

Agenda



Southern California Regional Rail Authority

BOARD OF DIRECTORS

OCTOBER 9, 2026

Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

Chair Chaffee will participate via teleconference from County Administration North Building, 400 W. Civic Center Drive, 6th Floor, Santa Ana, CA 92701

Director Go and Director Tettemer will participate via teleconference from San Clemente City Hall, 1st Floor Conference Room, 910 Calle Negocio, San Clemente, CA 92673

Vice-Chair Berkson will participate via teleconference from Jurupa Valley City Hall, 8930 Limonite Ave, Jurupa Valley, CA 92509

Director Spiegel will participate via teleconference from 1800 S. Main Street, Corona, CA 92882

Director Vargas will participate via teleconference from Perris City Hall, Mayor's Office, 101 N. D St, Perris, CA 92570

Director Molina will participate via teleconference from 566 Ronda Ct., Calimesa, CA 92320

Second Vice-Chair Trembley and Director Engler will participate via teleconference from Camarillo City Hall, 601 Carmen Drive, Camarillo, CA 93010

Director Sandoval will participate via teleconference from 297 Lincoln Ave., Pomona, CA 91767

Director Allen will participate via teleconference from Rio Hondo College, Administration of Justice Building, Room 208, 3600 Workman Mill Road, Whittier, CA 90601

Director O'Connor will participate via teleconference from 2526 18th Street, Santa Monica, CA 90405

Director Camacho will participate via teleconference from Pico Rivera City Hall, 6615 Parsons Boulevard, Pico Rivera, CA 90660

Director McCallon will participate via teleconference from Highland City Hall 27215 Base Line, Highland, CA 92346

Director Marquez will participate via teleconference from Portola Hotel & Spa, Two Portola Plaza, Monterey, CA 93940

Director Simonoff will participate via teleconference from 1474 Forestview Dr., Brea, CA 92821

Director Novotny will participate via teleconference from Caltrans District 7, 100 S. Main Street, Los Angeles, CA 90012

BOARD ROSTER
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

<u>County</u>	<u>Member</u>	<u>Alternate</u>
Orange: 2 votes	Doug Chaffee (<i>Chair</i>) Supervisor, 4 th District County of Orange OCTA Board	William Go* Council Member City of Irvine OCTA Board
	Tam Nguyen Public Member OCTA Board	Mark Tettermer* Council Member City of Lake Forest OCTA Board
Riverside: 2 votes	Brian Berkson (<i>Vice-Chair</i>) Mayor City of Jurupa Valley RCTC Board	Michael Vargas* Mayor City of Perris RCTC Board
	Karen Spiegel Supervisor, 2 nd District County of Riverside RCTC Board	Linda Molina* Council Member City of Calimesa RCTC Board
Ventura: 1 vote	Tony Trembley (<i>2nd Vice-Chair</i>) 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, 5 th 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

	<u>Member</u>	<u>Alternate</u>
	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	Ray Marquez* Vice Mayor City of Chino Hills SBCTA Board
	VACANT Awaiting Appointment SBCTA Board	VACANT Awaiting Appointment 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, OCTOBER 9, 2026 – 10:00 AM

[HTTPS://SCRRA.ZOOM.US/J/88243690937](https://scrra.zoom.us/j/88243690937)

METROLINK HEADQUARTERS
RIVERSIDE CONFERENCE ROOM
900 WILSHIRE BLVD. SUITE 1500
LOS ANGELES, CA 90017

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. **REGULAR CALENDAR**

6.A Transmittal of FY27 Proposed Budget

The Southern California Regional Rail Authority (SCRRA) Joint Exercise of Powers Agreement (JPA) requires the Authority to transmit the proposed annual operating budget and capital improvement program to the Member Agencies for their consideration and approval prior to adoption by the SCRRA Board of Directors.

For FY27, additional time was required to complete budget development and reach agreement among the Member Agencies regarding service levels and funding constraints. To ensure continued operations and avoid service interruptions while the FY27 budget was being finalized, the Board approved two, three-month continuing appropriations resolutions. The first covered operations from July 1 through September 30, 2026 and the second covered October 1 through December 31, 2026. This provided SCRRA additional time to work closely with the Member Agencies to finalize the FY27 Budget.

Contingent upon the Board's approval, the proposed FY27 Operating and Capital Budgets will be transmitted to the Member Agencies on October 9, 2026 for their review and adoption. The budgets will then be presented to the SCRRA Board of Directors on October 23, 2026, for adoption, replacing the temporary spending authority provided under the continuing appropriations resolutions.

Staff recommends that the Board approve transmitting the Proposed FY27 Metrolink Operating and Capital Budget to the Member Agencies for their consideration and adoption.

The transmission of this Proposed FY27 Budget will not have an impact on the Budget.

7. **Chief Executive Officer's Report**
 - Authority Update
8. **Board Members' Comments**
9. **Chair's Comments**
10. **ADJOURNMENT**

metrolinktrains.com/meeting

ITEM ID: 2026-325-0

TRANSMITTAL DATE: October 5, 2026

MEETING DATE: October 9, 2026

TO: Board of Directors

FROM: Tom Schamber, Chief Financial Officer

SUBJECT: Transmittal of FY27 Proposed Budget

Issue

The Southern California Regional Rail Authority (SCRRA) Joint Exercise of Powers Agreement (JPA) requires the Authority to transmit the proposed annual operating budget and capital improvement program to the Member Agencies for their consideration and approval prior to adoption by the SCRRA Board of Directors.

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Recommendation

Staff recommends that the Board approve transmitting the Proposed FY27 Metrolink Operating and Capital Budget to the Member Agencies for their consideration and adoption.

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, 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 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 overreliance on subsidies, bringing our system into a state of good repair, and investing in employee development.
- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles, and advancing equity-focused opportunities for all communities throughout Southern California.

Background

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 24th Board Meeting, staff requested that the requirement under the JPA agreement to transmit a budget to the Member Agencies by May 1st be lifted, and a three-month continuing appropriations resolution be transmitted instead. At the June 26th Board Meeting, the Board adopted that resolution. Further, the Board was informed that the budget would not be completed due to further unanticipated delays, and a three-month extension of the Continuing Appropriations Resolution was approved on July 24, 2026.

In total, 8 service plans were considered, and 6 complete budgets were constructed based on those plans. A copy of that Service Plan is included as Attachment O. 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 CEO's, Member Agency CFO's, and the Member Agency Advisory Committee. By consensus, we determined to move forward with that budget.

Meeting the required financial constraints necessitated significant cuts to Metrolink service across the entire system. In total, 29% of weekday trains and 40% of weekend trains were eliminated relative to the optimized service schedule that was budgeted for FY26. These cuts were, to the extent possible, made to the trains with the lowest ridership, or where trains

overlapped closely with Pacific Surfliner service.

In addition, Metrolink contributed \$10.8M of State Rail Assistance, normally reserved for State of Good Repair and for matching capital grant applications, in order to meet the fiscal constraints required for the Operating 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

In response to Member Agency feedback, significant cost reductions, fare increases, service reductions, and one-time infusion of State Rail Assistance were incorporated into a viable budget. Eight service scenarios were considered over the course of several months. SCRRA worked closely with the Member Agencies to evaluate each scenario and its impact to Metrolink's riders balanced with the cost savings needed to achieve a balanced budget.

FY27 Operating Budget Details

The FY27 Operating Budget is based on Service Scenario 8, which was developed in close collaboration with the Member Agencies.

Fare adjustments apply directly to One-Way Tickets and the SoCal Day Pass. Certain 5-Day Flex Pass and Monthly Pass fares may also reflect corresponding adjustments, as these products are calculated based on the applicable One-Way fare. Existing fare products and discount structures remain unchanged.

Operating Revenues

Operating Revenues include Farebox, Dispatching, and Maintenance-of-Way (MOW) Revenues, as well as Other Revenues, such as bank interest, sales of scrap materials, and other miscellaneous revenues. Operating Revenues are estimated to total \$81.7M for FY27, an increase of \$4.8M, or 6.2%, from the FY26 Adopted Budget.

Farebox Revenue, the largest component of total Operating Revenue, is projected at \$42.4M, a decrease of \$9.3M, or 18.1%, from the FY26 Budget. It includes fare increases to the one-way ticket, SoCal Day Pass, and the Weekend Pass. These fare changes took place on October 5th. Ridership and fare revenue were also influenced by an increase in ridership induced by high gas prices, which we expect to continue throughout FY27. The impact of reduced service levels on ridership were also a factor in farebox revenue projections. When comparing fare revenue to FY26, it is also important to recognize the overly optimistic ridership forecast in that year. Recalibrating FY27 ridership was necessary to recognize the reality we experienced.

Farebox revenues are subsidized by various other sources, including \$3.8M from Caltrans' LCTOP program, \$1.1M from CalSTA's State Rail Assistance funds, \$2.7M from Metro, and \$289K from SBCTA. These subsidies made it possible to provide a 50% discount to students/youths, a 50% discount to EBT cardholders through Mobility-4-All, and free fares for Metro Access Program riders. In total, these subsidies added \$7.9M to fare revenues.

This year, Metrolink applied \$10.8M of State Rail Assistance to balance the budget. State Rail Assistance is Metrolink's only direct revenue source, and it can be unreliable because it depends on diesel sales tax revenues. Typically, it is used for one-time expenses such as matching funds for capital grants.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the forecasted usage rate. The \$2.9M Dispatching Revenue budget reflects an increase of \$0.6M compared to the FY26 Budget. The MOW Revenue is \$14.2M, reflecting an increase of \$0.6M, or 4.8%, as compared to the FY26 Budget. These increases result from adjustments to the AAR index. Other Revenues are budgeted at \$3.6M, an increase of \$0.6M or 4.8%.

Operating Expenses

Operating Expenses are presented in the following four categories: Train Operations & Services, Maintenance-of-Way (MOW), Administration & Services, and Insurance & Legal. 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 support. The Proposed FY27 Budget for expenditures related to Train Operations, including a small contingency, is \$201.2M, a decrease of \$1.3M or 0.6% from the FY26 Budget. A decrease in crews to operate the train is offset by contractual increases for the contractor providing those services. Despite operating fewer train miles under the new service schedule, significant increases to the cost of diesel 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 \$65.5M, an increase of \$2.5M, or 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 \$56.6M, a decrease of \$3.6M, 5.9% from the FY26 Budget.

The Insurance & Legal category totals \$20.6 million in the Proposed FY27 Budget, a decrease of \$2.3M million, 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 \$1.2M for Mega Events (e.g., 2028 Olympic Games), and the 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 expenditures is \$348.4M, a decrease of \$4.9M or 1.4% from the FY26 Budget. Prior to the consideration of service reductions, cost-cutting or deferrals of activities were applied to virtually every area of expense. Contractual increases in some existing agreements precluded such reductions. These proactive actions amounted to more than \$16M. Employees will not receive merit increases. Examples exceeding \$1.0M are described below:

- **Station Maintenance** totals \$5.5M, a decrease of \$1.5M or 21.2% due to renegotiation of the Common Area Maintenance (CAM) contract Metrolink's use of Union Station.
- **Rail Agreements** total \$5.7M, a decrease of \$1.7M, or 22.7%, 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 \$65.5M, an increased of \$2.5M or 4% - 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 increase to MOW to only 4%.
- **Insurance & Legal** costs total \$20.6M, a \$2.3M or a 10.1% decrease 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 \$18.1M, a decrease of \$1.5M, or 7.5%, 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, with comparisons to last year (Attachment A), history of 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 \$81.7M in Operating Revenue and \$348.4M in Total Expenses, resulting in the need for \$266.7M of Member Agency Operating Support.

Compared with the FY26 Amended Budget, Operating Revenue increased by approximately \$4.8M million, or 6.2%, while Total Expenses decreased by approximately \$4.9M, or 1.4%. As a result, required Member Agency Operating Support decreased by approximately \$9.7M, or 3.5% from the FY26 Budget.

Member Agency Support details as shown in Attachment E.

Capital Program Budget

The Proposed FY27 Capital Budget was developed based on the Metrolink Rehabilitation Plan

(MRP) which was created in fulfillment of the FTA's Transit Asset Management (TAM) requirement, and to 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 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 from the FY26 request of \$4.7M or 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 & 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.

Upon approval by the Board, the Proposed FY27 Budget will be transmitted to Member Agencies for consideration and adoption. The SCRRA Board will be asked to approve the final budget, following a public hearing, at the regular Board meeting on Friday, October, 23, 2026.

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 - Service Schedule for FY27 Budget beginning Nov.

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

Budget Impact

The transmission of this Proposed FY27 Budget will not have an impact on the Budget.

Next Steps

Upon approval, the Proposed FY27 Operating & Capital Budgets, will be transmitted to the Member Agencies for review and adoption.

Metrolink Board adoption is anticipated on October 23, 2026.

