	We recommend that Finance research and evaluate the feasibility of implementing agency-wide training programs on Federal Cost Principles requirements to improve staff understanding, reduce the risk of noncompliance, and help prevent future overpayments. This training should be designed to support staff involved in administering future federally funded contracts.	Finance will examine the feasibility of implementing an agency-wide training program on Federal Cost Principles to improve staff understanding and support compliance with federally funded contracts. b. If feasible, Finance will develop and roll out the training.	Finance	4b. ~~FY26-Q4~~ ~~FY27-Q1~~ FY27-Q3	Not Yet Due
2024-14-IA	PMO Baseline Performance Audit	1	Update the outdated SOPs to reflect current practices, ensure alignment with other departments, in preparation for integration with the new Project Management Information System (PMIS).	1b. Refine Existing SOPs with the Consultant Work with the consultant to refine and draft updated SOPs, ensuring alignment with PMIS implementation.	PMO	1b. ~~FY25-Q4~~ ~~FY26-Q3~~ ~~FY27-Q1~~ FY27-Q4	Not Yet Due
2023-05-IA	Performance Audit: HR Recruitment and Selection Process	1.1	Include Pay Transparency Rule statement in the employee handbook and on the career website page.	HR to update policies and procedures to reflect the suggestions. HR to work with IT to update the Careers page to include the Pay Transparency Rule statement.	Human Resources	~~FY24-Q2~~ ~~FY24-Q3~~ ~~FY24-Q4~~ ~~FY25-Q2~~ ~~FY25-Q4~~ ~~FY26-Q1~~ ~~FY26-Q3~~ ~~FY26-Q4~~ ~~FY27-Q1~~ FY27-Q2	Not Yet Due Pay transparency rule statement posted in the Career site. Pay transparency rule statement will be included in the revised Policy which requires to be vetted with the Union.

PROJECT #	PROJECT NAME	REC#	RECOMMENDATION	CORRECTIVE ACTION PLAN	DEPT	QTRLY DUE DATE	STATUS
2023-05-IA	Performance Audit: HR Recruitment and Selection Process	1.2	Update the Record Retention Policy as noted.	The Chief Technology Officer is in the process of procuring a vendor to review the Agency's Record Retention rules (in all departments) and has included an annual subscription service so we are always in conformance with any retention changes in law, rules and regulations.	Human Resources, IDTS	~~FY24-Q2~~ ~~FY24-~~ ~~FY24-Q4 (retain a consultant)~~ ~~FY25-Q4~~ ~~FY26-Q1~~ ~~FY26-Q2~~ ~~FY26-Q3~~ ~~FY26-Q4~~ ~~FY27-Q1~~ FY27-Q2	Not Yet Due Record Retention Policy update is completed pending Board approval
2022-04-IA	Performance Audit: External DBELO (Disadvantaged Business Enterprise Liaison Officer) and Labor Compliance Monitoring Services Invoice Processing Controls	1	Management within Finance, Program Delivery, Special Projects, DBELO, and CPMM correct current DBE/LC work order processing defects to assure that work orders are adequately priced, costs are correctly charged, and invoices are paid in a timely fashion.	d. Team to identify corrective actions for any identified defects. e. Document (Manual, SOP, etc.), implement, create training module and monitor new DBE/LC process	DBELO CPMM Program Delivery	d. Implemented pending verification e. ~~FY22-Q4~~ ~~FY23-Q2~~ ~~FY23-Q4~~ ~~FY24-Q1~~ ~~FY24-Q2~~ ~~FY24-Q3~~ ~~FY24-Q4~~ ~~FY25 - Q2~~ ~~FY25-Q4~~ ~~FY26-Q4~~ ~~FY27-Q1~~ FY27-Q3	d. Implemented - Pending Verification e. Not Yet Due - A new monitoring system is in place. Labor Compliance monitoring work is currently performed in house.
2021-12-CA	Contract Audit: Bench Contract – Vendor Selection Process	6	In coordination with the Senior Management, CPMM develop appropriate amounts in which notification will be provided to Senior Management or a secondary approval by Senior Management on large CTOs. The procedures manual should be updated accordingly.	CPMM will develop the appropriate amount in which notifications will be provided to Senior Management. Furthermore, CPMM will issue a quarterly report which shows large dollar CTOs that were awarded the during the quarter. The procedures manual will be updated accordingly.	CPMM	Implemented pending verification	Implemented Pending Verification
EXTERNAL AUDITS							
2026-01-EA	FY25 Annual Financial and Single Audit	2025-001	Financial Statements (Financial Reporting): Because insurance settlement proceeds related to a 2015 incident were received over multiple fiscal years and not recognized in the appropriate accounting periods, the Authority should strengthen internal controls and year-end financial reporting procedures to ensure non-routine and multi-period revenues are properly identified, evaluated, and recorded in accordance with GAAP.	Management will enhance year-end close and review procedures for non-routine and multi-period transactions, including insurance settlements, to ensure revenues are recognized in the appropriate accounting period in accordance with GAAP.	Finance	FY27-Q4	Not Yet Due
2026-01-EA	FY25 Annual Financial and Single Audit	2025-002	Single Audit (Federal Awards): Because certain federally required contract provisions were not included or communicated to a contractor at the time of award for one federally funded contract, the Authority should strengthen procurement policies and procedures to ensure that all required federal contract provisions are consistently included and communicated to contractors prior to contract execution.	Management will update procurement procedures and contract templates and implement a pre-award compliance review to ensure all applicable federal contract provisions are included in federally funded contracts before award.	Finance	FY27-Q4	Not Yet Due

PROJECT #	PROJECT NAME	REC#	RECOMMENDATION	CORRECTIVE ACTION PLAN	DEPT	QTRLY DUE DATE	STATUS
2026-10-EA	EXTERNAL AUDIT: LACMTA MOU FOR FY 2025	2025-001	We recommend that SCRRA implement a policy to strictly monitor the adherence of the responsible parties to the compliance requirements of the Memorandum of Understanding. This is a repeat finding, originally identified in FY 2024.	The Outside 20' project will be restructured in FY26 and will be no longer administered as a cost-reimbursed project. This change will be reflected in the FY26 MOU, under which invoicing to LACMTA for project-related costs is no longer required. As a result, the conditions that previously led to delayed billing will no longer exist. Under the revised FY26 MOU, SCRRA will be required only to submit quarterly activity reports within 30 days following the end of each quarter. This reporting requirement is not dependent upon the timing of vendor invoice submissions or payments. SCRRA will establish internal controls and streamline processes to ensure that all quarterly reporting is completed in accordance with the required timelines.	Finance	FY27-Q4	Not Yet Due
2025-10-EA	EXTERNAL AUDIT: LACMTA MOU FOR FY 2024	2024-001	We recommend that SCRRA implement a policy to strictly monitor the adherence of the responsible parties to the compliance requirements of the Memorandum of Understanding.	Metrolink will focus on the timely submission of work orders to the vendors, review invoice billing from the vendors timely, and submit to Metrolink Accounts Payable in order to meet all applicable deadlines of the Metro MOU.	Operations/Finance	FY27-Q4	Not Yet Due

CORRECTIVE ACTION - CLOSED ITEMS (as of 9/30/2026)

ATTACHMENT B

PROJECT #	PROJECT NAME	REC#	RECOMMENDATION	CORRECTIVE ACTION PLAN	DEPARTMENT	STATUS
INTERNAL AUDITS						
2025-06-IA	Third-Party Agreement (TPA) Project Administration	5	The Finance Department management should implement a system-generated report capturing all TPA projects.	The Finance Department is currently developing a comprehensive SOP for TPA projects that will incorporate guidance on project code assignments. The Finance Department will collaborate with the IDTS Department to develop automated reporting that captures TPA activity quickly and comprehensively.	Finance	Implemented - Verified. Validated that Finance has a system-generated report for TPA projects.
2025-06-IA	Third-Party Agreement (TPA) Project Administration	3	The Finance Department, in collaboration with the Program Delivery Department and Operations Department, should develop and implement formal reporting standards that establish appropriate criteria for TPA project updates to the Board and stakeholders.	The Finance Department will lead the development and delivery of a quarterly report on TPA activity to the Board, with assistance from Program Delivery and Operations.	Finance	Implemented - Verified. Validated that Finance is presenting the quarterly report to the Board.



Corrective Actions Status Update Q1 FY 2027

Receive and file.

Summary of Corrective Actions

Audit Reports Issued for Q1 FY2027	Report Date	Implemented	Implemented - Pending Verification	Past Due	Not Yet Due
20226-05-IA - Travel and Business Expenses	09/23/2026				4
Audit Reports Issued before Q1 FY 2027					
2026-04-IA - Inventory Obsolescence	5/29/2026				3
2025-06-IA TPA Project Administration	2/9/2026	2			4
2025-04-IA Contract Expiration Performance Audit	11/20/2025				1
2024-06-IA Contract OP151-21- NRPC (Amtrak)	6/3/2025				3
2024-14-IA PMO Baseline PM Schedule Audit	1/13/2025				1
2023-05-IA HR Recruitment & Selection Process	6/22/2023				2
2022-04-IA External DBELO and Labor Compliance	1/17/2023		1		1
2021-12-CA Bench Contract Vendor Selection Process	1/4/2022		1		
2026-01-EA ACFR & Single Audit FY 2025	12/8/2025				2
2026-10-EA LACMTA MOU FY2025	2/28/2026				1
2025-10-EA LACMTA MOU FY2024	2/28/2025				1
Total Q1 FY 2027		**2**	**2**		**23**

METROLINK



Thank you.

For questions or discussion, please contact:

LazuardiE@scrra.net

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-373-0**
TRANSMITTAL DATE:	**November 6, 2026**
MEETING DATE:	**November 13, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**Report of FY27 Financial Results for the Three Months Ended September 2026**

Issue

This report covers monthly Ridership, Revenue, and Financial Operating Performance for the first three months of FY27. The Ridership and Revenue data emphasizes "by line" performance. The reporting shows the effect of farebox subsidies in this year compared to last year. Financial control 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

The board has adopted two continuing resolutions approving FY27 appropriations through December 31, 2026. Each Appropriation was set at an amount equal to each of the first two quarters of FY26. We expect to have an FY27 budget in place before the continuing resolution expires.

Discussion

Historically, Metrolink has compared actual ridership and revenue against the adopted budget. However, because the Board has not yet adopted the FY27 budget, September results are compared against prior-year actuals.

Ridership

Through September 2026, ridership totaled approximately 2.0M boardings, an increase of 11.1% compared to last year.

Ridership increased in both the base and the subsidized riders.

Looking at year-to-date ridership performance by line, unsubsidized ridership increased across most service lines compared to the prior year, with the Antelope Valley Line remaining relatively flat. Increases ranged from approximately 3% to 17%, with the 91/Perris Valley Line recording the largest percentage increase.

Fare Revenue

For the three months ended September 2026, fare revenue, including subsidies is $11.6M, a 7.3% increase over last year. With a definite increase in base revenue, total receipts were also boosted by a 37% increase in use of the Mobility for All program. The addition of the ability to use the Mobile App to access the Mobility for All program has boosted usage. Total Fare Revenue increased over last year across all lines, with increases ranging from 1% to 15%. IEOC ranked first with a 15% increase.

Attachment C shows ridership by line for each month.

A new chart is included which displays per train revenue by Line from October 2024 (the beginning of Optimized Schedule) through September 2026. As of September, Orange County Line has the highest revenue per train, while the Antelope Valley Line has the lowest.

Operating Results for Metrolink

Operating Revenue through September is $16.7M, over FY26 Actual by $1.4M or 8.8%. Expenses are $84.1M, over the FY26 Actual by $5.3M or 6.8% . Overall Net Loss is $67.4M, greater than FY26 Actuals by $4.0M or 6.3% Some expenses may contain

accruals. The Metrolink Operating Statement for September 30, 2026, is attached for further review (Attachment A).

Arrow Service

Ridership

Through September 2026, Arrow Service ridership totaled 39K boardings compared to 33K boardings in FY26, an increase of 18.2%. Both base and subsidized ridership increased over the prior year.

Both subsidized and unsubsidized ridership showed increases. The increase is driven largely by a very successful Free College Student program which is subsidized by SBCTA.

Fare Revenues

Through September 2026, Arrow Service fare revenue totaled $76K compared to $59K in FY26, an increase of approximately $17K, or 28.5%.

Operating Results

Operating Revenue for September 2026 for Arrow Service is $142K, over FY26 Actuals by $21K or 17.7%. Expenses are $4.1M, over FY26 Actuals by $434K or 11.7%. Some expenses may include accruals. Support required is $4.0M, over FY26 Actuals $412K or 11.5%. The Arrow Service Operating Statement for the period ended September 30, 2026, is attached for further review (Attachment B).

Next Steps

Staff will continue to provide monthly reports of Financial Performance to the Board of Directors.

Prepared by:	Tom Schamber, Chief Financial Officer
Approved by:	Tom Schamber, Chief Financial Officer

Attachment(s)

Attachment A - FY27 Metrolink Sept Operating Statement
Attachment B - FY27 Arrow Sept Operating Statement
Attachment C - Ridership By Line September
Presentation - September 2026 Financial Results

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
PRELIMINARY OPERATING STATEMENT
FOR THE THREE MONTHS ENDING SEPTEMBER 30, 2026

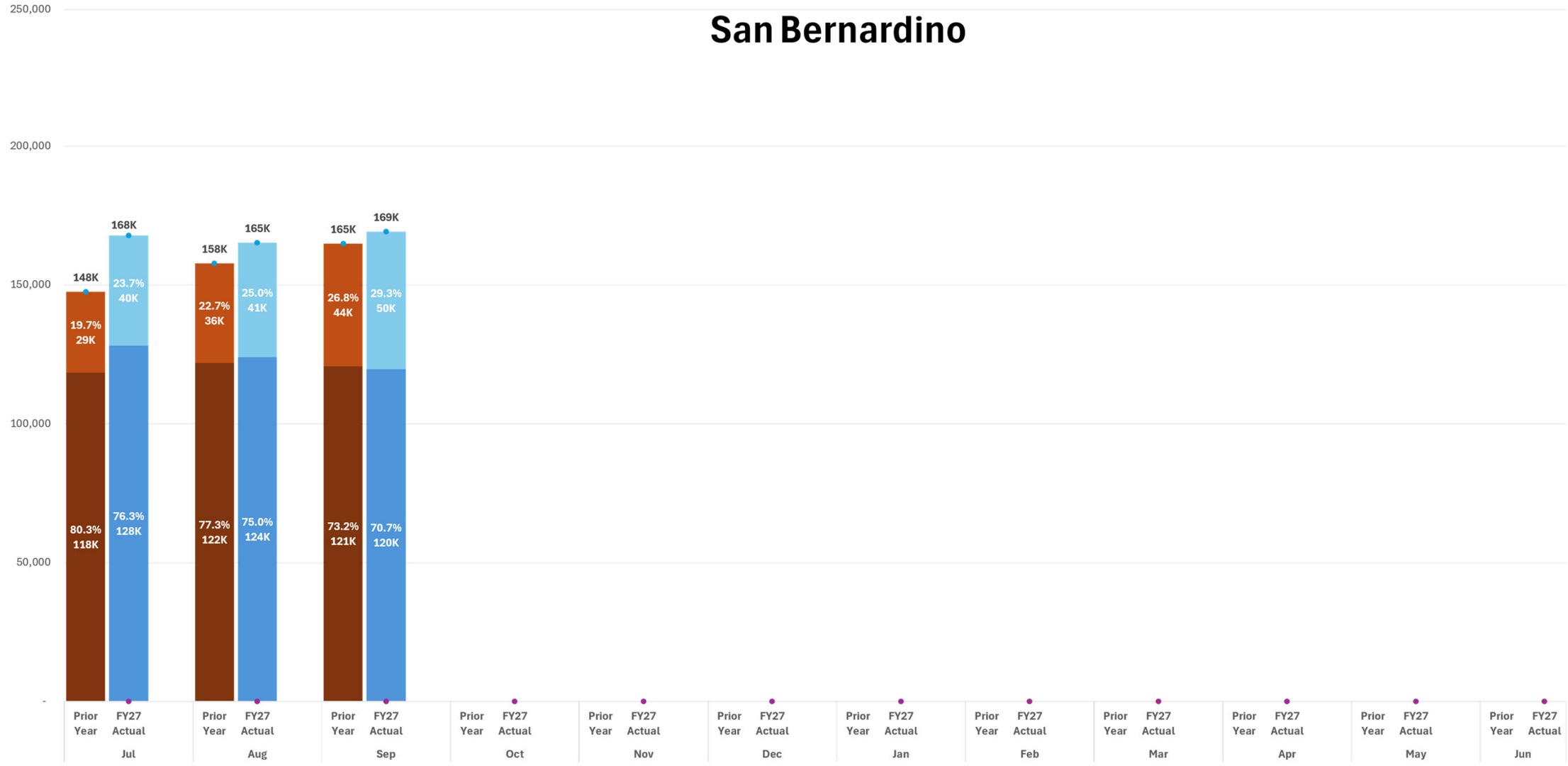
	FY26 ACTUAL	FY27 ACTUAL	VARIANCE FROM PRIOR YEAR ACTUAL	
Operation Revenue			AMOUNT	%
Farebox Revenue	9,259,788	9,834,658	574,870	6.2%
SB Line Fare Reduction	89,520	76,122	(13,398)	(15.0%)
Mobility 4 All	165,488	226,464	60,976	36.8%
Student Youth Discount Grant	614,408	756,486	142,078	23.1%
Other Train Subsidies	672,054	692,216	20,162	3.0%
Subtotal Fare Revenues	**10,801,259**	**11,585,946**	**784,688**	**7.3%**
Dispatching	(74,467)	634,830	709,298	(952.5%)
Other Revenues	1,185,484	881,831	(303,653)	(25.6%)
MOW Revenues	3,409,053	3,569,564	160,511	4.7%
Total Operating Revenues	**15,321,328**	**16,672,172**	**1,350,843**	**8.8%**
Operating Expenses				
Operations & Services				
Train Operators	12,064,090	13,903,691	1,839,601	15.2%
Train Dispatch	1,452,163	1,513,339	61,176	4.2%
Equipment Maintenance	8,046,796	7,961,690	(85,107)	(1.1%)
Materials	4,074,004	4,291,857	217,852	5.3%
Fuel	7,749,075	8,634,209	885,134	11.4%
Operating Facilities Maintenance	985,155	1,067,003	81,848	8.3%
Other Operating Train Services	226,107	456,504	230,397	101.9%
Security - LA Sheriffs	3,060,065	3,304,871	244,805	8.0%
Security - SB Sheriffs	822,538	940,447	117,909	14.3%
Security - Guards	1,365,000	1,613,378	248,378	18.2%
Public Safety Program	835	900	65	7.8%
Passenger Relations	418,566	448,047	29,481	7.0%
TVM Maint/Revenue Collection	1,216,915	1,159,066	(57,849)	(4.8%)
Marketing	655,518	333,092	(322,426)	(49.2%)
Media & External Communications	6,375	46,572	40,197	630.5%
Utilities / Leases	647,918	826,435	178,517	27.6%
Transfers to Other Operators	912,669	774,818	(137,851)	(15.1%)
Amtrak Transfers	176,190	322,018	145,828	82.8%
Station Maintenance	1,220,885	1,226,995	6,110	0.5%
Rail Agreements	1,839,089	1,893,423	54,334	3.0%
Subtotal Operations & Services	**46,939,953**	**50,718,354**	**3,778,401**	**8.0%**
Maintenance-of-Way				
MoW - Line Segments	12,165,596	13,164,591	998,994	8.2%
MoW Labor & Benefits	1,245,131	1,180,692	(64,439)	(5.2%)
Overhead MoW Expenses	1,319,363	1,255,698	(63,665)	(4.8%)
METRO Outside 20'	396,960	456,475	59,516	15.0%
MoW - Extraordinary Maintenance	97,843	88,964	(8,878)	(9.1%)
Subtotal Maintenance-of-Way	**15,224,893**	**16,146,421**	**921,528**	**6.1%**
Administration & Services				
Ops Salaries & Benefits	4,328,513	4,381,954	53,440	1.2%
Ops Non-Labor Expenses	1,999,623	1,900,818	(98,805)	(4.9%)
Indirect Administrative Expenses	5,362,334	5,911,376	549,042	10.2%
Ops Professional Services	322,004	100,382	(221,622)	(68.8%)
Subtotal Administration & Services	**12,012,474**	**12,294,529**	**282,055**	**2.3%**
Contingency	13,400	0	(13,400)	(100.0%)
Insurance Expense (Recoveries)				
Liability/Property/Auto/Misc	4,027,767	4,092,383	64,616	1.6%
Net Claims / SI	46,564	62,500	15,936	34.2%
Claims Administration	397,785	643,857	246,072	61.9%
Subtotal Insurance Expense (Recoveries	**4,472,116**	**4,798,739**	**326,623**	**7.3%**
Ordinary Operating Expense	**78,662,836**	**83,958,043**	**5,295,207**	**6.7%**
Mega Events	73,036	95,111	22,075	30.2%
Extraodinary Expense	**73,036**	**95,111**	**22,075**	**30.2%**
Total Expense	**78,735,872**	**84,053,155**	**5,317,283**	**6.8%**
Net Loss	**(63,414,544)**	**(67,380,983)**	**(3,966,439)**	**6.3%**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
ARROW SERVICE
PRELIMINARY OPERATING STATEMENT
FOR THE THREE MONTHS ENDING SEPTEMBER 30, 2026

	FY26 ACTUAL	FY27 ACTUAL	VARIANCE FROM PRIOR YEAR AMOUNT	%
Operation Revenue				
Farebox Revenue	51,968	50,386	(1,581)	(3.0%)
CPP College Pass Program	0	12,158	12,158	N/A
Mobility 4 All	1,209	2,119	910	75.2%
Student Youth Discount Grant	5,796	11,144	5,348	92.3%
Subtotal Fare Revenues	**58,973**	**75,808**	**16,835**	**28.5%**
MOW Revenues	61,561	66,045	4,484	7.3%
Total Operating Revenues	**120,534**	**141,853**	**21,319**	**17.7%**
Operating Expenses				
Operations & Services				
Train Operators	773,201	893,086	119,885	15.5%
Train Dispatch Fee	44,969	45,171	202	0.5%
Equipment Maintenance	952,874	1,019,704	66,830	7.0%
Materials	84,929	90,925	5,996	7.1%
Fuel	117,458	142,218	24,760	21.1%
Operating Facilities Maintenance	53,727	87,183	33,456	62.3%
Other Operating Train Services	0	0	0	N/A
Security - SB Sheriffs	567,425	653,531	86,107	15.2%
Security - Guards	69,000	74,520	5,520	8.0%
Public Safety Program	0	0	0	N/A
Passenger Relations	4,301	3,495	(806)	(18.7%)
TVM Maint/Revenue Collection	24,152	27,993	3,840	15.9%
Marketing	81,354	0	(81,354)	(100.0%)
Media & External Communications	0	0	0	N/A
Utilities / Leases	86,299	120,175	33,876	39.3%
Transfers to Other Operators	2,216	2,557	341	15.4%
Subtotal Operations & Services	**2,861,905**	**3,160,558**	**298,653**	**10.4%**
Maintenance-of-Way				
Maintenance-of-Way Fee	**445,374**	**521,328**	**75,954**	**17.1%**
Administration & Services				
Ops Salaries & Benefits	138,065	172,710	34,645	25.1%
Ops Non-Labor Expenses	29,444	50,375	20,932	71.1%
Indirect Administrative Expenses	210,347	216,672	6,325	3.0%
Subtotal Administration & Services	**389,317**	**439,757**	**50,440**	**13.0%**
Insurance Expense (Recoveries)				
Liability/Property/Auto/Misc	17,410	26,115	8,705	50.0%
Net Claims / SI	0	0	0	N/A
Claims Administration	0	0	0	N/A
Subtotal Insurance Expense (Recoverie	**17,410**	**26,115**	**8,705**	**50.0%**
Ordinary Operating Expense	**3,714,006**	**4,147,758**	**433,752**	**11.7%**
Total Expense	**3,714,006**	**4,147,758**	**433,752**	**11.7%**
Net Loss	**(3,593,472)**	**(4,005,905)**	**(412,433)**	**11.5%**