Prepared by: Tom Schamber, Chief Financial Officer

Approved by: Tom Schamber, Chief Financial Officer

Attachment(s)

[Attachment A - FY27 Operating Budget](#)

[Attachment B - FY27 Historical Budget](#)

[Attachment C - FY27 Budget by Member](#)

[Attachment D - FY27 Budget by Line](#)

[Attachment E - Support Request by Member Agency](#)

[Attachment F - FY27 Proposed SGR Projects by Member Agency](#)

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
Attachment M - FY30 Operating Budget Forecast
Attachment N - FY31 Operating Budget Forecast
Attachment O - Draft Service Schedule for FY27 Budget
Presentation - FY27 Metrolink Operating Capital Budget Transmittal

Southern California Regional Rail Authority
FY27 Proposed Operating Budget
Scenario 8

	FY26 Amended Budget	FY27 Proposed Budget	Variance FY27 Proposed vs FY26 Adopted	
(\$000s)			\$ Variance	% Variance
Operating Revenue				
Farebox Revenue	51,717	42,380	(9,337)	-18.1%
Fare Reduction Subsidy	408	289	(119)	-29.2%
Mobility 4 All	-	1,059	1,059	n/a
LCTOP Grant	3,574	3,814	240	6.7%
Other Train Subsidies	2,565	2,738	172	6.7%
Special Trains	-	-	-	n/a
Subtotal Farebox	58,265	50,280	(7,985)	-13.7%
State Rail Assistance	-	9,300	9,300	n/a
State Rail Assistance Special Allocation	-	1,500	1,500	n/a
Dispatching	2,257	2,878	622	27.5%
Other Revenues	2,873	3,572	700	24.4%
MOW Revenues	13,520	14,169	648	4.8%
Total Operating Revenue	76,915	81,699	4,785	6.2%
Operating Expenses				
<u>Operations & Services</u>				
Train Operators	54,293	54,234	(59)	-0.1%
Train Dispatch	6,033	6,434	401	6.7%
Equipment Maintenance	32,440	33,014	573	1.8%
Materials	15,760	14,813	(947)	-6.0%
Fuel	31,831	32,517	686	2.2%
Non-Scheduled Rolling Stock Repairs	125	-	(125)	-100.0%
Operating Facilities Maintenance	5,150	5,296	146	2.8%
Other Operating Train Services	1,115	947	(168)	-15.1%
Security - LA Sheriffs	13,785	13,740	(44)	-0.3%
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	5,697	(338)	-5.6%
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	2,709	2,021	293.8%
Station Maintenance	6,980	5,501	(1,479)	-21.2%
Rail Agreements	7,331	5,665	(1,666)	-22.7%
Holiday Trains	-	-	-	n/a
Special Trains	-	-	-	n/a
Subtotal Operations & Services	202,510	201,248	(1,263)	-0.6%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	52,672	55,042	2,370	4.5%
MoW Labor & Benefits	4,804	5,220	416	8.6%
Overhead MoW Expenses	4,634	4,689	56	1.2%
MoW - Extraordinary Maintenance	829	512	(316)	-38.2%
Subtotal Maintenance-of-Way	62,939	65,464	2,525	4.0%
<u>Administration & Services</u>				
Ops Salaries & Benefits	19,553	18,078	(1,475)	-7.5%
Ops Non-Labor Expenses	11,713	11,130	(583)	-5.0%
Indirect Administrative Expenses	26,741	25,791	(950)	-3.6%
Ops Professional Services	2,175	1,617	(558)	-25.7%
Subtotal Admin & Services	60,182	56,616	(3,566)	-5.9%
Contingency	50	30	(20)	-40.0%
Total Operating Expenses	325,681	323,358	(2,323)	-0.7%
<u>Insurance and Legal</u>				
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	343,910	(4,622)	-1.3%
Loss	(271,617)	(262,210)	9,407	-3.5%
Mega Events	1,100	1,186	86	7.8%
CFR 245-246	500	-	(500)	-100.0%
Outside 20'	3,205	3,307	102	3.2%
Total Expense	353,337	348,403	(4,934)	-1.4%
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 8

	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Variance	
(\$000s)	Actual	Actual	Actual	Amended Budget	Proposed Budget	\$ Variance	% Variance
Operating Revenue							
Farebox Revenue	31,114	32,175	32,507	51,717	42,380	(9,337)	-18.1%
Fare Reduction Subsidy	571	188	484	408	289	(119)	-29.2%
Mobility 4 All Subsidy	389	758	725	-	1,059	1,059	n/a
LCTOP Grant	-	7,475	7,469	3,574	3,814	240	6.7%
Other Train Subsidies	2,443	2,534	2,610	2,565	2,738	172	6.7%
Special Trains	29	36	39	-	-	-	n/a
Subtotal Farebox	34,546	43,166	43,834	58,265	50,280	(7,985)	-13.7%
State Rail Assistance	-	-	-	-	9,300	9,300	n/a
State Rail Assistance Special Allocation	-	-	-	-	1,500	1,500	n/a
Dispatching	2,245	2,677	2,684	2,257	2,878	622	27.5%
Other Revenues	1,094	5,193	4,536	2,873	3,572	700	24.4%
MOW Revenues	13,402	13,528	13,097	13,520	14,169	648	4.8%
Total Operating Revenue	51,287	64,563	64,151	76,915	81,699	4,785	6.2%
Operating Expenses							
<u>Operations & Services</u>							
Train Operators	36,075	40,146	50,664	54,293	54,234	(59)	-0.1%
Train Dispatch	5,260	6,131	5,877	6,033	6,434	401	6.7%
Equipment Maintenance	28,750	30,089	30,592	32,440	33,014	573	1.8%
Materials	13,594	14,306	15,101	15,760	14,813	(947)	-6.0%
Fuel	31,881	29,397	28,479	31,831	32,517	686	2.2%
Non-Scheduled Rolling Stock Repairs	93	125	56	125	-	(125)	-100.0%
Operating Facilities Maintenance	2,244	2,241	2,415	5,150	5,296	146	2.8%
Other Operating Train Services	532	904	725	1,115	947	(168)	-15.1%
Security - LA Sheriffs	10,316	11,530	11,930	13,785	13,740	(44)	-0.3%
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	5,697	(338)	-5.6%
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	2,709	2,021	293.8%
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	5,665	(1,666)	-22.7%
Special Trains	-	169	222	-	-	-	n/a
Subtotal Operations & Services	155,000	166,664	177,480	202,510	201,248	(1,263)	-0.6%
<u>Maintenance-of-Way</u>							
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	5,220	416	8.6%
Overhead MoW Expenses	3,198	3,366	3,392	4,634	4,689	56	1.2%
MoW - Extraordinary Maintenance	873	695	581	829	512	(316)	-38.2%
Subtotal Maintenance-of-Way	49,264	53,063	54,919	62,939	65,464	2,525	4.0%
<u>Administration & Services</u>							
Ops Salaries & Benefits	15,144	16,922	18,788	19,553	18,078	(1,475)	-7.5%
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	25,791	(950)	-3.6%
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	56,616	(3,566)	-5.9%
Contingency	40	-	24	50	30	(20)	-40.0%
Total Operating Expenses	247,465	265,503	281,902	325,681	323,358	(2,323)	-0.7%
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	1,186	86	7.8%
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	348,403	(4,934)	-1.4%
Non-Recurring Settlement Expense 3	-	3,000	-	-	-	-	n/a
Total Expenses including Non-Recurring	263,188	287,115	311,951	353,337	348,403	(4,934)	-1.4%
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
Fiscal Year 2026-27 Proposed Budget
Annual Operating Budget Distribution by Cost Component

SCENARIO 8		FY2026-27 Proposed Budget				
(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	20,785	10,390	4,445	5,049	1,711	42,380
Fare Reduction Subsidy	173	-	-	116	-	289
Mobility 4 All	690	150	80	116	24	1,059
LCTOP Grant	1,871	935	400	454	154	3,814
Other Train Subsidies	2,738	-	-	-	-	2,738
Subtotal Farebox	26,257	11,475	4,924	5,735	1,889	50,280
State Rail Assistance	4,418	1,841	1,032	1,339	670	9,300
State Rail Assistance Special Allocation	-	1,500	-	-	-	1,500
Dispatching	1,340	1,052	13	120	353	2,878
Other Revenues	1,854	684	411	403	220	3,572
MOW Revenues	7,538	3,345	920	1,798	568	14,169
Total Operating Revenue	41,406	19,897	7,300	9,396	3,699	81,699
Operating Expenses						
Operations & Services						
Train Operators	28,239	10,706	6,551	6,204	2,533	54,234
Train Dispatch	3,804	1,143	502	631	355	6,434
Equipment Maintenance	17,098	6,827	3,770	3,678	1,641	33,014
Materials	7,672	3,063	1,692	1,650	736	14,813
Fuel	16,931	6,419	3,928	3,720	1,519	32,517
Non-Scheduled Rolling Stock Repairs	-	-	-	-	-	-
Operating Facilities Maintenance	2,860	1,119	550	559	208	5,296
Other Operating Train Services	456	190	124	106	71	947
Security - LA Sheriffs	7,420	2,902	1,428	1,451	540	13,740
Security - SB Sheriffs	-	-	-	3,762	-	3,762
Security - Guards	2,507	911	1,216	555	526	5,714
Supplemental Security	123	61	26	30	10	251
Public Safety Program	33	12	10	7	7	70
Passenger Relations	991	407	171	224	69	1,862
TVM Maintenance/Revenue Collection	2,490	1,224	929	717	338	5,697
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	1,671	568	210	372	119	2,939
Amtrak Transfers	1,226	853	-	-	630	2,709
Station Maintenance	3,335	751	401	723	292	5,501
Rail Agreements	1,676	1,290	1,362	356	981	5,665
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	101,578	39,619	23,617	25,424	11,008	201,248
Maintenance-of-Way						
MoW - Line Segments	30,835	10,385	3,680	6,895	3,248	55,042
MoW Labor & Benefits	2,921	903	408	616	373	5,220
Overhead MoW Expenses	2,698	806	360	519	306	4,689
MoW - Extraordinary Maintenance	300	73	49	55	36	512
Subtotal Maintenance-of-Way	36,753	12,167	4,497	8,084	3,963	65,464
Administration & Services						
Ops Salaries & Fringe Benefits	8,576	3,115	2,690	1,898	1,799	18,078
Ops Non-Labor Expenses	5,633	2,120	1,460	1,252	664	11,130
Indirect Administrative Expenses	12,235	4,444	3,838	2,708	2,566	25,791
Ops Professional Services	767	279	241	170	161	1,617
Subtotal Admin & Services	27,212	9,957	8,229	6,028	5,190	56,616
Contingency	14	5	4	3	3	30
Total Operating Expenses	165,557	61,749	36,348	39,540	20,164	323,358
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	176,655	66,090	38,484	41,709	20,972	343,910
Loss/Member Support Required	(135,249)	(46,192)	(31,183)	(32,313)	(17,272)	(262,210)
Mega Events	563	204	176	125	118	1,186
Outside 20'	3,307	-	-	-	-	3,307
CFR 245-246	-	-	-	-	-	-
Total Expense	180,526	66,294	38,660	41,834	21,090	348,403
Loss/Member Support Required	(139,119)	(46,397)	(31,360)	(32,438)	(17,390)	(266,704)

Note : Budget includes \$3.3M for Outside 20' and \$600K net for Pasadena Sub that are funded solely by Metro.

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

SCENARIO 8		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	10,354	3,878	6,385	2,586	10,075	4,502	4,601	42,380
Fare Reduction Subsidy	289	-	-	-	-	-	-	289
Mobility 4 All	253	58	427	29	123	76	93	1,059
LCTOP Grant	890	427	639	113	845	400	501	3,814
Other Train Subsidies	903	164	931	329	192	-	219	2,738
Subtotal Farebox	12,689	4,527	8,381	3,056	11,234	4,978	5,415	50,280
State Rail Assistance	2,040	1,404	1,479	1,287	1,567	1,249	273	9,300
State Rail Assistance Special Allocation	-	-	-	-	1,500	-	-	1,500
Dispatching	206	695	438	4	1,490	17	29	2,878
Other Revenues	785	476	738	288	485	406	393	3,572
MOW Revenues	4,134	1,704	3,462	248	1,982	1,665	972	14,169
Total Operating Revenue	19,855	8,806	14,498	4,884	18,259	8,315	7,083	81,699
Operating Expenses								
Operations & Services								
Train Operators	12,457	5,703	11,387	3,563	7,675	6,530	6,919	54,234
Train Dispatch	1,882	984	1,699	133	641	554	540	6,434
Equipment Maintenance	7,362	3,889	6,996	2,129	5,203	3,859	3,575	33,014
Materials	3,303	1,745	3,139	955	2,335	1,732	1,604	14,813
Fuel	7,469	3,419	6,828	2,136	4,602	3,915	4,148	32,517
Non-Scheduled Rolling Stock Repairs	-	-	-	-	-	-	-	-
Operating Facilities Maintenance	1,228	543	1,178	299	894	603	551	5,296
Other Operating Train Services	176	129	160	108	145	110	121	947
Security - LA Sheriffs	3,187	1,408	3,057	776	2,320	1,564	1,429	13,740
Security - SB Sheriffs	3,180	-	-	351	-	214	16	3,762
Security - Guards	771	878	954	792	503	646	1,170	5,714
Supplemental Security	61	23	38	15	60	27	27	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	1,062	788	999	542	746	851	710	5,697
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	813	270	656	143	679	93	286	2,939
Amtrak Transfers	-	1,420	-	-	1,289	-	-	2,709
Station Maintenance	1,545	720	1,284	430	925	7	590	5,501
Rail Agreements	-	981	-	1,870	704	866	1,244	5,665
Special Trains	-	-	-	-	-	-	-	-
Subtotal Operations & Services	46,272	23,905	39,882	14,947	29,943	22,430	23,868	201,248
Maintenance-of-Way								
MoW - Line Segments	16,476	7,999	13,301	1,323	7,038	5,480	3,424	55,042
MoW Labor & Benefits	1,490	873	1,229	55	651	583	338	5,220
Overhead MoW Expenses	1,298	718	1,237	72	589	499	277	4,689
MoW - Extraordinary Maintenance	112	77	81	71	86	69	15	512
Subtotal Maintenance-of-Way	19,376	9,668	15,849	1,521	8,364	6,632	4,054	65,464
Administration & Services								
Ops Salaries & Fringe Benefits	2,638	3,005	3,265	2,708	1,719	2,211	2,533	18,078
Ops Non-Labor Expenses	2,335	1,334	2,432	961	1,442	1,386	1,240	11,130
Indirect Administrative Expenses	3,763	4,287	4,658	3,864	2,453	3,154	3,613	25,791
Ops Professional Services	236	269	292	242	154	198	227	1,617
Subtotal Admin & Services	8,971	8,894	10,647	7,775	5,768	6,949	7,613	56,616
Contingency	4	5	5	4	3	4	4	30
Total Operating Expenses	74,623	42,471	66,383	24,248	44,078	36,014	35,539	323,358
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	79,390	44,576	70,955	25,408	47,549	38,354	37,677	343,910
Loss/Member Support Required	(59,535)	(35,770)	(56,457)	(20,525)	(29,290)	(30,038)	(30,594)	(262,210)
Mega Events	173	197	214	178	113	145	166	1,186
Outside 20'	551	965	551	345	345	207	345	3,307
CFR 245-246	-	-	-	-	-	-	-	-
Total Expense	80,114	45,738	71,721	25,931	48,006	38,706	38,188	348,403
Loss/Member Support Required	(60,259)	(36,932)	(57,223)	(21,047)	(29,748)	(30,390)	(31,105)	(266,704)

Note : Budget includes \$3.3M for Outside 20' and \$600K net for Pasadena Sub that are funded solely by Metro.