FY27 Ridership by month - September 2026

San Bernardino



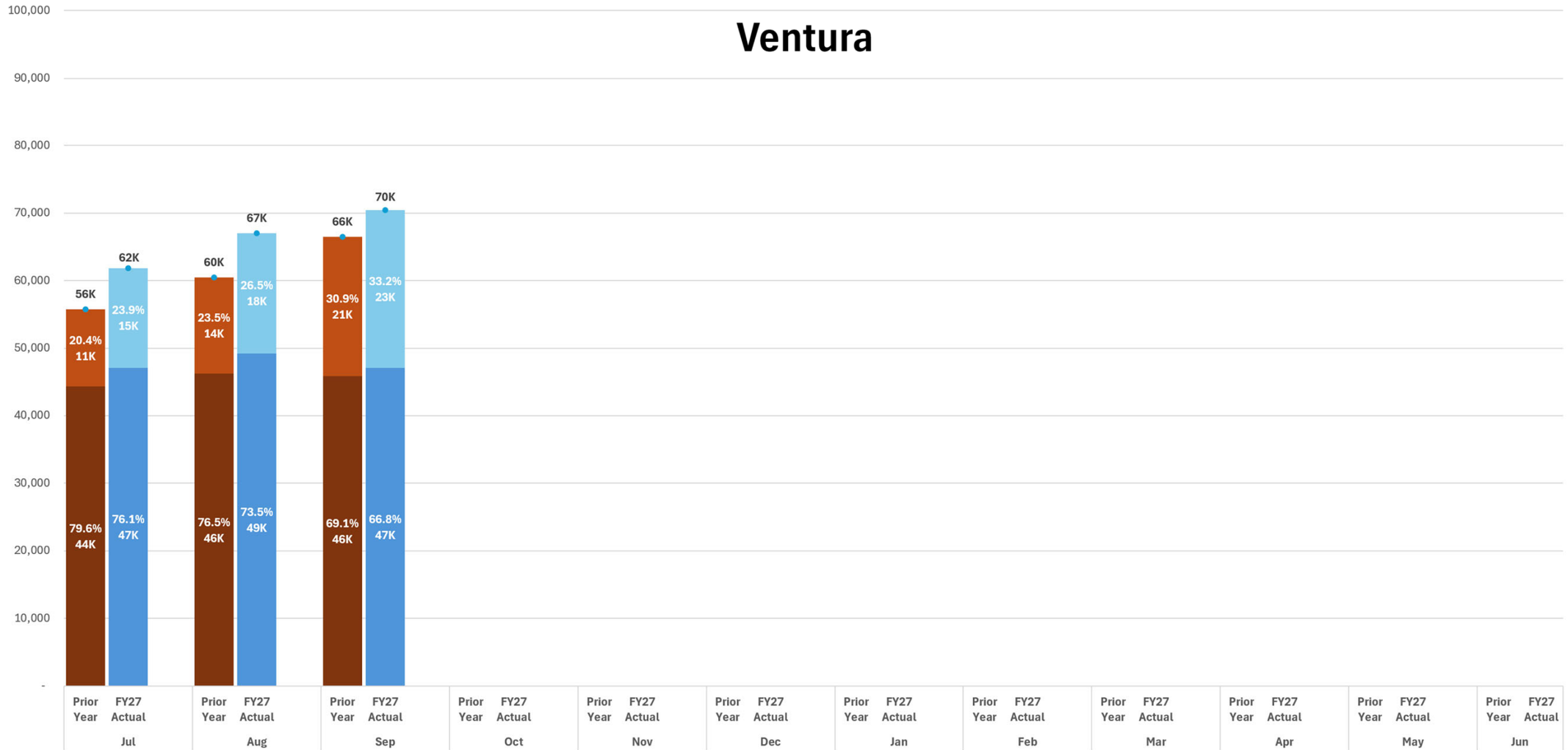
Upper portion of Bar = Subsidy Ridership

Lower Portion of Bar = Farebox Ridership

METROLINK

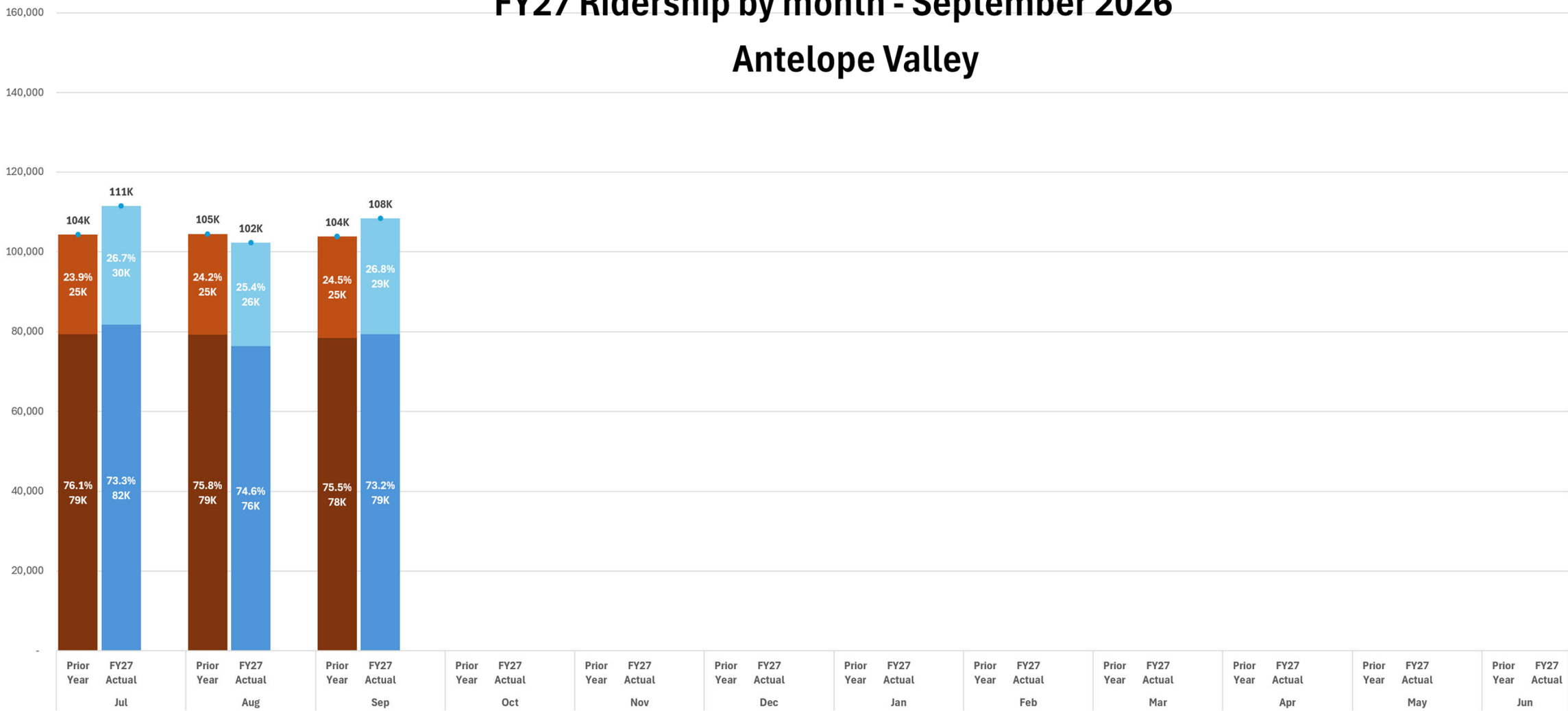
FY27 Ridership by month - September 2026

Ventura



FY27 Ridership by month - September 2026

Antelope Valley

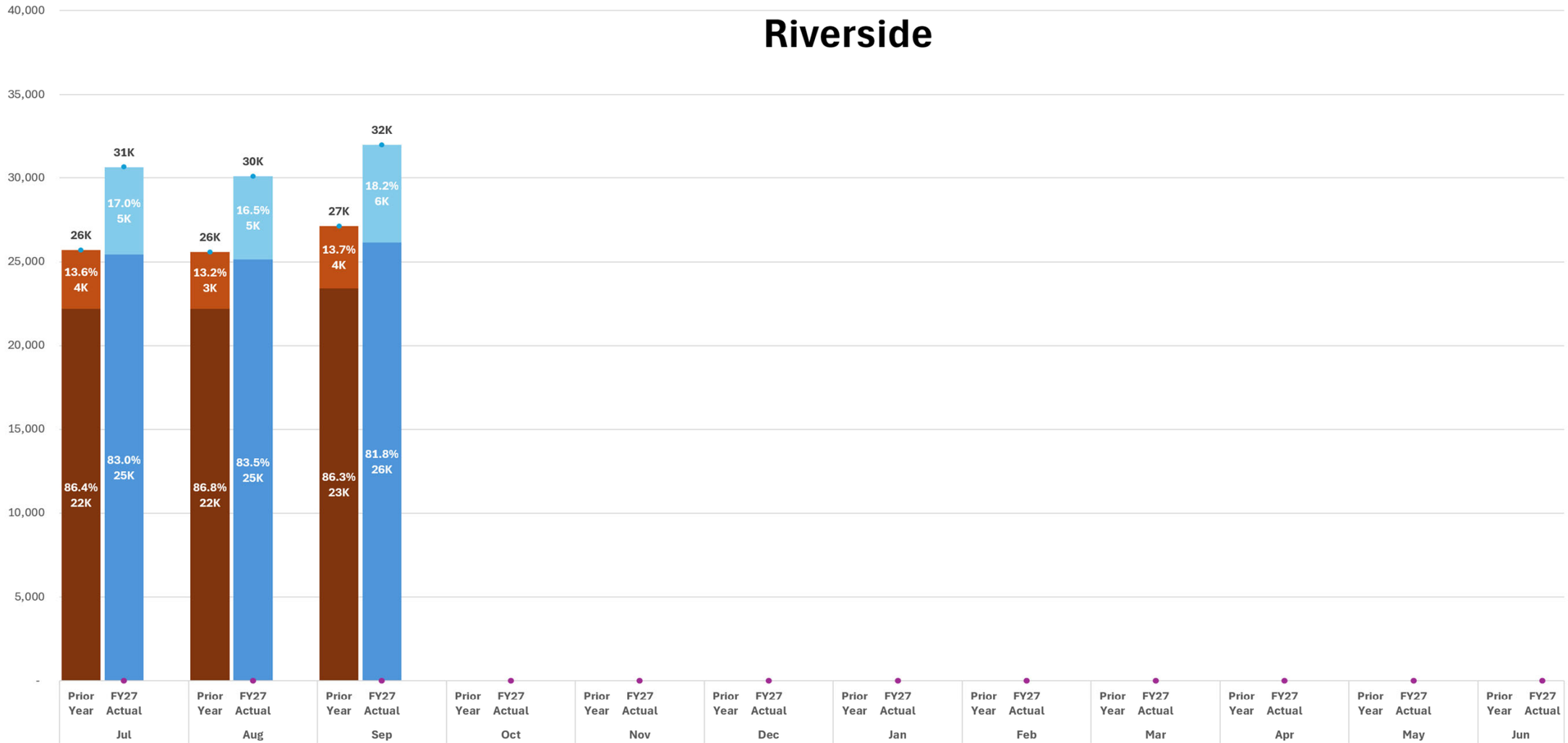


Upper portion of Bar = Subsidized Ridership

Lower Portion of Bar = Base Ridership

FY27 Ridership by month - September 2026

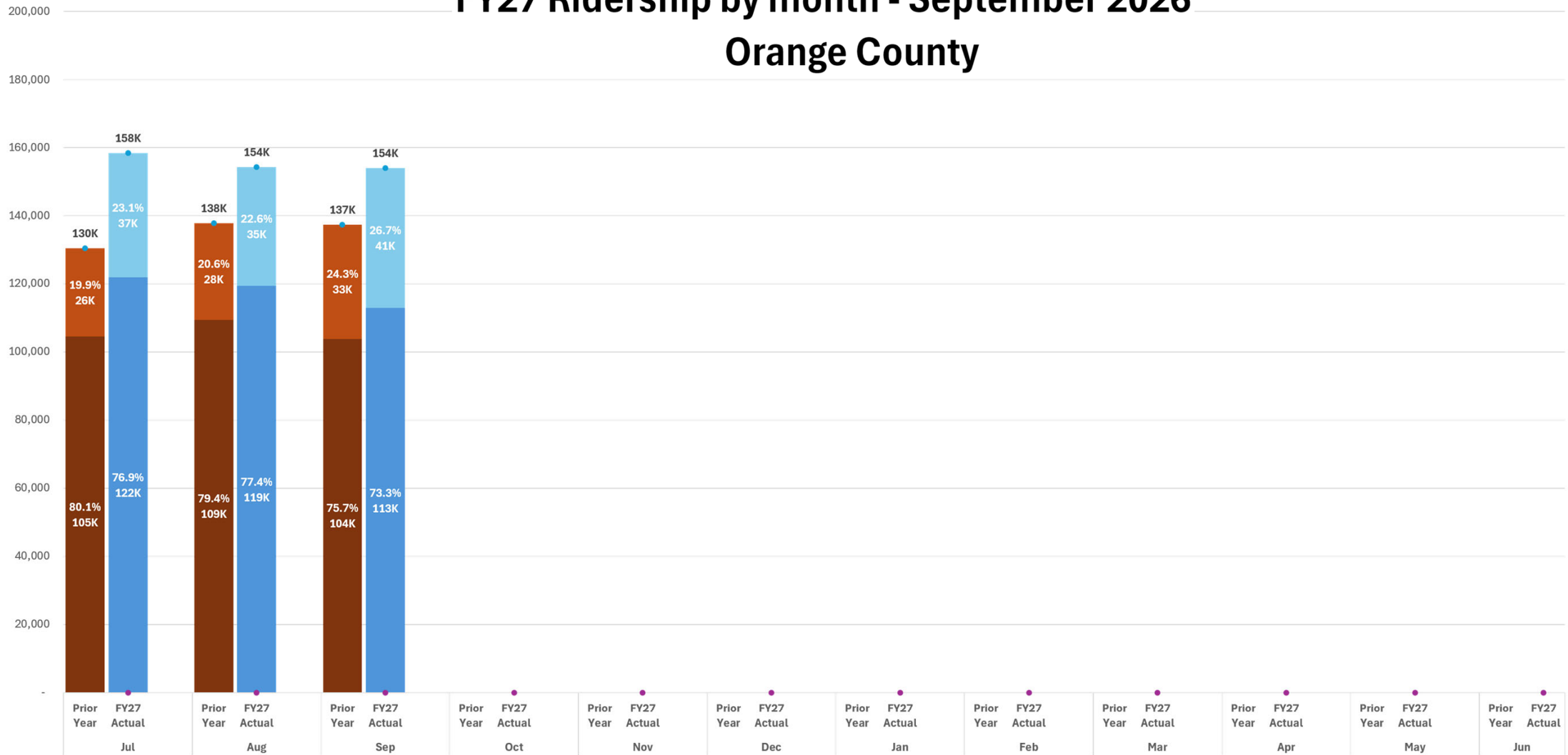
Riverside



Upper portion of Bar = Subsidized Ridership

Lower Portion of Bar = Base Ridership

FY27 Ridership by month - September 2026
Orange County

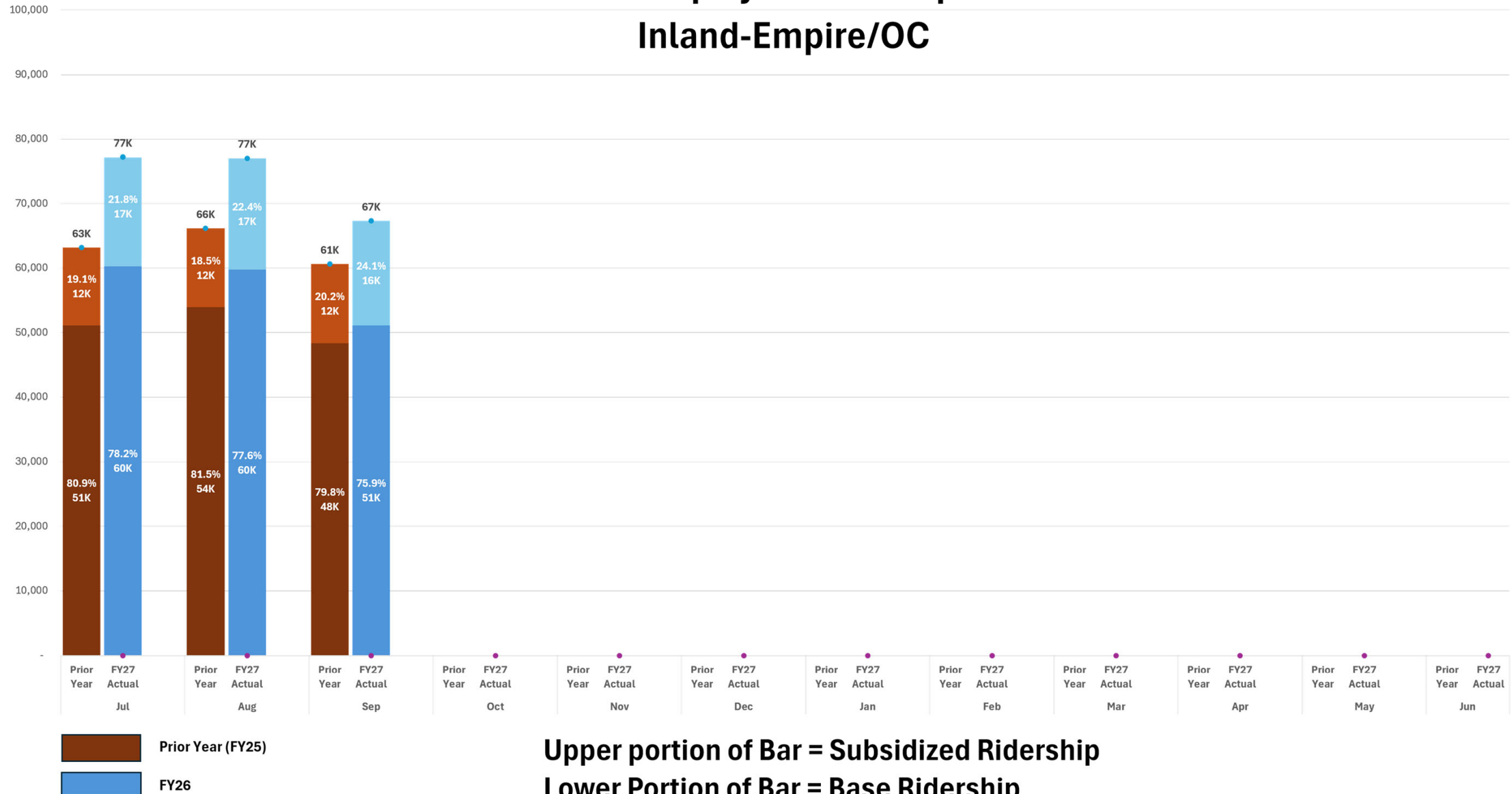


Upper portion of Bar = Subsidized Ridership

Lower Portion of Bar = Base Ridership

METROLINK

FY27 Ridership by month - September 2026
Inland-Empire/OC

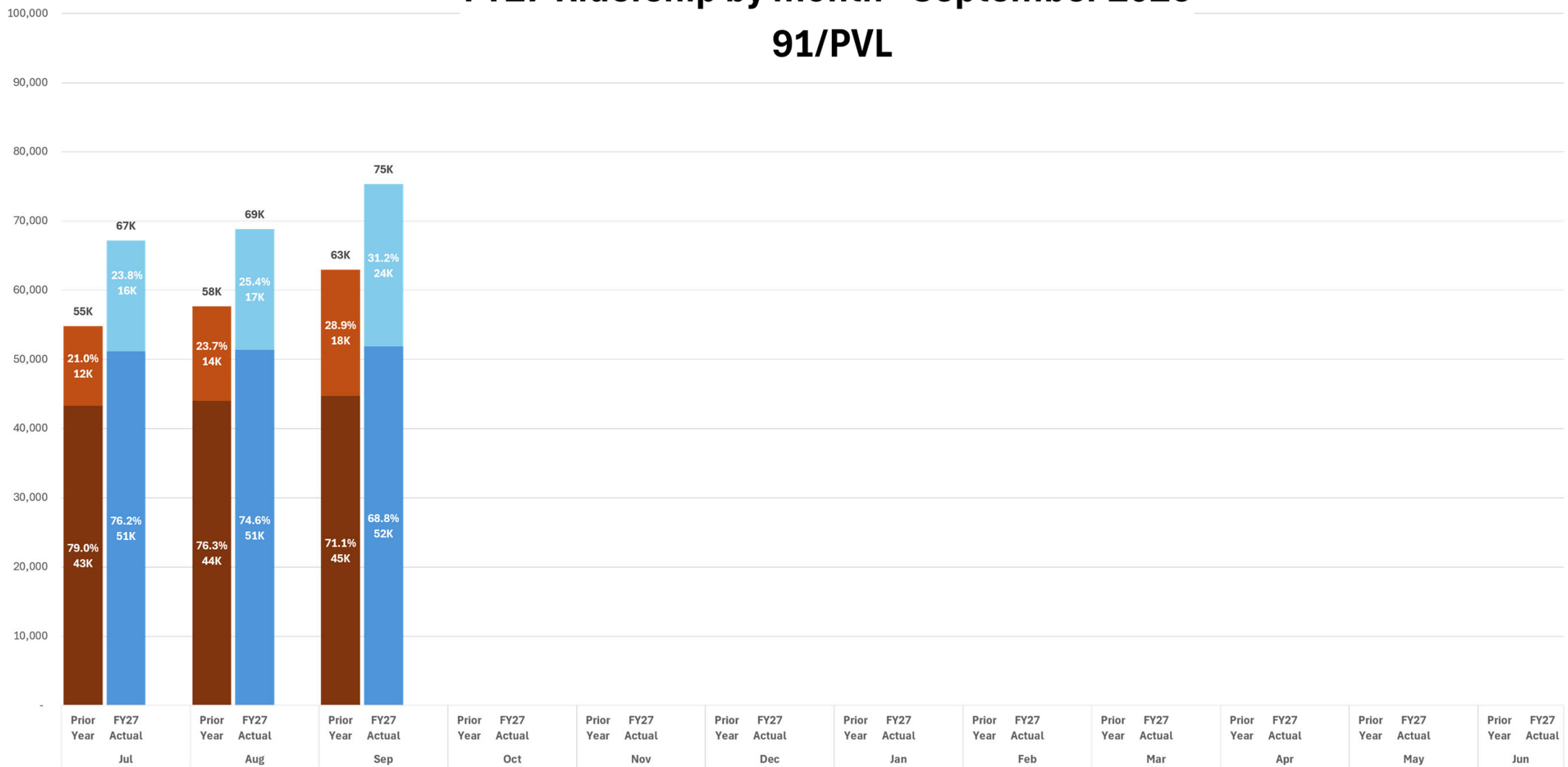


Upper portion of Bar = Subsidized Ridership

Lower Portion of Bar = Base Ridership

FY27 Ridership by month - September 2026

91/PVL



Prior Year (FY26)