Southern California Regional Rail Authority
History of actual and budgeted Operating Support
with variances of FY27 vs FY26
Scenario 8

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.

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

[illegible]

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

SCOPE

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

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

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.

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 : 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			RISKS CAUSING PROJECT DELAY				
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			1. Condition of Asset..... Marginal 				

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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Marginal 2. System Impact..... Low					
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.									
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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$0	\$0
DESIGN	\$100,000								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2028	\$305,662	\$305,662	\$305,662	\$305,664	\$1,222,650
MATERIAL	\$400,000								
CONSTRUCTION	\$540,500								
SPECIAL RAIL EQUIP	\$0			2029	\$16,088	\$16,088	\$16,088	\$16,086	\$64,350
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2030	\$0	\$0	\$0	\$0	\$0
DBE/LABOR	\$26,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$105,000			2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$35,000								
* CONSULTANT	\$31,000								
CONTINGENCY	\$49,500			2032	\$0	\$0	\$0	\$0	\$0
TOTAL	\$1,287,000								
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%									

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 : 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 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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... High					
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									
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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$82,500	\$82,500
DESIGN	\$0								
ENVIRONMENTAL	\$0			2028	\$21,250	\$21,250	\$21,250	\$21,250	\$85,000
ROW ACQUISITION	\$0								
MATERIAL	\$207,000			2029	\$20,625	\$20,625	\$20,625	\$20,625	\$82,500
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2030	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$0			2031	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$0			2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$20,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$0								
CONTINGENCY				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%					
TOTAL									

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 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				RISKS CAUSING PROJECT DELAY					
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									
JUSTIFICATION				RANKING // PROJECT READINESS					
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				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION				Additional support document was submitted					
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)									
BUDGET				CASH FLOW					
AMOUNTSTARTEND				FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING\$0				2027	\$0	\$0	\$0	\$0	\$0
DESIGN\$0									
ENVIRONMENTAL\$0				2028	\$60,634	\$60,634	\$60,634	\$60,633	\$242,535
ROW ACQUISITION\$0									
MATERIAL\$367,000				2029	\$60,634	\$60,634	\$60,634	\$60,633	\$242,535
CONSTRUCTION\$0									
SPECIAL RAIL EQUIP\$0				2030	\$0	\$0	\$0	\$0	\$0
FLAGGING\$0									
BUS BRIDGES\$0				2031	\$0	\$0	\$0	\$0	\$0
CLOSE OUT\$0									
DBE/LABOR\$0				2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF\$35,000				2032	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF\$35,000									
* CONSULTANT\$0									
CONTINGENCY\$48,070				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%					
TOTAL\$485,070									

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 : 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				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair									
JUSTIFICATION									
This project modernizes Metrolink's network infrastructure to replace outdated, unsupported devices, reducing cybersecurity risks and improving system reliability, security, and user experience.									
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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$22,500	\$22,500
DESIGN	\$0								
ENVIRONMENTAL	\$0			2028	\$22,500	\$22,500	\$22,500	\$22,500	\$90,000
ROW ACQUISITION	\$0								
MATERIAL	\$415,000			2029	\$39,375	\$39,375	\$39,375	\$39,375	\$157,500
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2030	\$33,750	\$33,750	\$33,750	\$33,750	\$135,000
FLAGGING	\$0								
BUS BRIDGES	\$0			2031	\$11,250	\$11,250	\$11,250	\$11,250	\$45,000
CLOSE OUT	\$0								
DBE/LABOR	\$0			2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$35,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$0								
CONTINGENCY	\$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%					
TOTAL	\$450,000								

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				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Increase system utilization				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.					
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..									
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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$65,589	\$65,589
DESIGN	\$125,000								
ENVIRONMENTAL	\$0			2028	\$65,590	\$65,590	\$65,590	\$65,588	\$262,358
ROW ACQUISITION	\$0								
MATERIAL	\$0			2029	\$114,782	\$114,782	\$114,782	\$114,780	\$459,126
CONSTRUCTION	\$902,120								
SPECIAL RAIL EQUIP	\$0			2030	\$98,384	\$98,384	\$98,384	\$98,385	\$393,537
FLAGGING	\$0								
BUS BRIDGES	\$0			2031	\$32,795	\$32,795	\$32,795	\$32,794	\$131,179
CLOSE OUT	\$20,000								
DBE/LABOR	\$30,000			2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$61,250								
* SUPPORT STAFF	\$26,250								
* CONSULTANT	\$50,000			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%					
CONTINGENCY	\$97,170								
TOTAL	\$1,311,790								

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 : 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				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair									
JUSTIFICATION				RANKING // PROJECT READINESS					
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.				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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$150,350	\$150,350
DESIGN	\$282,000			2028	\$150,350	\$150,350	\$150,350	\$150,350	\$601,400
ENVIRONMENTAL	\$0			2029	\$263,112	\$263,112	\$263,112	\$263,114	\$1,052,450
ROW ACQUISITION	\$0			2030	\$225,525	\$225,525	\$225,525	\$225,525	\$902,100
MATERIAL	\$0			2031	\$75,175	\$75,175	\$75,175	\$75,175	\$300,700
CONSTRUCTION	\$2,100,000			2032	\$0	\$0	\$0	\$0	\$0
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 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%					

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 : 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				RISKS CAUSING PROJECT DELAY											
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															
JUSTIFICATION										RANKING // PROJECT READINESS					
• 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.															
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				CASH FLOW											
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL						
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$0	\$0						
DESIGN	\$0														
ENVIRONMENTAL	\$0			2028	\$399,238	\$399,238	\$399,238	\$399,236	\$1,596,950						
ROW ACQUISITION	\$0														
MATERIAL	\$0			2029	\$21,012	\$21,012	\$21,012	\$21,014	\$84,050						
CONSTRUCTION	\$0														
SPECIAL RAIL EQUIP	\$1,274,202			2030	\$0	\$0	\$0	\$0	\$0						
FLAGGING	\$0														
BUS BRIDGES	\$0			2031	\$0	\$0	\$0	\$0	\$0						
CLOSE OUT	\$0														
DBE/LABOR	\$16,000			2032	\$0	\$0	\$0	\$0	\$0						
PROJECT MANAGEMENT															
* P.M STAFF	\$89,250			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%											
* SUPPORT STAFF	\$87,500														
* CONSULTANT	\$134,000														
CONTINGENCY	\$80,048														
TOTAL	\$1,681,000														

PROJECT : CAR END-DOOR IMPROVEMENT SYSTEM

SCOPE				TYPE: SGR MRP					
- Improvement in passengers' comfort in opening end-door of Bombardier & Talgo-SYSTRAS cars. - New design on the end-door mechanism. - All legacy Bombardier car and Talgo-SYSTRAS 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				RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair									
JUSTIFICATION				RANKING // PROJECT READINESS					
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-SYSTRAS rebuilt cars.				1. Condition of Asset..... Marginal 2. System Impact..... Average It is very true that current end door system in Bombardier and even Talgo-SYSTRAS 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				CASH FLOW					
AMOUNT	START	END		FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$142,000	\$142,000
DESIGN	\$0			2028	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0			2029	\$0	\$0	\$0	\$0	\$0
ROW ACQUISITION	\$0			2030	\$0	\$0	\$0	\$0	\$0
MATERIAL	\$122,000			2031	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0			2032	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$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%					
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								

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				RISKS CAUSING PROJECT DELAY					
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									
JUSTIFICATION				RANKING // PROJECT READINESS					
• 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.				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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$1,500,000	\$1,500,000
DESIGN	\$0								
ENVIRONMENTAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
ROW ACQUISITION	\$0								
MATERIAL	\$1,350,000			2029	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2030	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$0			2031	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$15,000			2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$50,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$85,000								
CONTINGENCY	\$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%					
TOTAL	\$1,500,000								

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				RISKS CAUSING PROJECT DELAY					
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									
JUSTIFICATION				RANKING // PROJECT READINESS					
Rail is approaching rail wear limits. Turnouts per turnout data, lower overall rating in subdivision				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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$110,754	\$110,754
DESIGN	\$27,000								
ENVIRONMENTAL	\$0			2028	\$193,819	\$193,819	\$193,819	\$193,820	\$775,277
ROW ACQUISITION	\$0								
MATERIAL	\$672,000			2029	\$166,131	\$166,131	\$166,131	\$166,130	\$664,523
CONSTRUCTION	\$728,000								
SPECIAL RAIL EQUIP	\$0			2030	\$166,131	\$166,131	\$166,131	\$166,130	\$664,523
FLAGGING	\$115,000								
BUS BRIDGES	\$0			2031	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$26,607								
DBE/LABOR	\$0			2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$280,000								
* SUPPORT STAFF	\$30,100								
* CONSULTANT	\$135,000								
				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%					
CONTINGENCY	\$201,371								
TOTAL	\$2,215,078								

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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
(2) turnouts per turnout data, lower overall rating within subdivision. Upgrading rail to meet standards.									
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				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2027	\$0	\$0	\$0	\$131,383	\$131,383
DESIGN		\$64,000							
ENVIRONMENTAL		\$0							
ROW ACQUISITION		\$0		2028	\$229,921	\$229,921	\$229,921	\$229,921	\$919,684
MATERIAL		\$558,450							
CONSTRUCTION		\$645,090							
SPECIAL RAIL EQUIP		\$0		2029	\$197,075	\$197,075	\$197,075	\$197,076	\$788,301
FLAGGING		\$50,000							
BUS BRIDGES		\$0							
CLOSE OUT		\$64,000		2030	\$197,075	\$197,075	\$197,075	\$197,076	\$788,301
DBE/LABOR		\$53,000							
PROJECT MANAGEMENT									
* P.M STAFF		\$665,000		2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF		\$75,250							
* CONSULTANT		\$214,000							
CONTINGENCY		\$238,879		2032	\$0	\$0	\$0	\$0	\$0
TOTAL		\$2,627,669							
				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 : 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				RISKS CAUSING PROJECT DELAY					
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									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track measurement system assists in identifying safety risks in the track. Rail grinding preserves life of rail for longer term usage.				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				CASH FLOW					
AMOUNT START END				FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING \$0				2027	\$0	\$0	\$0	\$420,650	\$420,650
DESIGN \$104,000									
ENVIRONMENTAL \$0									
ROW ACQUISITION \$0				2028	\$736,138	\$736,138	\$736,138	\$736,136	\$2,944,550
MATERIAL \$2,588,000									
CONSTRUCTION \$2,795,000									
SPECIAL RAIL EQUIP \$0				2029	\$630,975	\$630,975	\$630,975	\$630,975	\$2,523,900
FLAGGING \$182,000									
BUS BRIDGES \$0									
CLOSE OUT \$104,000				2030	\$630,975	\$630,975	\$630,975	\$630,975	\$2,523,900
DBE/LABOR \$169,000									
PROJECT MANAGEMENT									
* P.M STAFF \$700,000				2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF \$114,000									
* CONSULTANT \$892,000									
CONTINGENCY \$765,000				2032	\$0	\$0	\$0	\$0	\$0
TOTAL \$8,413,000									
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 : 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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... High					
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.									
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				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2027	\$0	\$0	\$0	\$184,187	\$184,187
DESIGN		\$500,000							
ENVIRONMENTAL		\$0							
ROW ACQUISITION		\$0		2028	\$322,327	\$322,327	\$322,327	\$322,327	\$1,289,308
MATERIAL		\$1,250,000							
CONSTRUCTION		\$1,145,000							
SPECIAL RAIL EQUIP		\$0		2029	\$276,280	\$276,280	\$276,280	\$276,281	\$1,105,121
FLAGGING		\$42,000							
BUS BRIDGES		\$17,321							
CLOSE OUT		\$0		2030	\$276,280	\$276,280	\$276,280	\$276,281	\$1,105,121
DBE/LABOR		\$24,500							
PROJECT MANAGEMENT									
* P.M STAFF		\$350,000		2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF		\$59,500							
* CONSULTANT		\$120,000							
CONTINGENCY		\$175,416		2032	\$0	\$0	\$0	\$0	\$0
TOTAL		\$3,683,737							
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 : 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				RISKS CAUSING PROJECT DELAY											
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															
JUSTIFICATION										RANKING // PROJECT READINESS					
Tie ratings are the lowest in the subdivision.															
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				CASH FLOW											
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL						
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$91,376	\$91,376						
DESIGN	\$20,000														
ENVIRONMENTAL	\$0														
ROW ACQUISITION	\$0			2028	\$159,908	\$159,908	\$159,908	\$159,910	\$639,634						
MATERIAL	\$500,386														
CONSTRUCTION	\$516,000														
SPECIAL RAIL EQUIP	\$0			2029	\$137,064	\$137,064	\$137,064	\$137,065	\$548,257						
FLAGGING	\$68,000														
BUS BRIDGES	\$0														
CLOSE OUT	\$17,000			2030	\$137,064	\$137,064	\$137,064	\$137,065	\$548,257						
DBE/LABOR	\$31,000														
PROJECT MANAGEMENT															
* P.M STAFF	\$350,000			2031	\$0	\$0	\$0	\$0	\$0						
* SUPPORT STAFF	\$35,000														
* CONSULTANT	\$124,000														
CONTINGENCY	\$166,139			2032	\$0	\$0	\$0	\$0	\$0						
TOTAL	\$1,827,525														
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%															