FY27

Upper portion of Bar = Subsidized Ridership

Lower Portion of Bar = Base Ridership

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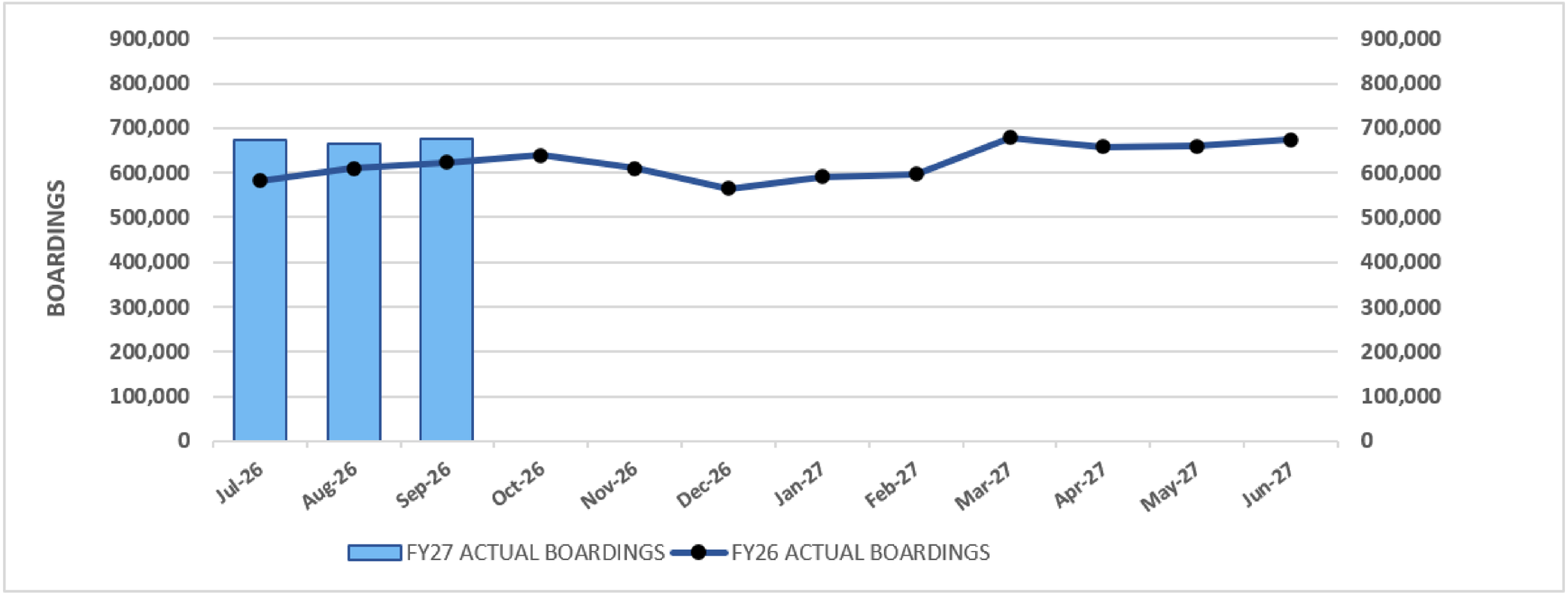
METROLINK



September 2026 Financial Results

Receive and file.

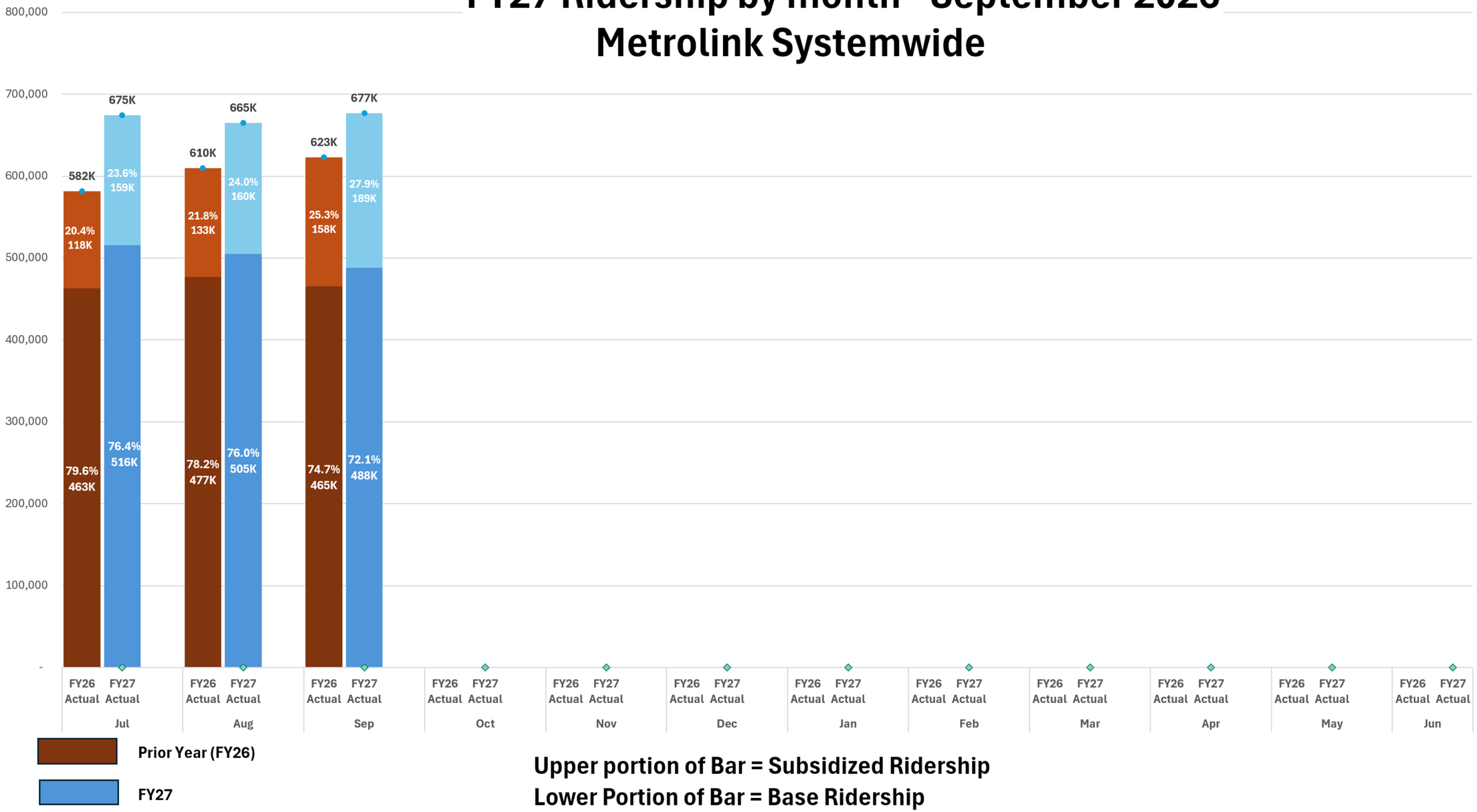
Systemwide FY27 Actual & Comparison to Prior Year Ridership (base & subsidized)



PERIOD	FY26 BOARDINGS	FY27 ACTUAL BOARDINGS	INCREASE/ (DECREASE) FROM FY26 NUMBER	%
JULY	581,688	674,642	92,954	16.0%
AUGUST	609,942	664,796	54,854	9.0%
SEPTEMBER	623,205	676,718	53,513	8.6%
Fiscal Year to Date	**1,814,835**	**2,016,156**	**201,321**	**11.1%**

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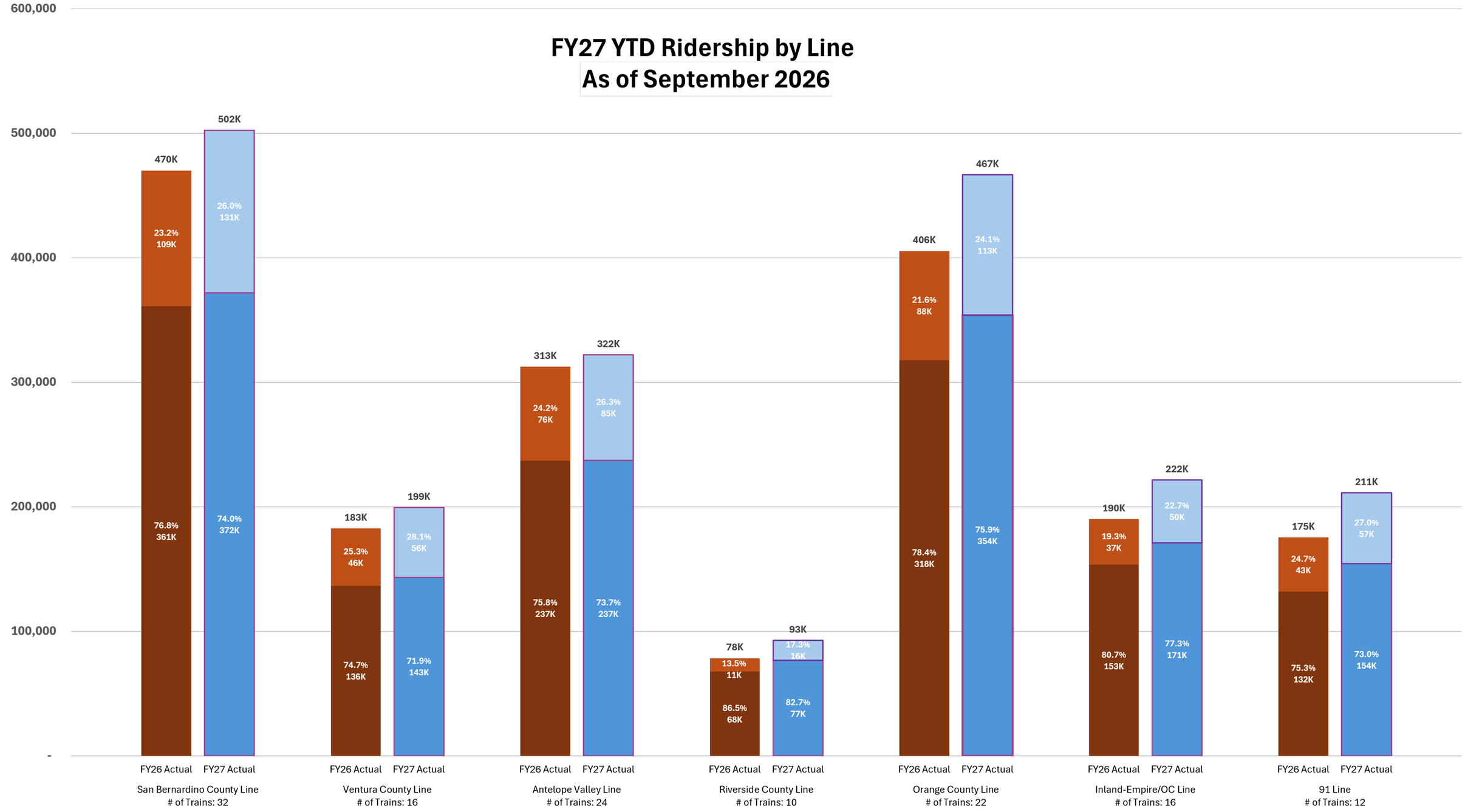
FY27 Ridership by month - September 2026
Metrolink Systemwide