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 : 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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
Turnout ratings are the lowest in the subdivision. Wood turnout is surrounded by concrete tie track.									
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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$85,719	\$85,719
DESIGN	\$21,000								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2028	\$150,008	\$150,008	\$150,008	\$150,008	\$600,032
MATERIAL	\$521,824								
CONSTRUCTION	\$562,000								
SPECIAL RAIL EQUIP	\$0			2029	\$128,578	\$128,578	\$128,578	\$128,579	\$514,313
FLAGGING	\$89,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$21,000			2030	\$128,578	\$128,578	\$128,578	\$128,579	\$514,313
DBE/LABOR	\$35,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$210,000			2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$28,700								
* CONSULTANT	\$70,000								
CONTINGENCY	\$155,852			2032	\$0	\$0	\$0	\$0	\$0
TOTAL	\$1,714,376								
				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 : 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					RISKS CAUSING PROJECT DELAY													
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					1. Condition of Asset..... Worn 2. System Impact..... High													
JUSTIFICATION												RANKING // PROJECT READINESS						
Design of project is captured under FY21-22 funds. Rehabilitation is needed to address drainage issues in the area.																		
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					CASH FLOW													
		AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL								
CONTRACT PACKAGING		\$0			2027	\$0	\$0	\$0	\$0	\$0								
DESIGN		\$0																
ENVIRONMENTAL		\$0			2028	\$0	\$0	\$0	\$0	\$0								
ROW ACQUISITION		\$0																
MATERIAL		\$0			2029	\$0	\$0	\$0	\$0	\$0								
CONSTRUCTION		\$0																
SPECIAL RAIL EQUIP		\$0			2030	\$0	\$0	\$0	\$0	\$0								
FLAGGING		\$0																
BUS BRIDGES		\$0			2031	\$0	\$0	\$0	\$0	\$0								
CLOSE OUT		\$0																
DBE/LABOR		\$0			2032	\$0	\$0	\$0	\$0	\$0								
PROJECT MANAGEMENT																		
* P.M STAFF		\$0																
* SUPPORT STAFF		\$0																
* CONSULTANT		\$0																
CONTINGENCY		\$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%													
TOTAL		\$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 : 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			RISKS CAUSING PROJECT DELAY											
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			1. Condition of Asset..... Worn 2. System Impact..... High											
JUSTIFICATION									RANKING // PROJECT READINESS					
Design of project is captured under FY22 funds. Address subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog.														
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			CASH FLOW											
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL					
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$0	\$0					
DESIGN	\$0			2028	\$72,848	\$72,848	\$72,848	\$72,847	\$291,391					
ENVIRONMENTAL	\$0			2029	\$218,543	\$218,543	\$218,543	\$218,544	\$874,173					
ROW ACQUISITION	\$0			2030	\$145,696	\$145,696	\$145,696	\$145,694	\$582,782					
MATERIAL	\$201,507			2031	\$48,565	\$48,565	\$48,565	\$48,566	\$194,261					
CONSTRUCTION	\$500,000			2032	\$0	\$0	\$0	\$0	\$0					
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 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 : 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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
The structures selected for rehabilitation were identified based on the asset inventory, past inspection reports, and input from the maintenance team.									
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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2028	\$34,176	\$34,176	\$34,176	\$34,175	\$136,703
MATERIAL	\$191,006								
CONSTRUCTION	\$327,000								
				2029	\$102,528	\$102,528	\$102,528	\$102,526	\$410,110
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$100,000								
BUS BRIDGES	\$0			2030	\$68,352	\$68,352	\$68,352	\$68,351	\$273,407
CLOSE OUT	\$10,000								
DBE/LABOR	\$19,000								
				2031	\$22,784	\$22,784	\$22,784	\$22,784	\$91,136
PROJECT MANAGEMENT									
* P.M STAFF	\$105,000								
				2032	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$38,500								
* CONSULTANT	\$38,000								
CONTINGENCY	\$82,851			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%					
TOTAL	\$911,357								

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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... High					
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.									
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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2028	\$15,987	\$15,987	\$15,987	\$15,988	\$63,949
ROW ACQUISITION	\$0								
MATERIAL	\$80,870			2029	\$47,962	\$47,962	\$47,962	\$47,961	\$191,847
CONSTRUCTION	\$138,000								
SPECIAL RAIL EQUIP	\$0			2030	\$31,974	\$31,974	\$31,974	\$31,976	\$127,898
FLAGGING	\$42,000								
BUS BRIDGES	\$0			2031	\$10,658	\$10,658	\$10,658	\$10,659	\$42,633
CLOSE OUT	\$4,000								
DBE/LABOR	\$9,000								
PROJECT MANAGEMENT				2032	\$0	\$0	\$0	\$0	\$0
* P.M STAFF	\$91,000								
* SUPPORT STAFF	\$7,700								
* CONSULTANT	\$15,000								
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%									
CONTINGENCY	\$38,757								
TOTAL	\$426,327								

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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
Address subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog.									
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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2028	\$79,367	\$79,367	\$79,367	\$79,366	\$317,467
MATERIAL	\$439,340								
CONSTRUCTION	\$759,500								
SPECIAL RAIL EQUIP	\$0			2029	\$238,100	\$238,100	\$238,100	\$238,100	\$952,400
FLAGGING	\$231,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$22,000			2030	\$158,733	\$158,733	\$158,733	\$158,734	\$634,933
DBE/LABOR	\$43,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$322,000			2031	\$52,911	\$52,911	\$52,911	\$52,911	\$211,644
* SUPPORT STAFF	\$18,200								
* CONSULTANT	\$89,000								
CONTINGENCY	\$192,404			2032	\$0	\$0	\$0	\$0	\$0
TOTAL	\$2,116,444								
				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 : 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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... High					
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.									
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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2028	\$332,394	\$332,394	\$332,394	\$332,393	\$1,329,575
MATERIAL	\$2,000,764								
CONSTRUCTION	\$3,835,014								
SPECIAL RAIL EQUIP	\$0			2029	\$997,181	\$997,181	\$997,181	\$997,181	\$3,988,724
FLAGGING	\$324,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2030	\$664,787	\$664,787	\$664,787	\$664,788	\$2,659,149
DBE/LABOR	\$178,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$1,015,000			2031	\$221,596	\$221,596	\$221,596	\$221,595	\$886,383
* SUPPORT STAFF	\$355,250								
* CONSULTANT	\$350,000								
CONTINGENCY	\$805,803			2032	\$0	\$0	\$0	\$0	\$0
TOTAL	\$8,863,831								
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 : 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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... High					
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.									
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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$0	\$0
DESIGN	\$922,000			2028	\$30,489	\$30,489	\$30,489	\$30,490	\$121,957
ENVIRONMENTAL	\$0			2029	\$106,712	\$106,712	\$106,712	\$106,714	\$426,850
ROW ACQUISITION	\$0			2030	\$106,712	\$106,712	\$106,712	\$106,714	\$426,850
MATERIAL	\$0			2031	\$60,978	\$60,978	\$60,978	\$60,980	\$243,914
CONSTRUCTION	\$6,800			2032	\$0	\$0	\$0	\$0	\$0
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			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%					
TOTAL	\$1,219,570								

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 : 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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... High					
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.									
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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$0	\$0
DESIGN	\$1,561,453								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2028	\$49,015	\$49,015	\$49,015	\$49,014	\$196,059
MATERIAL	\$0								
CONSTRUCTION	\$21,000								
SPECIAL RAIL EQUIP	\$0			2029	\$171,552	\$171,552	\$171,552	\$171,550	\$686,206
FLAGGING	\$18,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$19,000			2030	\$171,552	\$171,552	\$171,552	\$171,550	\$686,206
DBE/LABOR	\$25,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$87,500			2031	\$98,030	\$98,030	\$98,030	\$98,028	\$392,118
* SUPPORT STAFF	\$8,400								
* CONSULTANT	\$42,000								
CONTINGENCY	\$178,235			2032	\$0	\$0	\$0	\$0	\$0
TOTAL	\$1,960,588								
				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 : 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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
Address subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog.									
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									
				CASH FLOW					
				FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING \$0				2027	\$0	\$0	\$0	\$0	\$0
DESIGN \$964,804				2028	\$31,908	\$31,908	\$31,908	\$31,909	\$127,633
ENVIRONMENTAL \$0				2029	\$111,679	\$111,679	\$111,679	\$111,680	\$446,717
ROW ACQUISITION \$0				2030	\$111,679	\$111,679	\$111,679	\$111,680	\$446,717
MATERIAL \$0				2031	\$63,817	\$63,817	\$63,817	\$63,816	\$255,267
CONSTRUCTION \$5,000				2032	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP \$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%					
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 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 : 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				RISKS CAUSING PROJECT DELAY											
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															
JUSTIFICATION										RANKING // PROJECT READINESS					
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.															
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				CASH FLOW											
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL						
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$0	\$0						
DESIGN	\$3,303,000														
ENVIRONMENTAL	\$0			2028	\$156,575	\$156,575	\$156,575	\$156,575	\$626,300						
ROW ACQUISITION	\$0														
MATERIAL	\$0			2029	\$548,012	\$548,012	\$548,012	\$548,014	\$2,192,050						
CONSTRUCTION	\$0														
SPECIAL RAIL EQUIP	\$0			2030	\$548,012	\$548,012	\$548,012	\$548,014	\$2,192,050						
FLAGGING	\$0														
BUS BRIDGES	\$0														
CLOSE OUT	\$0			2031	\$313,150	\$313,150	\$313,150	\$313,150	\$1,252,600						
DBE/LABOR	\$145,000														
PROJECT MANAGEMENT				2032	\$0	\$0	\$0	\$0	\$0						
* P.M STAFF	\$1,491,000														
* SUPPORT STAFF	\$565,000														
* CONSULTANT	\$189,000			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%											
CONTINGENCY	\$570,000														
TOTAL	\$6,263,000														

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				RISKS CAUSING PROJECT DELAY						
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										
JUSTIFICATION				RANKING // PROJECT READINESS						
Overall track and structure condition rating is poor.				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				CASH FLOW						
				FY						
					Q1	Q2	Q3	Q4	TOTAL	
CONTRACT PACKAGING				2027	\$0	\$0	\$0	\$0	\$0	
DESIGN				2028	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000	
ENVIRONMENTAL				2029	\$175,000	\$175,000	\$175,000	\$175,000	\$700,000	
ROW ACQUISITION				2030	\$175,000	\$175,000	\$175,000	\$175,000	\$700,000	
MATERIAL				2031	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	
CONSTRUCTION				2032	\$0	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP										
FLAGGING										
BUS BRIDGES										
CLOSE OUT										
DBE/LABOR										
PROJECT MANAGEMENT										
* P.M STAFF										
* SUPPORT STAFF										
* CONSULTANT										
CONTINGENCY										
TOTAL										

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 : 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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... High					
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.									
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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$133,020	\$133,020
DESIGN	\$132,000								
ENVIRONMENTAL	\$0			2028	\$232,784	\$232,784	\$232,784	\$232,786	\$931,138
ROW ACQUISITION	\$0								
MATERIAL	\$497,290			2029	\$199,530	\$199,530	\$199,530	\$199,528	\$798,118
CONSTRUCTION	\$871,000								
SPECIAL RAIL EQUIP	\$0			2030	\$199,530	\$199,530	\$199,530	\$199,528	\$798,118
FLAGGING	\$56,000								
BUS BRIDGES	\$0			2031	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$13,000								
DBE/LABOR	\$50,000			2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$525,000								
* SUPPORT STAFF	\$82,250								
* CONSULTANT	\$192,000								
CONTINGENCY	\$241,854			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%					
TOTAL	\$2,660,394								

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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... High					
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									
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				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2027	\$0	\$0	\$0	\$269,743	\$269,743
DESIGN		\$420,000							
ENVIRONMENTAL		\$0							
ROW ACQUISITION		\$0		2028	\$472,050	\$472,050	\$472,050	\$472,049	\$1,888,199
MATERIAL		\$1,060,212							
CONSTRUCTION		\$2,110,000							
SPECIAL RAIL EQUIP		\$0		2029	\$404,614	\$404,614	\$404,614	\$404,614	\$1,618,456
FLAGGING		\$147,000							
BUS BRIDGES		\$0							
CLOSE OUT		\$42,000		2030	\$404,614	\$404,614	\$404,614	\$404,614	\$1,618,456
DBE/LABOR		\$108,000							
PROJECT MANAGEMENT									
* P.M STAFF		\$525,000		2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF		\$249,200							
* CONSULTANT		\$243,000							
CONTINGENCY		\$490,441		2032	\$0	\$0	\$0	\$0	\$0
TOTAL		\$5,394,854							
				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%					

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 : 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				RISKS CAUSING PROJECT DELAY					
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									
JUSTIFICATION				RANKING // PROJECT READINESS					
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.				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				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2027	\$0	\$0	\$0	\$342,800	\$342,800
DESIGN		\$427,000							
ENVIRONMENTAL		\$0		2028	\$599,900	\$599,900	\$599,900	\$599,900	\$2,399,600
ROW ACQUISITION		\$0							
MATERIAL		\$1,281,000		2029	\$514,200	\$514,200	\$514,200	\$514,200	\$2,056,800
CONSTRUCTION		\$3,160,000							
SPECIAL RAIL EQUIP		\$0		2030	\$514,200	\$514,200	\$514,200	\$514,200	\$2,056,800
FLAGGING		\$150,000							
BUS BRIDGES		\$0		2031	\$0	\$0	\$0	\$0	\$0
CLOSE OUT		\$43,000							
DBE/LABOR		\$138,000		2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF		\$578,000							
* SUPPORT STAFF		\$208,000							
* CONSULTANT		\$247,000							
CONTINGENCY		\$624,000		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%					
TOTAL		\$6,856,000							