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

METROLINK

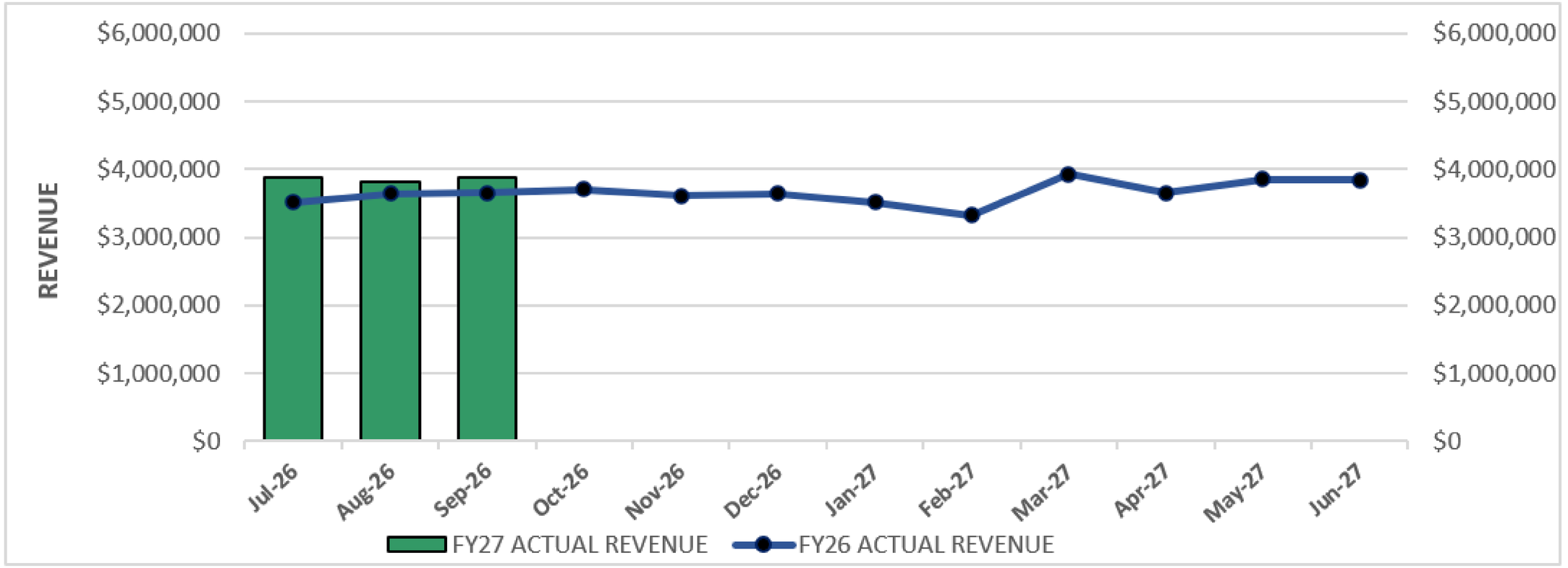
FY27 YTD Ridership by Line
As of September 2026



METROLINK

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

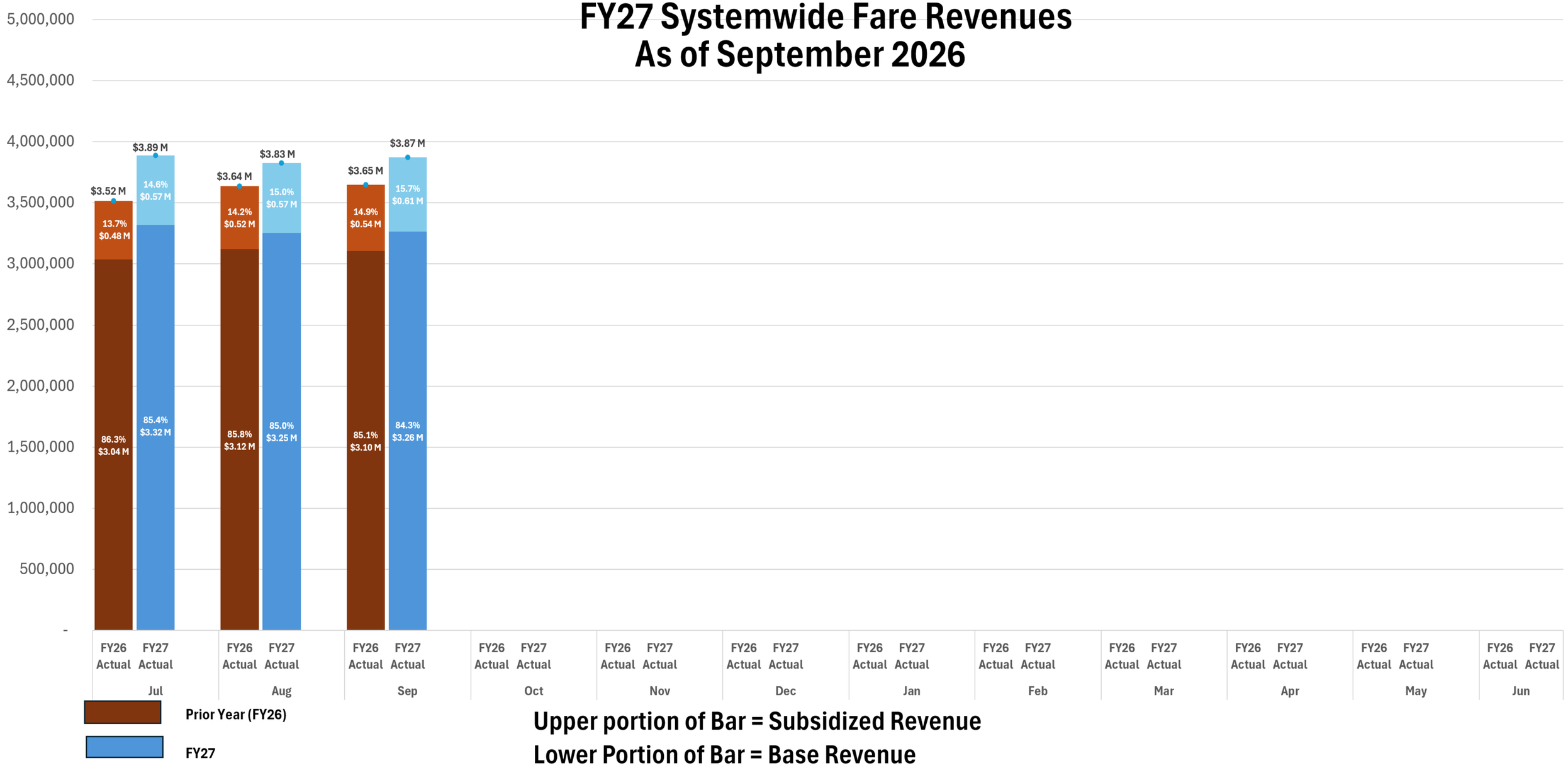
Systemwide FY27 Actual & Comparison to Prior Year Revenue (base & subsidized)



PERIOD	FY26 REVENUE	FY27 ACTUAL REVENUE	INCREASE/ (DECREASE) FROM FY26 $	INCREASE/ (DECREASE) FROM FY26 %	AVERAGE FARE INCLUDING SUBSIDIES FY26	AVERAGE FARE INCLUDING SUBSIDIES FY27
JULY	3,515,246	3,887,054	371,808	10.6%	6.04	5.76
AUGUST	3,637,351	3,826,664	189,313	5.2%	5.96	5.76
SEPTEMBER	3,648,662	3,872,228	223,566	6.1%	5.85	5.72
Fiscal Year to Date	**$ 10,801,259**	**$ 11,585,946**	**$ 784,687**	**7.3%**	**$ 5.95**	**$ 5.75**