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 : 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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... High					
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.									
RISK CREATED BY NON-IMPLEMENTATION				CASH FLOW					
SCRRRA 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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$126,795	\$126,795
DESIGN	\$550,000								
ENVIRONMENTAL	\$0			2028	\$221,891	\$221,891	\$221,891	\$221,890	\$887,563
ROW ACQUISITION	\$0								
MATERIAL	\$500,758			2029	\$190,192	\$190,192	\$190,192	\$190,192	\$760,768
CONSTRUCTION	\$550,000								
SPECIAL RAIL EQUIP	\$0			2030	\$190,192	\$190,192	\$190,192	\$190,192	\$760,768
FLAGGING	\$51,000								
BUS BRIDGES	\$0			2031	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$16,000								
DBE/LABOR	\$50,000			2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$280,000								
* SUPPORT STAFF	\$124,600								
* CONSULTANT	\$183,000								
CONTINGENCY	\$230,536			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%					
TOTAL	\$2,535,894								

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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... High					
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.									
RISK CREATED BY NON-IMPLEMENTATION									
SCRRRA 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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$89,694	\$89,694
DESIGN	\$96,000								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2028	\$156,965	\$156,965	\$156,965	\$156,966	\$627,861
MATERIAL	\$414,058								
CONSTRUCTION	\$574,000								
SPECIAL RAIL EQUIP	\$0			2029	\$134,542	\$134,542	\$134,542	\$134,541	\$538,167
FLAGGING	\$4,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$10,000			2030	\$134,542	\$134,542	\$134,542	\$134,541	\$538,167
DBE/LABOR	\$32,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$367,500			2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$12,250								
* CONSULTANT	\$121,000								
CONTINGENCY	\$163,081			2032	\$0	\$0	\$0	\$0	\$0
TOTAL	\$1,793,889								
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 : 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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... High					
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.									
RISK CREATED BY NON-IMPLEMENTATION									
SCRRRA 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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$115,150	\$115,150
DESIGN	\$144,000								
ENVIRONMENTAL	\$0			2028	\$201,512	\$201,512	\$201,512	\$201,514	\$806,050
ROW ACQUISITION	\$0								
MATERIAL	\$431,000			2029	\$172,725	\$172,725	\$172,725	\$172,725	\$690,900
CONSTRUCTION	\$1,062,000								
SPECIAL RAIL EQUIP	\$0			2030	\$172,725	\$172,725	\$172,725	\$172,725	\$690,900
FLAGGING	\$51,000								
BUS BRIDGES	\$0			2031	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$15,000								
DBE/LABOR	\$47,000			2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$224,000								
* SUPPORT STAFF	\$36,000								
* CONSULTANT	\$83,000								
CONTINGENCY	\$210,000			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%					
TOTAL	\$2,303,000								

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 : 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				RISKS CAUSING PROJECT DELAY											
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															
JUSTIFICATION										RANKING // PROJECT READINESS					
Restoration work, monitoring, and reporting are required under the conditions of the regulatory permitting of the project.															
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				CASH FLOW											
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL						
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$0	\$0						
DESIGN	\$0														
ENVIRONMENTAL	\$0														
ROW ACQUISITION	\$0			2028	\$18,750	\$18,750	\$18,750	\$18,750	\$75,000						
MATERIAL	\$0														
CONSTRUCTION	\$350,000														
SPECIAL RAIL EQUIP	\$0			2029	\$56,250	\$56,250	\$56,250	\$56,250	\$225,000						
FLAGGING	\$0														
BUS BRIDGES	\$0														
CLOSE OUT	\$0			2030	\$37,500	\$37,500	\$37,500	\$37,500	\$150,000						
DBE/LABOR	\$5,000														
PROJECT MANAGEMENT															
* P.M STAFF	\$70,000			2031	\$12,500	\$12,500	\$12,500	\$12,500	\$50,000						
* SUPPORT STAFF	\$0														
* CONSULTANT	\$75,000														
CONTINGENCY	\$0			2032	\$0	\$0	\$0	\$0	\$0						
TOTAL	\$500,000														
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 : 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				RISKS CAUSING PROJECT DELAY					
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									
JUSTIFICATION				RANKING // PROJECT READINESS					
The Arroyo Seco Bridge requires rehabilitation to address structural deterioration, and ensure safety, with additional funding needed due to material and labor cost escalation.				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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2028	\$698,250	\$698,250	\$698,250	\$698,250	\$2,793,000
ROW ACQUISITION	\$0								
MATERIAL	\$6,518,000			2029	\$2,094,750	\$2,094,750	\$2,094,750	\$2,094,750	\$8,379,000
CONSTRUCTION	\$5,587,000								
SPECIAL RAIL EQUIP	\$0			2030	\$1,396,500	\$1,396,500	\$1,396,500	\$1,396,500	\$5,586,000
FLAGGING	\$0								
BUS BRIDGES	\$0			2031	\$465,500	\$465,500	\$465,500	\$465,500	\$1,862,000
CLOSE OUT	\$559,000								
DBE/LABOR	\$373,000			2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$1,575,000								
* SUPPORT STAFF	\$825,000								
* CONSULTANT	\$1,490,000								
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%									
CONTINGENCY	\$1,693,000								
TOTAL	\$18,620,000								

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			RISKS CAUSING PROJECT DELAY											
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														
JUSTIFICATION									RANKING // PROJECT READINESS					
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.														
RISK CREATED BY NON-IMPLEMENTATION														
Current Age: 15 Year(s) Standard Lifespan: 5 Year(s)														
BUDGET				CASH FLOW										
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL					
CONTRACT PACKAGING		\$0		2027	\$0	\$0	\$0	\$55,000	\$55,000					
DESIGN		\$0												
ENVIRONMENTAL		\$0		2028	\$55,000	\$55,000	\$55,000	\$55,000	\$220,000					
ROW ACQUISITION		\$0												
MATERIAL		\$900,000		2029	\$96,250	\$96,250	\$96,250	\$96,250	\$385,000					
CONSTRUCTION		\$0												
SPECIAL RAIL EQUIP		\$0		2030	\$82,500	\$82,500	\$82,500	\$82,500	\$330,000					
FLAGGING		\$0												
BUS BRIDGES		\$0		2031	\$27,500	\$27,500	\$27,500	\$27,500	\$110,000					
CLOSE OUT		\$4,000												
DBE/LABOR		\$11,000		2032	\$0	\$0	\$0	\$0	\$0					
PROJECT MANAGEMENT														
* P.M STAFF		\$94,000												
* SUPPORT STAFF		\$0												
* CONSULTANT		\$0												
CONTINGENCY		\$91,000		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%										
TOTAL		\$1,100,000												

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

[illegible]

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				RISKS CAUSING PROJECT DELAY					
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									
JUSTIFICATION				RANKING // PROJECT READINESS					
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.				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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$77,550	\$77,550
DESIGN	\$0								
ENVIRONMENTAL	\$0			2028	\$77,550	\$77,550	\$77,550	\$77,550	\$310,200
ROW ACQUISITION	\$0								
MATERIAL	\$300,000			2029	\$135,712	\$135,712	\$135,712	\$135,714	\$542,850
CONSTRUCTION	\$1,046,000								
SPECIAL RAIL EQUIP	\$0			2030	\$116,325	\$116,325	\$116,325	\$116,325	\$465,300
FLAGGING	\$0								
BUS BRIDGES	\$0			2031	\$38,775	\$38,775	\$38,775	\$38,775	\$155,100
CLOSE OUT	\$5,000								
DBE/LABOR	\$10,000			2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$35,000			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%					
* SUPPORT STAFF	\$14,000								
* CONSULTANT	\$0								
CONTINGENCY	\$141,000								
TOTAL	\$1,551,000								

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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... Average					
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.									
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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$51,750	\$51,750
DESIGN	\$0								
ENVIRONMENTAL	\$0			2028	\$51,750	\$51,750	\$51,750	\$51,750	\$207,000
ROW ACQUISITION	\$0								
MATERIAL	\$281,910			2029	\$90,562	\$90,562	\$90,562	\$90,564	\$362,250
CONSTRUCTION	\$600,000								
SPECIAL RAIL EQUIP	\$0			2030	\$77,625	\$77,625	\$77,625	\$77,625	\$310,500
FLAGGING	\$0								
BUS BRIDGES	\$0			2031	\$25,875	\$25,875	\$25,875	\$25,875	\$103,500
CLOSE OUT	\$0								
DBE/LABOR	\$10,000			2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$35,000								
* SUPPORT STAFF	\$14,000								
* CONSULTANT	\$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%					
CONTINGENCY	\$94,091								
TOTAL	\$1,035,001								

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				RISKS CAUSING PROJECT DELAY					
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... Average					
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									
JUSTIFICATION				RANKING // PROJECT READINESS					
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.									
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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$38,885	\$38,885
DESIGN	\$0								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2028	\$38,885	\$38,885	\$38,885	\$38,885	\$155,540
MATERIAL	\$108,000								
CONSTRUCTION	\$540,000								
SPECIAL RAIL EQUIP	\$0			2029	\$68,049	\$68,049	\$68,049	\$68,048	\$272,195
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2030	\$58,328	\$58,328	\$58,328	\$58,326	\$233,310
DBE/LABOR	\$10,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$35,000			2031	\$19,442	\$19,442	\$19,442	\$19,444	\$77,770
* SUPPORT STAFF	\$14,000								
* CONSULTANT	\$0								
CONTINGENCY	\$70,700			2032	\$0	\$0	\$0	\$0	\$0
TOTAL	\$777,700								
				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 : 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				RISKS CAUSING PROJECT DELAY					
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				1. Condition of Asset..... Worn 2. System Impact..... Average					
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.									
RISK CREATED BY NON-IMPLEMENTATION				RANKING // PROJECT READINESS					
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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$31,801	\$31,801
DESIGN	\$0			2028	\$31,801	\$31,801	\$31,801	\$31,801	\$127,204
ENVIRONMENTAL	\$0			2029	\$55,652	\$55,652	\$55,652	\$55,651	\$222,607
ROW ACQUISITION	\$0			2030	\$47,702	\$47,702	\$47,702	\$47,700	\$190,806
MATERIAL	\$419,200			2031	\$15,900	\$15,900	\$15,900	\$15,902	\$63,602
CONSTRUCTION	\$100,000			2032	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$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%					
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								

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				RISKS CAUSING PROJECT DELAY					
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									
JUSTIFICATION				RANKING // PROJECT READINESS					
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.				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				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2027	\$0	\$0	\$0	\$25,003	\$25,003
DESIGN		\$0							
ENVIRONMENTAL		\$0							
ROW ACQUISITION		\$0		2028	\$25,003	\$25,003	\$25,003	\$25,003	\$100,012
MATERIAL		\$100,000							
CONSTRUCTION		\$295,600							
				2029	\$43,755	\$43,755	\$43,755	\$43,756	\$175,021
SPECIAL RAIL EQUIP		\$0							
FLAGGING		\$0							
BUS BRIDGES		\$0		2030	\$37,504	\$37,504	\$37,504	\$37,506	\$150,018
CLOSE OUT		\$0							
DBE/LABOR		\$10,000							
				2031	\$12,502	\$12,502	\$12,502	\$12,500	\$50,006
PROJECT MANAGEMENT									
* P.M STAFF		\$35,000							
				2032	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF		\$14,000							
* CONSULTANT		\$0							
CONTINGENCY		\$45,460		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%					
TOTAL		\$500,060							

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			RISKS CAUSING PROJECT DELAY					
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			1. Condition of Asset..... Worn <					

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				RISKS CAUSING PROJECT DELAY					
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									
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				CASH FLOW					
AMOUNT START END				FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING \$0				2027	\$0	\$0	\$0	\$101,537	\$101,537
DESIGN \$0									
ENVIRONMENTAL \$0				2028	\$101,537	\$101,537	\$101,537	\$101,536	\$406,147
ROW ACQUISITION \$0									
MATERIAL \$0				2029	\$177,689	\$177,689	\$177,689	\$177,690	\$710,757
CONSTRUCTION \$2,030,735									
SPECIAL RAIL EQUIP \$0				2030	\$152,305	\$152,305	\$152,305	\$152,305	\$609,220
FLAGGING \$0									
BUS BRIDGES \$0				2031	\$50,768	\$50,768	\$50,768	\$50,770	\$203,074
CLOSE OUT \$0									
DBE/LABOR \$0				2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF \$0									
* SUPPORT STAFF \$0									
* CONSULTANT \$0									
CONTINGENCY \$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%					
TOTAL \$2,030,735									

								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 companionet, 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 eliminates 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 : 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				RISKS CAUSING PROJECT DELAY					
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									
JUSTIFICATION				RANKING // PROJECT READINESS					
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.				1. System Reliability..... High					
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.				2. Ridership Increase..... High					
				3. Capacity Improvements..... High					
RISK CREATED BY NON-IMPLEMENTATION				4. Safety & Security..... High					
• Fewer data mismatches detected across integrated systems.				5. Environmental..... High					
• 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				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$50,000	\$50,000
DESIGN	\$0								
ENVIRONMENTAL	\$0			2028	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
ROW ACQUISITION	\$0								
MATERIAL	\$1,000,000			2029	\$87,500	\$87,500	\$87,500	\$87,500	\$350,000
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2030	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
FLAGGING	\$0								
BUS BRIDGES	\$0			2031	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
CLOSE OUT	\$0								
DBE/LABOR	\$0			2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$0								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
TOTAL	\$1,000,000								
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%									