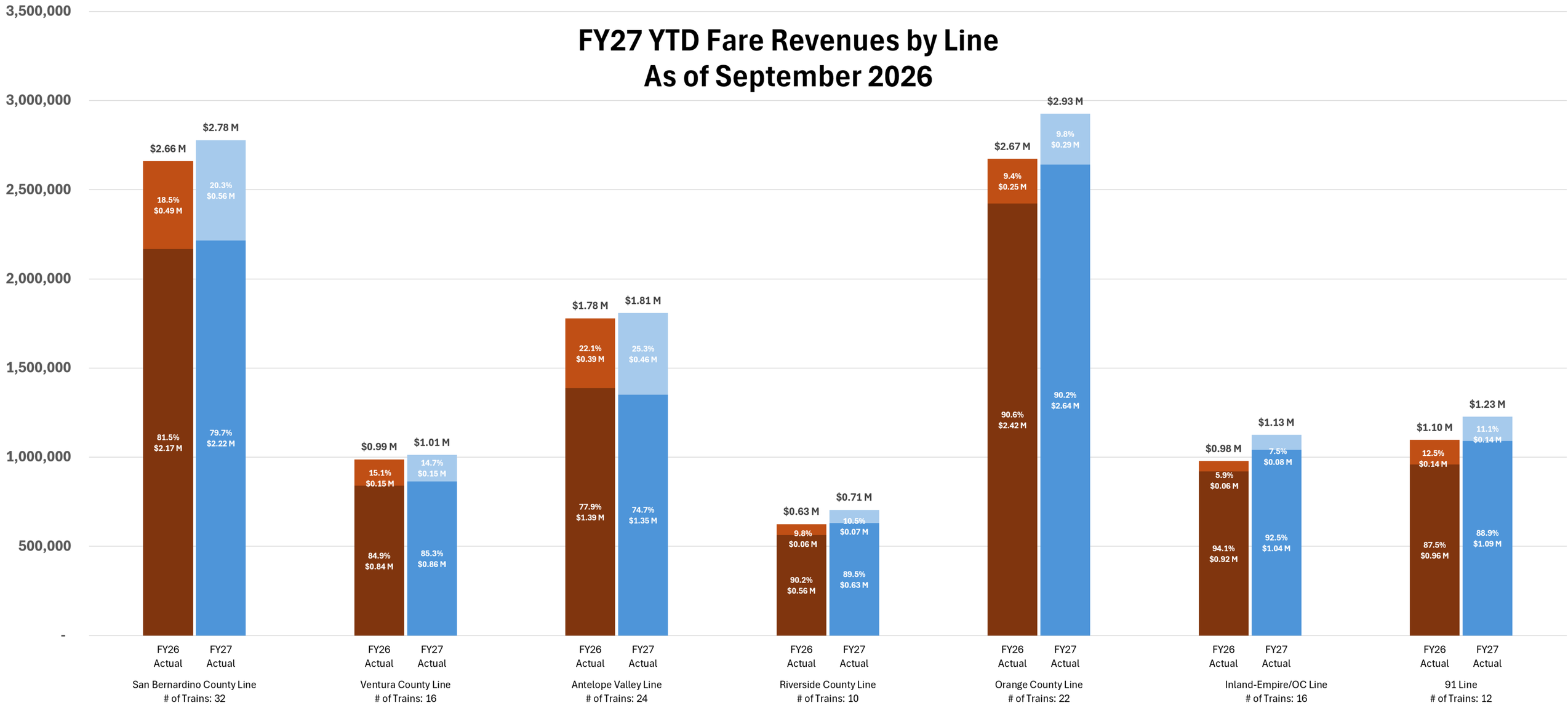
METROLINK

FY27 Systemwide Fare Revenues
As of September 2026



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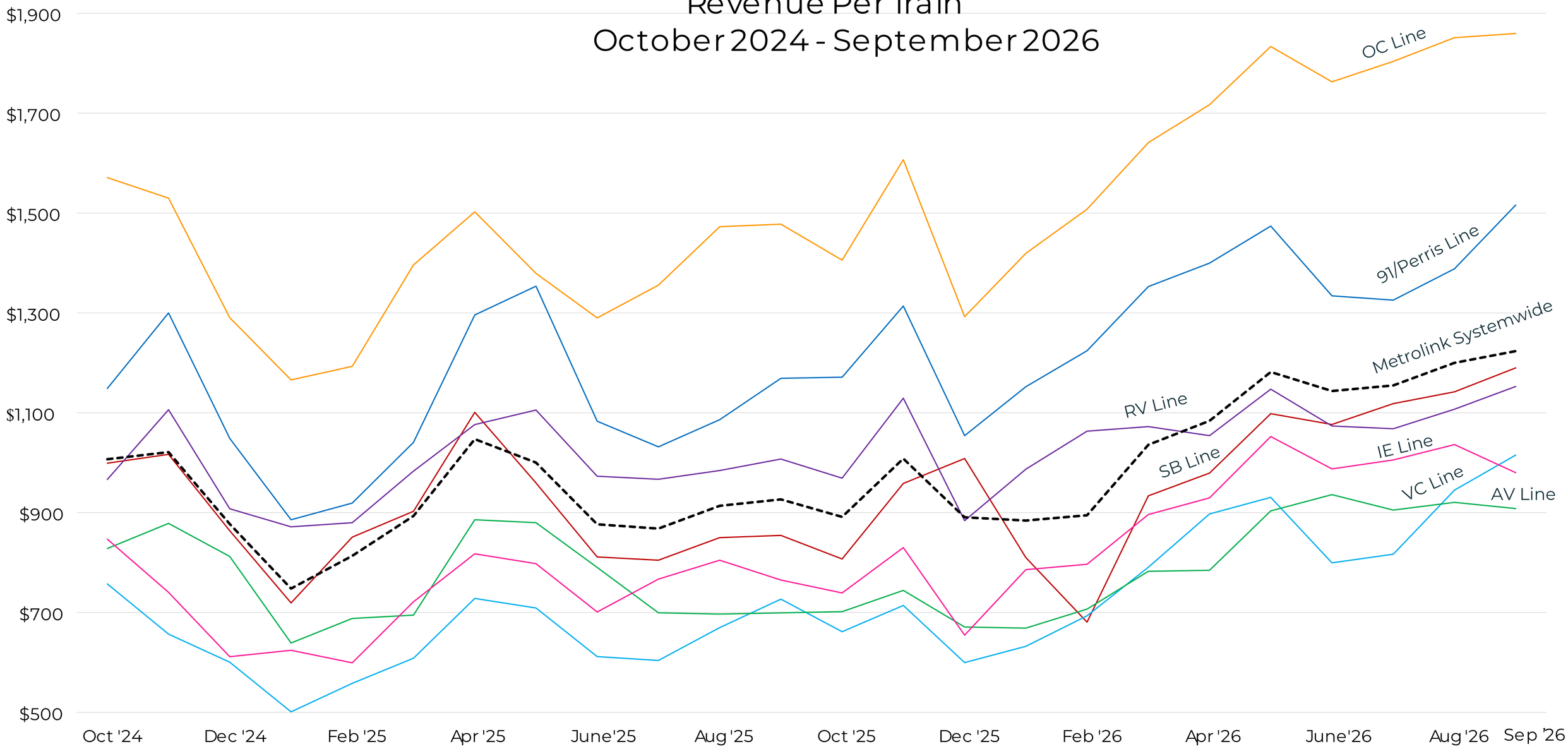
FY27 YTD Fare Revenues by Line
As of September 2026



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

METROLINK

Revenue Per Train
October 2024 - September 2026



METROLINK



YTD Financial Results through September 2026

Operating Revenue — $16.7M
$1.4M above FY26 actual | +8.8%

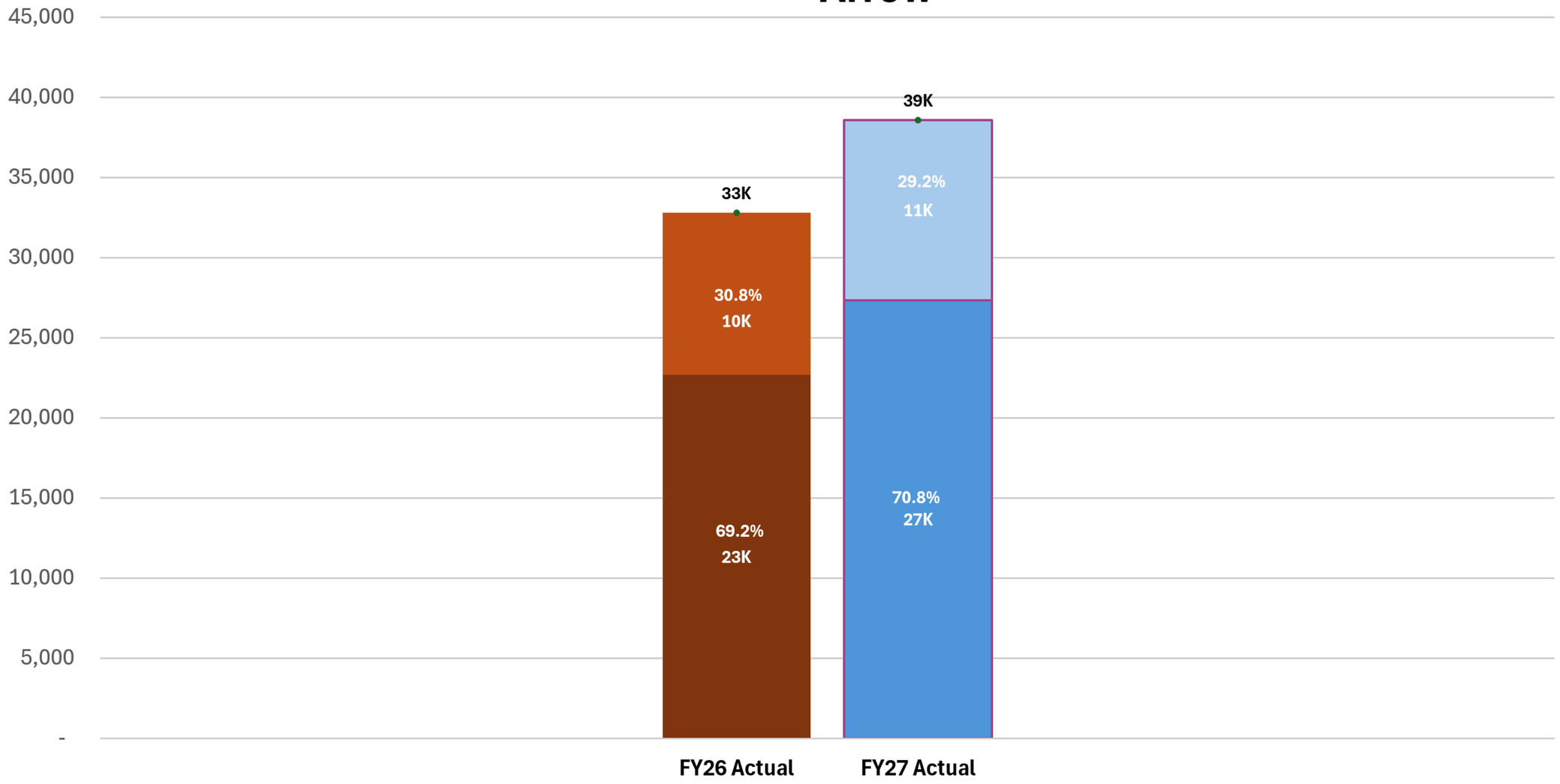
Operating Expenses — $84.1M
$5.3M above FY26 actual | +6.8%

Net Loss — $67.4M
$4.0M greater than FY26 actual | +6.3%



Arrow Service

FY27 Ridership - YTD September 2026
Arrow



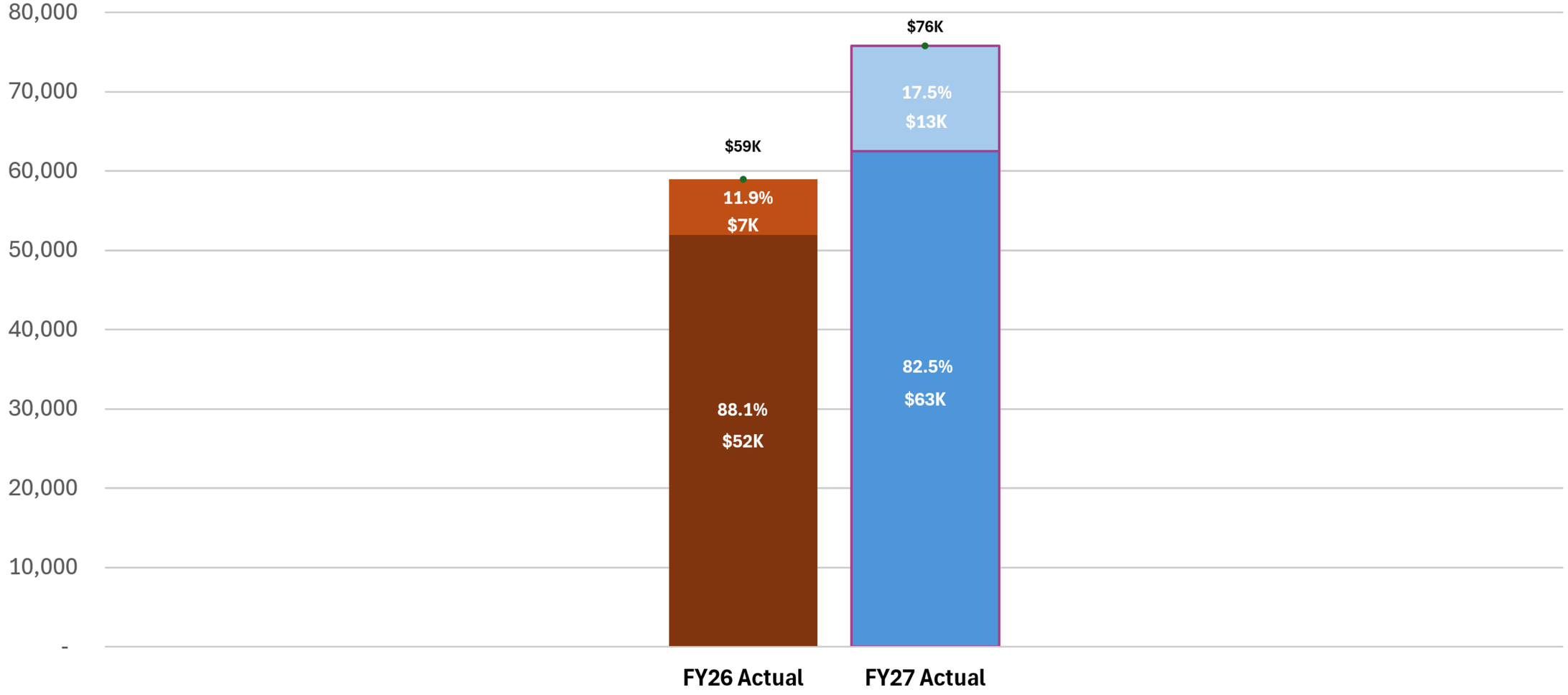
Upper portion of Bar = Subsidized Ridership