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 : 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 2 tier platform consisting of Compute, Storage and Network. Servers provide the computing power, Storage Area Network (SAN) Mile Posts: n/a			Division: All County: ALL Asset Type: Information Technology					
OBJECTIVES			RISKS CAUSING PROJECT DELAY					
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								
JUSTIFICATION			RANKING // PROJECT READINESS					
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.			1. System Reliability..... High <					

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			RISKS CAUSING PROJECT DELAY						
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									
JUSTIFICATION			RANKING // PROJECT READINESS						
Provide additional PTC training facility will have impact on.			1. System Reliability..... High						
• 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.									
RISK CREATED BY NON-IMPLEMENTATION			2. Ridership Increase..... High						
• 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.			3. Capacity Improvements..... High						
			4. Safety & Security..... High						
			5. Environmental..... High						
			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			CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$223,200	\$223,200
DESIGN	\$335,000								
ENVIRONMENTAL	\$0			2028	\$223,200	\$223,200	\$223,200	\$223,200	\$892,800
ROW ACQUISITION	\$0								
MATERIAL	\$0			2029	\$390,600	\$390,600	\$390,600	\$390,600	\$1,562,400
CONSTRUCTION	\$3,298,000								
SPECIAL RAIL EQUIP	\$0			2030	\$334,800	\$334,800	\$334,800	\$334,800	\$1,339,200
FLAGGING	\$0								
BUS BRIDGES	\$0			2031	\$111,600	\$111,600	\$111,600	\$111,600	\$446,400
CLOSE OUT	\$20,000								
DBE/LABOR	\$30,000			2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$105,000			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%					
* SUPPORT STAFF	\$70,000								
* CONSULTANT	\$200,000								
CONTINGENCY	\$406,000								
TOTAL	\$4,464,000								

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	RISKS CAUSING PROJECT DELAY
1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair	
JUSTIFICATION	RANKING // PROJECT READINESS
• 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.	1. System Reliability..... High 2. Ridership Increase..... High 3. Capacity Improvements..... High 4. Safety & Security..... High 5. Environmental..... High <

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				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair									
JUSTIFICATION				RANKING // PROJECT READINESS					
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.				1. System Reliability..... High					
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.				2. Ridership Increase..... High					
				3. Capacity Improvements..... High					
RISK CREATED BY NON-IMPLEMENTATION				4. Safety & Security..... High					
Reduce safety risks				5. Environmental..... High					
Current Age: New Standard Lifespan: 15 Year(s)				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.					
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2027	\$0	\$0	\$0	\$10,000	\$10,000
DESIGN	\$20,000								
ENVIRONMENTAL	\$0			2028	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000
ROW ACQUISITION	\$0								
MATERIAL	\$47,000			2029	\$17,500	\$17,500	\$17,500	\$17,500	\$70,000
CONSTRUCTION	\$60,000								
SPECIAL RAIL EQUIP	\$0			2030	\$15,000	\$15,000	\$15,000	\$15,000	\$60,000
FLAGGING	\$10,000								
BUS BRIDGES	\$0			2031	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000
CLOSE OUT	\$2,000								
DBE/LABOR	\$5,000			2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$11,000								
* SUPPORT STAFF	\$6,000								
* CONSULTANT	\$20,000								
CONTINGENCY	\$19,000			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%					
TOTAL	\$200,000								

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				RISKS CAUSING PROJECT DELAY					
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									
JUSTIFICATION				RANKING // PROJECT READINESS					
				1. System Reliability..... High					
				2. Ridership Increase..... High					
				3. Capacity Improvements..... High					
RISK CREATED BY NON-IMPLEMENTATION									
Current Age: New Standard Lifespan: 10 Year(s)									
BUDGET				CASH FLOW					
				FY					
					Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING				2027	\$0	\$0	\$0	\$0	\$0
DESIGN									
ENVIRONMENTAL				2028	\$138,750	\$138,750	\$138,750	\$138,750	\$555,000
ROW ACQUISITION									
MATERIAL				2029	\$138,750	\$138,750	\$138,750	\$138,750	\$555,000
CONSTRUCTION									
SPECIAL RAIL EQUIP				2030	\$0	\$0	\$0	\$0	\$0
FLAGGING									
BUS BRIDGES				2031	\$0	\$0	\$0	\$0	\$0
CLOSE OUT									
DBE/LABOR				2032	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF									
* SUPPORT STAFF									
* CONSULTANT									
CONTINGENCY				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%					
TOTAL									

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
(000's)

Attachment -H

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
(000's)

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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
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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
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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
(000's)

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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

		<u>SYSTEMWIDE</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>
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

FY27 Capital Program

	<u>SYSTEMWIDE</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>	<u>OTHER</u>
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 Program	\$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**

	<u>SYSTEMWIDE</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>	<u>OTHER</u>
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
(Base on FY27 Annualized Service Cut Expenses Model)

Attachment K

FY28 Budget Forecast by Member Agency						
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	21,617	10,806	4,622	5,251	1,779	44,075
Fare Reduction Subsidy	180	-	-	121	-	301
Mobility 4 All	718	156	83	121	25	1,102
LCTOP Grant	1,946	973	416	473	160	3,967
Other Train Subsidies	2,847	-	-	-	-	2,847
Subtotal-Pro Forma FareBox	27,307	11,934	5,121	5,965	1,964	52,291
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,380	1,084	13	124	364	2,965
Other Revenues	1,910	704	424	415	226	3,679
MOW Revenues	7,764	3,445	947	1,852	585	14,594
Total Operating Revenue	38,361	17,167	6,505	8,356	3,140	73,529
Operating Expenses						
<u>Operations & Services</u>						
Train Operators	26,248	9,321	6,983	5,937	2,494	50,982
Train Dispatch	3,994	1,200	527	662	373	6,756
Equipment Maintenance	16,633	5,906	4,425	3,762	1,580	32,307
Materials	7,902	3,155	1,742	1,700	758	15,257
Operating Facilities Maintenance	2,941	1,150	566	575	214	5,447
Other Operating Train Services	469	196	128	109	74	975
Security - LA Sheriffs	8,014	3,134	1,542	1,567	583	14,840
Security - SB Sheriffs	-	-	-	4,063	-	4,063
Security - Guards	2,708	983	1,313	599	568	6,171
Supplemental Security	127	63	27	31	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	2,564	1,260	956	739	348	5,868
Media & External Communications	225	82	71	50	47	475
Utilities/Leases	1,418	515	445	314	297	2,988
Transfers to Other Operators	1,721	585	216	383	122	3,027
Amtrak Transfers	1,262	878	-	-	649	2,790
Station Maintenance	3,435	773	413	744	301	5,666
Rail Agreements	1,726	1,329	1,403	366	1,010	5,835
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	101,207	38,123	25,206	25,970	11,159	201,665
<u>Maintenance-of-Way</u>						
MoW - Line Segments	32,068	10,800	3,827	7,170	3,378	57,244
MoW Labor & Benefits	3,067	948	428	647	392	5,482
Overhead MoW Expenses	2,779	831	371	534	316	4,830
MoW - Extraordinary Maintenance	303	74	49	55	36	518
Subtotal Maintenance-of-Way	38,217	12,653	4,676	8,406	4,121	68,073
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	9,005	3,271	2,825	1,993	1,889	18,982
Ops Non-Labor Expenses	5,802	2,184	1,504	1,290	684	11,464
Indirect Administrative Expenses	12,358	4,488	3,876	2,735	2,592	26,049
Ops Professional Services	790	287	248	175	166	1,665
Subtotal Admin & Services	27,955	10,229	8,453	6,193	5,330	58,160
Contingency	15	5	5	3	3	31
Total Operating Expenses	167,394	61,011	38,339	40,573	20,613	327,929
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	178,991	65,547	40,571	42,840	21,457	349,406
Loss/Member Support Required	(140,630)	(48,380)	(34,065)	(34,484)	(18,318)	(275,877)
Mega Events	591	215	185	131	124	1,245
Outside 20'	3,407	-	-	-	-	3,407
CFR 245-246	-	-	-	-	-	-
Total Expense	182,989	65,761	40,756	42,971	21,581	354,058
Loss/Member Support Required	(144,628)	(48,594)	(34,251)	(34,615)	(18,442)	(280,529)

FY29 Forecast - Operating Budget by Member Agency
(Base on FY27 Annualized Service Cut Expenses Model)

Attachment L

FY29 Budget Forecast by Member Agency						
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	22,049	11,022	4,715	5,356	1,815	44,957
Fare Reduction Subsidy	183	-	-	123	-	307
Mobility 4 All	732	159	85	123	25	1,124
LCTOP Grant	1,984	992	424	482	163	4,046
Other Train Subsidies	2,904	-	-	-	-	2,904
Subtotal-Pro Forma FareBox	27,853	12,172	5,224	6,084	2,004	53,337
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,422	1,116	13	127	375	3,054
Other Revenues	1,967	725	437	428	233	3,790
MOW Revenues	7,997	3,549	976	1,908	603	15,032
Total Operating Revenue	39,239	17,563	6,649	8,547	3,214	75,212
Operating Expenses						
<u>Operations & Services</u>						
Train Operators	27,581	9,794	7,338	6,238	2,621	53,571
Train Dispatch	4,194	1,260	553	695	392	7,093
Equipment Maintenance	17,495	6,212	4,655	3,957	1,662	33,981
Materials	8,139	3,250	1,795	1,751	781	15,715
Operating Facilities Maintenance	3,025	1,183	582	591	220	5,603
Other Operating Train Services	483	202	131	112	76	1,004
Security - LA Sheriffs	8,655	3,385	1,666	1,692	630	16,027
Security - SB Sheriffs	-	-	-	4,388	-	4,388
Security - Guards	2,924	1,062	1,418	647	613	6,665
Supplemental Security	131	65	28	32	11	266
Public Safety Program	35	13	11	8	7	74
Passenger Relations	1,051	432	182	238	73	1,975
TVM Maintenance/Revenue Collection	2,641	1,298	985	761	358	6,044
Media & External Communications	232	84	73	51	49	489
Utilities/Leases	1,460	530	458	323	306	3,078
Transfers to Other Operators	1,772	602	223	395	126	3,118
Amtrak Transfers	1,300	905	-	-	669	2,874
Station Maintenance	3,538	796	425	767	310	5,836
Rail Agreements	1,778	1,369	1,445	377	1,041	6,010
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	105,591	39,753	26,316	27,240	11,629	210,530
<u>Maintenance-of-Way</u>						
MoW - Line Segments	33,351	11,232	3,981	7,457	3,513	59,533
MoW Labor & Benefits	3,220	996	449	679	411	5,756
Overhead MoW Expenses	2,862	856	382	550	325	4,975
MoW - Extraordinary Maintenance	306	75	50	56	36	523
Subtotal Maintenance-of-Way	39,739	13,158	4,862	8,742	4,285	70,787
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	9,455	3,434	2,966	2,093	1,983	19,931
Ops Non-Labor Expenses	5,976	2,249	1,549	1,329	704	11,807
Indirect Administrative Expenses	12,481	4,533	3,915	2,763	2,618	26,310
Ops Professional Services	814	296	255	180	171	1,715
Subtotal Admin & Services	28,727	10,512	8,685	6,364	5,476	59,764
Contingency	15	5	5	3	3	32
Total Operating Expenses	174,072	63,428	39,868	42,350	21,394	341,112
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	186,193	68,168	42,201	44,720	22,276	363,557
Loss/Member Support Required	(146,954)	(50,605)	(35,551)	(36,172)	(19,062)	(288,345)
Mega Events	620	225	195	137	130	1,308
Outside 20'	3,509	-	-	-	-	3,509
CFR 245-246	-	-	-	-	-	-
Total Expense	190,322	68,394	42,395	44,857	22,406	368,374
Loss/Member Support Required	(151,083)	(50,831)	(35,746)	(36,310)	(19,192)	(293,162)

FY30 Forecast - Operating Budget by Member Agency
(Base on FY27 Annualized Service Cut Expenses Model)

Attachment M

FY30 Budget Forecast by Member Agency						
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	22,490	11,242	4,809	5,463	1,851	45,856
Fare Reduction Subsidy	187	-	-	126	-	313
Mobility 4 All	747	162	86	125	26	1,146
LCTOP Grant	2,024	1,012	433	492	167	4,127
Other Train Subsidies	2,962	-	-	-	-	2,962
Subtotal-Pro Forma FareBox	28,410	12,416	5,328	6,206	2,044	54,404
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,464	1,150	14	131	386	3,145
Other Revenues	2,026	747	450	441	240	3,903
MOW Revenues	8,237	3,655	1,005	1,965	621	15,482
Total Operating Revenue	40,137	17,968	6,797	8,743	3,291	76,935
Operating Expenses						
<u>Operations & Services</u>						
Train Operators	28,405	10,087	7,557	6,425	2,699	55,173
Train Dispatch	4,403	1,323	581	730	411	7,448
Equipment Maintenance	18,028	6,402	4,796	4,077	1,713	35,017
Materials	8,383	3,347	1,848	1,803	804	16,186
Operating Facilities Maintenance	3,113	1,217	599	609	227	5,764
Other Operating Train Services	498	208	135	115	78	1,035
Security - LA Sheriffs	9,347	3,656	1,799	1,827	680	17,309
Security - SB Sheriffs	-	-	-	4,739	-	4,739
Security - Guards	3,158	1,147	1,531	699	662	7,198
Supplemental Security	135	67	29	33	11	274
Public Safety Program	36	13	11	8	8	76
Passenger Relations	1,083	445	187	245	76	2,035
TVM Maintenance/Revenue Collection	2,720	1,337	1,015	784	369	6,225
Media & External Communications	239	87	75	53	50	504
Utilities/Leases	1,504	546	472	333	315	3,170
Transfers to Other Operators	1,825	620	230	406	130	3,212
Amtrak Transfers	1,339	932	-	-	689	2,960
Station Maintenance	3,644	820	438	790	319	6,011
Rail Agreements	1,831	1,410	1,488	389	1,072	6,190
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	109,247	41,126	27,230	28,370	12,033	218,006
<u>Maintenance-of-Way</u>						
MoW - Line Segments	34,685	11,681	4,140	7,755	3,653	61,915
MoW Labor & Benefits	3,381	1,045	472	713	432	6,043
Overhead MoW Expenses	2,948	881	394	567	335	5,124
MoW - Extraordinary Maintenance	309	75	50	56	37	528
Subtotal Maintenance-of-Way	41,323	13,683	5,056	9,091	4,457	73,610
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	9,928	3,606	3,114	2,197	2,082	20,928
Ops Non-Labor Expenses	6,156	2,317	1,596	1,368	725	12,162
Indirect Administrative Expenses	12,606	4,578	3,954	2,790	2,644	26,573
Ops Professional Services	838	304	263	186	176	1,767
Subtotal Admin & Services	29,528	10,805	8,927	6,542	5,627	61,429
Contingency	16	6	5	3	3	33
Total Operating Expenses	180,114	65,621	41,218	44,006	22,120	353,079
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	192,782	70,575	43,656	46,483	23,042	376,538
Loss/Member Support Required	(152,645)	(52,607)	(36,859)	(37,740)	(19,752)	(299,603)
Mega Events	-	-	-	-	-	-
Outside 20'	3,614	-	-	-	-	3,614
CFR 245-246	-	-	-	-	-	-
Total Expense	196,396	70,575	43,656	46,483	23,042	380,153
Loss/Member Support Required	(156,259)	(52,607)	(36,859)	(37,740)	(19,752)	(303,218)

FY31 Forecast - Operating Budget by Member Agency
(Base on FY27 Annualized Service Cut Expenses Model)

Attachment N

FY31 Budget Forecast by Member Agency						
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	22,940	11,467	4,905	5,572	1,888	46,773
Fare Reduction Subsidy	191	-	-	128	-	319
Mobility 4 All	762	165	88	128	26	1,169
LCTOP Grant	2,065	1,032	441	502	170	4,210
Other Train Subsidies	3,021	-	-	-	-	3,021
Subtotal-Pro Forma FareBox	28,978	12,664	5,435	6,330	2,085	55,492
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,508	1,184	14	135	398	3,240
Other Revenues	2,087	769	463	454	247	4,021
MOW Revenues	8,484	3,765	1,035	2,024	639	15,947
Total Operating Revenue	41,057	18,383	6,947	8,943	3,369	78,699
Operating Expenses						
Operations & Services						
Train Operators	29,247	10,386	7,781	6,615	2,779	56,808
Train Dispatch	4,624	1,389	610	766	432	7,821
Equipment Maintenance	18,573	6,595	4,942	4,201	1,765	36,076
Materials	8,634	3,448	1,904	1,857	829	16,672
Operating Facilities Maintenance	3,202	1,252	616	626	233	5,930
Other Operating Train Services	513	214	139	119	80	1,066
Security - LA Sheriffs	10,095	3,948	1,943	1,974	735	18,694
Security - SB Sheriffs	-	-	-	5,118	-	5,118
Security - Guards	3,411	1,239	1,654	755	715	7,774
Supplemental Security	139	69	29	34	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	2,802	1,377	1,045	807	380	6,412
Media & External Communications	246	89	77	54	52	519
Utilities/Leases	1,549	563	486	343	325	3,265
Transfers to Other Operators	1,880	639	236	419	134	3,308
Amtrak Transfers	1,379	960	-	-	710	3,049
Station Maintenance	3,754	845	451	813	329	6,192
Rail Agreements	1,886	1,452	1,533	400	1,104	6,376
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	113,049	42,555	28,182	29,557	12,452	225,795
Maintenance-of-Way						
MoW - Line Segments	36,072	12,149	4,305	8,066	3,799	64,391
MoW Labor & Benefits	3,550	1,098	496	749	454	6,346
Overhead MoW Expenses	3,036	908	406	584	345	5,278
MoW - Extraordinary Maintenance	312	76	51	57	37	533
Subtotal Maintenance-of-Way	42,971	14,230	5,257	9,455	4,635	76,548
Administration & Services						
Ops Salaries & Fringe Benefits	10,425	3,786	3,270	2,307	2,186	21,974
Ops Non-Labor Expenses	6,340	2,386	1,644	1,410	747	12,526
Indirect Administrative Expenses	12,732	4,624	3,994	2,818	2,670	26,839
Ops Professional Services	863	314	271	191	181	1,820
Subtotal Admin & Services	30,360	11,110	9,178	6,726	5,785	63,159
Contingency	16	6	5	4	3	34
Total Operating Expenses	186,396	67,901	42,622	45,742	22,875	365,536
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	199,638	73,080	45,170	48,330	23,839	390,058
Loss/Member Support Required	(158,581)	(54,697)	(38,223)	(39,387)	(20,470)	(311,359)
Mega Events	-	-	-	-	-	-
Outside 20'	3,723	-	-	-	-	3,723
CFR 245-246	-	-	-	-	-	-
Total Expense	203,361	73,080	45,170	48,330	23,839	393,781
Loss/Member Support Required	(162,304)	(54,697)	(38,223)	(39,387)	(20,470)	(315,082)

METROLINK

SYSTEM TIMETABLE • PROPOSED FY27 SERVICE

DRAFT FOR BOARD OF DIRECTORS REVIEW ONLY.

Proposed service only. Not adopted; until Board action and final schedule release.

CONTENTS

Line / Service

	Ventura County Line	Weekday Mon–Fri	Weekend Sat & Sun
	Antelope Valley Line	Mon–Fri	Sat & Sun
	San Bernardino Line	Mon–Fri	Sat & Sun
	Riverside Line	Mon–Fri	No service
	91/Perris Valley Line	Mon–Fri	Sat & Sun
	Orange County Line	Mon–Fri	Sat & Sun
	Inland Empire–Orange County Line	Mon–Fri	Sat & Sun
	Arrow Service (Redlands)	Mon–Fri	Sat & Sun

Shared corridors (Metrolink + Amtrak Pacific Surfliner)

	Ventura County Corridor · LAUS–Ventura	Mon–Fri	Sat & Sun
	Orange County Corridor · LAUS–Oceanside	Mon–Fri	Sat & Sun

SERVICE SUMMARY

Scheduled trains per service day.

METROLINK

Line	Weekday (Inbound)	Weekday (Outbound)	Weekday total	Weekend (Sat or Sun)
Ventura County Line	7	7	14	4
Antelope Valley Line	11	11	22	8
San Bernardino Line	14	14	28	12
Riverside Line	5	5	10	–
91/Perris Valley Line	6	6	12	4
Orange County Line	8	8	16	4
Inland Empire–Orange County Line	7	7	14	4
Metrolink commuter rail subtotal	58	58	116	36
Arrow Service (Redlands)	21	21	42	32
SYSTEM TOTAL	79	79	158	68

"Inbound/Outbound" = to/from L.A. Union Station, except IEOC (=to/from Laguna Niguel/Oceanside direction) and Arrow (to/from = Redlands – University direction).

Weekend column counts one service day; Saturday and Sunday schedules are identical in this scenario.

VENTURA COUNTY CORRIDOR

Metrolink (Proposed FY27) with Amtrak Pacific Surfliner (schedule of May 4, 2026)

METROLINK

MONDAY – FRIDAY

From L.A. Union Station → Ventura County

Train	757	103	761	107	765	115	769	119	777	127	129	131	785
Service	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Metrolink	Metrolink	Amtrak
L.A. Union Station	5:13 A	6:52 A	7:13 A	8:30 A	9:13 A	10:30 A	11:13 A	12:30 P	3:13 P	4:30 P	5:30 P	6:30 P	7:13 P
Glendale	5:26 A	7:03 A	7:26 A	8:41 A	9:26 A	10:41 A	11:26 A	12:41 P	3:26 P	4:41 P	5:41 P	6:41 P	7:26 P
Burbank – Downtown	5:33 A	7:09 A	7:33 A	8:48 A	—	10:48 A	—	12:48 P	3:33 P	4:48 P	5:48 P	6:48 P	—
Burbank Airport – South	5:39 A	7:15 A	7:39 A	8:52 A	9:36 A	10:52 A	11:36 A	12:52 P	3:39 P	4:52 P	5:52 P	6:52 P	7:36 P
Van Nuys	5:47 A	7:22 A	7:47 A	9:01 A	9:44 A	11:01 A	11:44 A	1:01 P	3:47 P	5:01 P	6:01 P	7:01 P	7:44 P
Northridge	5:55 A	7:30 A	7:55 A	9:11 A	—	11:11 A	—	1:11 P	3:55 P	5:11 P	6:11 P	7:11 P	—
Chatsworth	6:02 A	7:36 A	8:02 A	9:19 A	9:59 A	11:19 A	11:59 A	1:19 P	4:01 P	5:19 P	6:19 P	7:19 P	7:59 P
Simi Valley	6:14 A	7:48 A	8:14 A	9:33 A	10:11 A	11:33 A	12:11 P	1:33 P	4:13 P	5:33 P	6:33 P	7:33 P	8:11 P
Moorpark	6:31 A	8:00 A	8:27 A	9:44 A	10:25 A	11:44 A	12:23 P	1:48 P	4:32 P	5:48 P	6:48 P	7:44 P	8:25 P
Camarillo	6:43 A	—	8:41 A	—	10:39 A	—	12:36 P	2:01 P	4:47 P	6:01 P	7:01 P	—	8:47 P
Oxnard	6:57 A	—	8:56 A	—	10:50 A	—	12:51 P	2:11 P	4:58 P	6:11 P	7:11 P	—	8:59 P
Ventura – East	—	—	—	—	—	—	—	2:28 P	—	6:28 P	7:28 P	—	—
Ventura – Downtown (Amtrak)	7:11 A	—	9:10 A	—	11:04 A	—	1:05 P	—	5:12 P	—	—	—	9:13 P

To L.A. Union Station ← Ventura County

Train	102	104	106	770	108	774	110	112	782	118	786	790	794
Service	Metrolink	Metrolink	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Metrolink	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak
Ventura – Downtown (Amtrak)	—	—	—	7:39 A	—	9:38 A	—	—	1:32 P	—	3:43 P	5:26 P	7:44 P
Ventura – East	4:44 A	5:44 A	—	—	—	—	—	—	—	3:00 P	—	—	—
Oxnard	4:58 A	5:58 A	—	7:57 A	—	9:55 A	—	—	1:48 P	3:14 P	4:02 P	5:42 P	8:03 P
Camarillo	5:08 A	6:08 A	—	8:10 A	—	10:09 A	—	—	2:01 P	3:24 P	4:14 P	5:53 P	8:14 P
Moorpark	5:20 A	6:20 A	7:11 A	8:24 A	9:11 A	10:23 A	11:11 A	1:11 P	2:15 P	3:36 P	4:25 P	6:06 P	8:24 P
Simi Valley	5:33 A	6:33 A	7:24 A	8:41 A	9:24 A	10:39 A	11:24 A	1:24 P	2:31 P	3:49 P	4:41 P	6:24 P	8:41 P
Chatsworth	5:46 A	6:46 A	7:36 A	8:53 A	9:36 A	10:52 A	11:36 A	1:36 P	2:46 P	4:02 P	4:54 P	6:40 P	8:58 P
Northridge	5:51 A	6:51 A	7:44 A	8:59 A	9:44 A	—	11:44 A	1:44 P	2:53 P	4:08 P	—	—	—
Van Nuys	5:59 A	6:59 A	7:54 A	9:09 A	9:54 A	11:07 A	11:54 A	1:54 P	3:06 P	4:17 P	5:13 P	6:53 P	9:09 P
Burbank Airport – South	6:06 A	7:06 A	8:03 A	9:17 A	10:03 A	11:15 A	12:03 P	2:03 P	3:14 P	4:26 P	5:21 P	7:08 P	9:17 P
Burbank – Downtown	6:11 A	7:11 A	8:11 A	9:22 A	10:11 A	—	12:11 P	2:11 P	3:20 P	4:32 P	—	—	—
Glendale	6:17 A	7:17 A	8:17 A	9:29 A	10:17 A	11:26 A	12:17 P	2:17 P	3:28 P	4:39 P	5:34 P	7:20 P	9:28 P
L.A. Union Station	6:30 A	7:30 A	8:30 A	9:46 A	10:30 A	11:43 A	12:30 P	2:30 P	3:45 P	4:52 P	5:50 P	7:43 P	9:46 P

VENTURA COUNTY CORRIDOR

Metrolink (Proposed FY27) with Amtrak Pacific Surfliner (schedule of May 4, 2026)

METROLINK

SATURDAY & SUNDAY

From L.A. Union Station → Ventura County

Train	757	761	765	163	769	777	165	785
Service	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak	Metrolink	Amtrak
L.A. Union Station	5:13 A	7:13 A	9:13 A	10:31 A	11:13 A	3:13 P	5:07 P	7:13 P
Glendale	5:26 A	7:26 A	9:26 A	10:43 A	11:26 A	3:26 P	5:19 P	7:26 P
Burbank – Downtown	5:33 A	7:33 A	—	10:50 A	—	3:33 P	5:26 P	—
Burbank Airport – South	5:39 A	7:39 A	9:36 A	10:56 A	11:36 A	3:39 P	5:32 P	7:36 P
Van Nuys	5:47 A	7:47 A	9:44 A	11:03 A	11:44 A	3:47 P	5:39 P	7:44 P
Northridge	5:55 A	7:55 A	—	11:10 A	—	3:55 P	5:47 P	—
Chatsworth	6:02 A	8:02 A	9:59 A	11:16 A	11:59 A	4:01 P	5:53 P	7:59 P
Simi Valley	6:14 A	8:14 A	10:11 A	11:28 A	12:11 P	4:13 P	6:06 P	8:11 P
Moorpark	6:31 A	8:27 A	10:25 A	11:40 A	12:23 P	4:32 P	6:20 P	8:25 P
Camarillo	6:43 A	8:41 A	10:39 A	11:53 A	12:36 P	4:47 P	6:32 P	8:47 P
Oxnard	6:57 A	8:56 A	10:50 A	12:03 P	12:51 P	4:58 P	6:42 P	8:59 P
Ventura – East	—	—	—	12:21 P	—	—	7:00 P	—
Ventura – Downtown (Amtrak)	7:11 A	9:10 A	11:04 A	—	1:05 P	5:12 P	—	9:13 P