Lower Portion of Bar = Base Ridership

METROLINK

FY27 Fare Revenues - YTD September 2026

Arrow



Upper portion of Bar = Subsidy Revenue

Lower Portion of Bar = Farebox Revenue

METROLINK



YTD ARROW Financial Results through September 2026

Operating Revenue — $142K
$21K above FY26 actual | +17.7%

Operating Expenses — $4.1M
$434K above FY26 actual | +11.7%

Net Loss — $4.0M
$412K greater than FY26 actual | +11.5%

METROLINK



Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-375-0**
TRANSMITTAL DATE:	**November 9, 2026**
MEETING DATE:	**November 13, 2026**
TO:	**Board of Directors**
FROM:	**Kevin Gray, Chief Technology Officer**
SUBJECT:	**PO No. LI331-27 & SP678-27 Enterprise Performance Management Software & Implementation (OneStream) - Recommendation to Award - DLT Solutions, LLC. & PMCS Services Inc**

Issue

The Authority requires an Enterprise Performance Management (EPM) software-as-a-service (SaaS) solution to modernize financial planning, budgeting, forecasting, allocations, and reporting. Current processes rely on a combination of a custom-developed budgeting system built on an old, discontinued platform, spreadsheets, manual workflows, and disparate reporting tools. These processes create challenges related to efficiency, data consistency, scalability, and timely management reporting. The proposed OneStream platform is intended to support a centralized financial planning and performance management environment and the Authority's public-sector requirements, including multi-department budgeting.

Recommendation

It is recommended that the Board authorize the Chief Executive Officer (CEO) to award the following:

1. Purchase Order No. LI331-27 to DLT Solutions, LLC (DLT), for Enterprise Performance Management software (OneStream) in an amount not to exceed $827,903.92 for a three-year period of performance, pursuant to California Multiple Award Schedule (CMAS) Agreement No. 3-16-70-1047B between the State of California Department of General Services and DLT; and
2. Purchase Order No. SP678-27 to PMCS Services Inc. (PMCS) for OneStream Implementation Services in an amount not-to-exceed $820,968.00 pursuant to Texas Department of Information Resources Contract No. DIR-CPO-5315 between the State of Texas and PMCS.

This award is for both the software, subscription, platform, and related components specified in the applicable vendor quotation and contract documents and the implementation services.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** The proposed OneStream EPM platform is expected to improve the efficiency and timeliness of budget and forecast processes, reduce manual workflows, strengthen financial controls, and improve transparency and data-informed decision-making. Planned capabilities include multi-dimensional allocations, multi-year financial planning, workforce planning, scenario modeling, budget templates, approval workflows, version control, audit trails of data changes and user activity, role-based security, segregation of duties, and integration with enterprise systems. The planned solution is also intended to support executive dashboards and key performance indicators related to financial and transit operations, subject to implementation scope and data readiness.

Background

The Authority currently uses a custom-developed budgeting system built on an old, discontinued platform, spreadsheets, manual workflows, and separate reporting tools to support budgeting, forecasting, service allocations, and financial performance management. As financial and operational planning needs grow more complex, the current approach presents several challenges:

- Limited scalability and increasing maintenance effort.
- Time-consuming budget and forecast cycles.
- Risk of data inconsistencies and manual errors.
- Limited visibility into organizational performance.
- Difficulty supporting scenario modeling and strategic decision-making.
- Dependence on key personnel to maintain and manage spreadsheets.

An integrated EPM environment is intended to support operating budget development, member-agency allocations, workforce planning, revenue planning, forecasting, capital planning, and executive and Board reporting. It is expected to provide a central, auditable repository for planning data and improve the consistency of financial and operational information used in management decisions.

Planning and reporting data identified for potential use include departmental and centralized operating budgets, workforce planning, capital forecasts, train miles, route miles, track miles, station counts, ticket vending device counts, ridership forecasts and actuals, deadhead miles, revenue forecasts and actuals, and ICAP. The final data scope and delivery sequence will be established through implementation planning.

The EPM will enable the Authority to implement consistent, standardized processes and practices across all financial planning. The EPM will provide integrated solutions to minimize data entry and maximize efficiency and reliability, allow for greater budget/forecast delivery.

Discussion

Software & System Implementer Selection

A cross-functional team comprising Finance and Information Technology and Digital Services (IDTS) evaluated five enterprise performance management solutions. Following initial screening and requirements assessment, OneStream advanced product demonstrations and further evaluation.

The evaluation considered the Authority's requirements for complex financial allocations, multi-fund and multi-department budgeting, scenario modeling, ridership forecasting, financial controls, auditability, integration, reporting, and long-term scalability. Based on the requirements assessment conducted by staff, OneStream was determined to provide the stronger overall fit for the Authority's financial planning and allocation requirements.

Key considerations supporting the recommendation include:

- **Allocation modeling:** OneStream demonstrated a stronger alignment with multi-fund, multi-department, and complex service allocation requirements, directly addressing a key organizational business priority.
- **Financial governance and auditability:** OneStream provides robust governance and internal controls through managed budget versions, structured approval workflows, automated data validation, comprehensive audit trails, and role-based access controls.
- **Integrated planning and reporting:** The platform is intended to support a centralized environment for budgets, forecasts, actual financial results, workforce costs, and management reporting, subject to implementation scope and integration readiness.
- **Scenario and operational forecasting:** OneStream was assessed as better aligned with the Authority's requirements for scenario analysis, ridership forecasting, and related financial planning.
- **Long-term extensibility:** The platform provides a potential path to expand beyond the initial budgeting implementation into additional enterprise financial planning, reporting, financial close, and consolidation capabilities as business needs evolve.

PMCS Services Inc. / Nova Advisory was selected for its compelling combination of OneStream specialization, financial management expertise, implementation resources, and ongoing support, which aligns with the organization's objective of establishing a centralized, scalable, and sustainable enterprise performance management environment.

Cooperative Contracting Method

For the software, staff identified California Department of General Services has a Multiple Award Schedule (CMAS) Agreement 3-16-70-1047B for Information Technology – General Provisions Cloud Computing Services and Non-Cloud Goods & Services which was awarded on July 19, 2016, which has a current expiration date of April 11, 2031. According to the Terms of CMAS Agreement 3-16-70-1047B Local Agencies may make use of this agreement for the purchase of the following:

- Infrastructure as a Service (IaaS)
- Platform as a Service (PaaS)
- Software
- Software as a Service (SaaS)

For the implementation, staff identified the Texas Department of Information Resources (TX DIR) Agreement DIR-CPO-5315 for Information Technology – Software COTS and Related Services, which was awarded on March 4, 2024, and has a current expiration date of March 4, 2030. According to the Terms of TX DIR Agreement DIR-CPO-5315 Local Agencies may make use of this agreement.

Award Scope and Implementation Dependency

This award is for software and platform access and the implementation of OneStream. Implementation services—including, as applicable, configuration, integration, data migration, testing, training, deployment, and hypercare or warranty support. The Authority's ability to realize the intended benefits depends on the successful completion of that work, data readiness, integration coordination, security design, user adoption, and business-owner participation.

Expected Outcomes

- Shorter budget preparation and approval cycles.
- Improved forecast quality and variance analysis.Reduced manual data collection, spreadsheet reliance, and offline approval routing.
- Improved transparency, accountability, and auditability of financial planning data.
- More timely management reporting, dashboards, and budget-book preparation.
- Improved scenario planning and visibility into workforce, revenue, and operational cost drivers.

Project measures and targets will be established during implementation planning using an agreed baseline. Potential measures include budget-cycle duration, forecast variance, manual reconciliation effort, data-load reconciliation results, workflow completion time, and timeliness of management reporting.

Budget Impact

The requested contract authority is $827,903.92 for DLT Solutions (One Stream software) and $820,968 for Nova Advisory (implementation), for a total of $1,648,871.92. The first-year software amount of $279,486.00 is a part of the capital project and will be covered by the available amount included in the approved FY2026 Capital Budget. The remaining amounts of $274,208.96 in Year 2 and $274,208.96 in Year 3 for software are planned for inclusion in the FY2028 and FY2029 annual operating budgets, subject to adoption of the FY27 and FY28 Proposed Operating Budgets. The implementation costs (PCMS Services / Nova Advisory) of $820,968 will be covered by a combination of the remaining funds available in the FY26 approved Capital ($592,513) and a new authorization in the Proposed FY27 Capital Budget ($228,455). That budget is subject to approval by the board at its November meeting.

Next Steps

Upon Board approval staff will issue Purchase Order Nos. LI331-27 to DLT and SP678-27 to PMCS for an amounts not to exceed $827,903.92 and $820,968.00, respectively.

Prepared by:	Aparna Badani, IT System Manager Dorothea Cantero, Sr. Contract & Compliance Administrator
Approved by:	Kevin Gray, Chief Technology Officer Tom Schamber, Chief Financial Officer

Attachment(s)

Presentation - EPM OneStream

Enterprise Performance Management Software & Implementation (OneStream) - Award - PO No. LI331-27 to DLT Solutions, LLC. & SP678-27 PMCS Services Inc, respectively



Discussion

- An integrated EPM environment is intended to support operating budget development, complex member-agency allocations, workforce planning, revenue planning, forecasting, capital planning, and executive and Board reporting. It is expected to provide a central, auditable repository for planning data and improve the consistency of financial and operational information used in management decisions.
- OneStream demonstrated a stronger alignment with multi-fund, multi-department, and complex service allocation requirements, directly addressing a key organizational business priority.
- OneStream provides robust governance and internal controls through managed budget versions, structured approval workflows, automated data validation, comprehensive audit trails, and role-based access controls.
- OneStream was assessed as better aligned with the Authority's requirements for scenario analysis, ridership forecasting, and related financial planning. The platform is intended to support a centralized environment for budgets, forecasts, actual financial results, workforce costs, and management reporting, subject to implementation scope and integration readiness.

Recommendation

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

- Execute a purchase order LI331-27 with DLT Solutions, LLC, in an amount not to exceed $827,903.92 for a three-year OneStream Enterprise Performance Management software subscription, pursuant to California Multiple Award Schedule (CMAS) Agreement No. 3-16-70-1047B, subject to verification of contract eligibility, pricing, and applicable terms.

- Execute a purchase order SP678-27 with PMCS Services Inc, in an amount not to exceed $820,968.00 for OneStream Enterprise Performance Management software implementation, pursuant to Texas Department of Information Resources (TX DIR) Agreement DIR-CPO-5315 , subject to verification act eligibility, pricing, and applicable terms.



Thank you.