To L.A. Union Station ← Ventura County

Train	770	774	162	782	786	164	790	794
Service	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak
Ventura – Downtown (Amtrak)	7:39 A	9:38 A	—	1:32 P	3:43 P	—	5:26 P	7:44 P
Ventura – East	—	—	1:10 P	—	—	4:14 P	—	—
Oxnard	7:57 A	9:55 A	1:24 P	1:48 P	4:01 P	4:28 P	5:42 P	8:03 P
Camarillo	8:10 A	10:09 A	1:35 P	2:01 P	4:14 P	4:41 P	5:53 P	8:14 P
Moorpark	8:24 A	10:23 A	1:47 P	2:15 P	4:25 P	4:53 P	6:06 P	8:24 P
Simi Valley	8:41 A	10:39 A	2:00 P	2:31 P	4:41 P	5:05 P	6:24 P	8:41 P
Chatsworth	8:53 A	10:52 A	2:12 P	2:46 P	4:54 P	5:17 P	6:40 P	8:58 P
Northridge	8:59 A	—	2:17 P	2:53 P	—	5:22 P	—	—
Van Nuys	9:09 A	11:07 A	2:25 P	3:06 P	5:13 P	5:30 P	6:53 P	9:09 P
Burbank Airport – South	9:17 A	11:15 A	2:32 P	3:14 P	5:21 P	5:37 P	7:08 P	9:17 P
Burbank – Downtown	9:22 A	—	2:37 P	3:20 P	—	5:42 P	—	—
Glendale	9:29 A	11:26 A	2:43 P	3:28 P	5:34 P	5:48 P	7:20 P	9:28 P
L.A. Union Station	9:46 A	11:43 A	2:58 P	3:45 P	5:50 P	6:00 P	7:43 P	9:46 P

How to read this timetable

Metrolink trains: train number on line color. Amtrak Pacific Surfliner trains: train number on dark gray, marked "Amtrak".

PM times in bold. A = a.m., P = p.m. — Train passes without stopping. Blank = train does not operate on this segment.

ANTELOPE VALLEY LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To L.A. Union Station

Train	200	202	204	206	208	216	220	222	224	228	232
Lancaster	4:11 A	5:11 A	6:11 A			12:47 P	2:11 P		4:11 P	6:11 P	8:27 P
Palmdale	4:20 A	5:20 A	6:20 A			12:56 P	2:20 P		4:20 P	6:20 P	8:36 P
Vincent Grade/Acton	4:32 A	5:32 A	6:32 A			1:08 P	2:32 P		4:32 P	6:32 P	8:49 P
Vista Canyon	5:10 A	6:10 A	7:10 A	8:10 A	9:10 A	1:46 P	3:10 P	4:10 P	5:10 P	7:10 P	9:27 P
Via Princessa	5:14 A	6:14 A	7:14 A	8:14 A	9:14 A	1:51 P	3:14 P	4:14 P	5:14 P	7:14 P	9:30 P
Santa Clarita	5:20 A	6:20 A	7:20 A	8:20 A	9:20 A	1:58 P	3:20 P	4:20 P	5:20 P	7:20 P	9:37 P
Newhall	5:28 A	6:28 A	7:28 A	8:28 A	9:28 A	2:06 P	3:28 P	4:28 P	5:28 P	7:28 P	9:45 P
Sylmar/San Fernando	5:43 A	6:43 A	7:43 A	8:43 A	9:43 A	2:24 P	3:43 P	4:43 P	5:43 P	7:43 P	10:00 P
Sun Valley	5:51 A	6:51 A	7:51 A	8:51 A	9:51 A	2:32 P	3:51 P	4:51 P	5:51 P	7:51 P	10:12 P
Burbank Airport – North	5:54 A	6:54 A	7:54 A	8:54 A	9:54 A	2:35 P	3:54 P	4:54 P	5:54 P	7:54 P	10:16 P
Burbank – Downtown	6:00 A	7:00 A	8:00 A	9:00 A	10:00 A	2:41 P	4:00 P	5:00 P	6:00 P	8:00 P	10:22 P
Glendale	6:07 A	7:07 A	8:07 A	9:07 A	10:07 A	2:48 P	4:07 P	5:07 P	6:07 P	8:07 P	10:28 P
L.A. Union Station	6:20 A	7:20 A	8:20 A	9:20 A	10:20 A	3:01 P	4:20 P	5:20 P	6:20 P	8:20 P	10:42 P

To Lancaster

Train	201	203	207	211	215	217	219	221	223	225	231
L.A. Union Station	6:39 A	7:39 A	10:04 A	11:39 A	1:39 P	2:39 P	3:39 P	4:39 P	5:39 P	6:56 P	9:39 P
Glendale	6:51 A	7:51 A	10:16 A	11:51 A	1:51 P	2:51 P	3:51 P	4:51 P	5:51 P	7:08 P	9:51 P
Burbank – Downtown	6:58 A	7:58 A	10:23 A	11:58 A	1:58 P	2:58 P	3:58 P	4:58 P	5:58 P	7:15 P	9:58 P
Burbank Airport – North	7:04 A	8:04 A	10:29 A	12:04 P	2:04 P	3:04 P	4:04 P	5:04 P	6:04 P	7:21 P	10:04 P
Sun Valley	7:08 A	8:09 A	10:33 A	12:09 P	2:09 P	3:09 P	4:09 P	5:09 P	6:09 P	7:25 P	10:09 P
Sylmar/San Fernando	7:16 A	8:17 A	10:41 A	12:17 P	2:17 P	3:17 P	4:17 P	5:17 P	6:17 P	7:33 P	10:17 P
Newhall	7:32 A	8:32 A	10:57 A	12:32 P	2:32 P	3:32 P	4:32 P	5:32 P	6:32 P	7:50 P	10:32 P
Santa Clarita	7:40 A	8:40 A	11:05 A	12:40 P	2:40 P	3:40 P	4:40 P	5:40 P	6:40 P	7:58 P	10:40 P
Via Princessa	7:46 A	8:46 A	11:11 A	12:46 P	2:46 P	3:46 P	4:46 P	5:46 P	6:46 P	8:05 P	10:46 P
Vista Canyon	7:52 A	8:51 A	11:17 A	12:52 P	2:52 P	3:51 P	4:52 P	5:52 P	6:52 P	8:10 P	10:52 P
Vincent Grade/Acton			11:53 A	1:31 P	3:31 P		5:31 P	6:31 P	7:31 P	8:46 P	11:31 P
Palmdale			12:03 P	1:41 P	3:41 P		5:41 P	6:41 P	7:41 P	8:56 P	11:41 P
Lancaster			12:15 P	1:51 P	3:51 P		5:51 P	6:51 P	7:51 P	9:08 P	11:51 P

ANTELOPE VALLEY LINE

Proposed FY27 Service

METROLINK

SATURDAY & SUNDAY

To L.A. Union Station

Train	1262	1266	1268	1272
Lancaster	8:08 A	11:30 A	1:30 P	4:39 P
Palmdale	8:17 A	11:39 A	1:39 P	4:48 P
Vincent Grade/Acton	8:28 A	11:50 A	1:50 P	5:00 P
Vista Canyon	9:15 A	12:37 P	2:37 P	5:47 P
Via Princessa	9:19 A	12:41 P	2:41 P	5:51 P
Santa Clarita	9:26 A	12:48 P	2:48 P	5:57 P
Newhall	9:34 A	12:56 P	2:56 P	6:05 P
Sylmar/San Fernando	9:49 A	1:11 P	3:11 P	6:20 P
Sun Valley	9:56 A	1:18 P	3:18 P	6:28 P
Burbank Airport – North	10:00 A	1:22 P	3:22 P	6:31 P
Burbank – Downtown	10:06 A	1:28 P	3:28 P	6:37 P
Glendale	10:12 A	1:34 P	3:34 P	6:44 P
L.A. Union Station	10:29 A	1:52 P	3:52 P	7:02 P

To Lancaster

Train	1265	1269	1271	1273
L.A. Union Station	11:00 A	2:00 P	4:11 P	7:21 P
Glendale	11:15 A	2:14 P	4:25 P	7:35 P
Burbank – Downtown	11:21 A	2:20 P	4:31 P	7:41 P
Burbank Airport – North	11:26 A	2:26 P	4:37 P	7:47 P
Sun Valley	11:31 A	2:31 P	4:42 P	7:52 P
Sylmar/San Fernando	11:40 A	2:40 P	4:51 P	8:01 P
Newhall	11:56 A	2:56 P	5:06 P	8:16 P
Santa Clarita	12:05 P	3:04 P	5:15 P	8:25 P
Via Princessa	12:12 P	3:12 P	5:23 P	8:33 P
Vista Canyon	12:18 P	3:18 P	5:29 P	8:39 P
Vincent Grade/Acton	12:59 P	3:59 P	6:10 P	9:20 P
Palmdale	1:10 P	4:10 P	6:20 P	9:30 P
Lancaster	1:23 P	4:22 P	6:33 P	9:43 P

How to read this timetable

PM times shown in bold. A = a.m., P = p.m.

— Train passes this station without stopping. Blank = train does not operate on this segment.

Times are departure times.

Proposed schedule, subject to change.

SAN BERNARDINO LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To L.A. Union Station

Train	301	305	309	311	313	317	321	325	329	337	341	345	353	361
Redlands – Downtown			5:23 A		6:25 A									
San Bernardino – Downtown	3:41 A	4:41 A	5:41 A	6:11 A	6:43 A	7:41 A	8:41 A	9:41 A	10:41 A	12:41 P	1:41 P	2:41 P	4:41 P	6:54 P
San Bernardino – Depot	3:46 A	4:46 A	5:46 A	6:16 A	6:48 A	7:46 A	8:46 A	9:46 A	10:46 A	12:46 P	1:46 P	2:46 P	4:46 P	6:59 P
Rialto	3:54 A	4:54 A	5:54 A	6:24 A	6:56 A	7:54 A	8:54 A	9:54 A	10:54 A	12:54 P	1:54 P	2:54 P	4:54 P	7:07 P
Fontana	4:00 A	5:00 A	6:00 A	6:30 A	7:02 A	8:00 A	9:00 A	10:00 A	11:00 A	1:00 P	2:00 P	3:00 P	5:00 P	7:16 P
Rancho Cucamonga	4:11 A	5:11 A	6:11 A	6:41 A	7:13 A	8:11 A	9:11 A	10:11 A	11:11 A	1:11 P	2:11 P	3:11 P	5:11 P	7:25 P
Upland	4:19 A	5:19 A	6:19 A	6:49 A	7:21 A	8:19 A	9:19 A	10:19 A	11:19 A	1:19 P	2:19 P	3:19 P	5:19 P	7:32 P
Montclair	4:25 A	5:25 A	6:25 A	6:55 A	7:28 A	8:25 A	9:25 A	10:25 A	11:25 A	1:25 P	2:25 P	3:25 P	5:25 P	7:37 P
Claremont	4:30 A	5:30 A	6:30 A	7:00 A	7:32 A	8:30 A	9:30 A	10:30 A	11:30 A	1:30 P	2:30 P	3:30 P	5:30 P	7:40 P
Pomona – North	4:36 A	5:36 A	6:36 A	7:06 A	7:38 A	8:36 A	9:36 A	10:36 A	11:36 A	1:36 P	2:36 P	3:36 P	5:36 P	7:46 P
Covina	4:47 A	5:47 A	6:47 A	7:17 A	7:49 A	8:47 A	9:47 A	10:47 A	11:47 A	1:47 P	2:47 P	3:47 P	5:47 P	7:57 P
Baldwin Park	4:53 A	5:53 A	6:53 A	7:23 A	7:55 A	8:53 A	9:53 A	10:53 A	11:53 A	1:53 P	2:53 P	3:53 P	5:53 P	8:05 P
El Monte	5:07 A	6:07 A	7:06 A	7:37 A	8:06 A	9:07 A	10:07 A	11:07 A	12:07 P	2:07 P	3:07 P	4:07 P	6:07 P	8:15 P
Cal State LA	5:17 A	6:17 A	7:17 A	7:47 A	8:16 A	9:17 A	10:17 A	11:17 A	12:17 P	2:17 P	3:17 P	4:17 P	6:17 P	8:26 P
L.A. Union Station	5:31 A	6:31 A	7:31 A	8:01 A	8:29 A	9:31 A	10:31 A	11:31 A	12:31 P	2:31 P	3:31 P	4:31 P	6:31 P	8:40 P

To San Bernardino

Train	300	304	308	316	320	324	328	332	336	340	342	344	350	360
L.A. Union Station	6:38 A	7:38 A	8:38 A	10:38 A	11:38 A	12:38 P	1:38 P	2:38 P	3:38 P	4:38 P	5:08 P	5:38 P	7:15 P	9:38 P
Cal State LA	6:55 A	7:55 A	8:55 A	10:55 A	11:55 A	12:55 P	1:55 P	2:55 P	3:55 P	4:55 P	5:22 P	5:51 P	7:29 P	9:52 P
El Monte	7:09 A	8:09 A	9:09 A	11:09 A	12:09 P	1:09 P	2:09 P	3:09 P	4:09 P	5:09 P	5:34 P	6:05 P	7:41 P	10:04 P
Baldwin Park	7:18 A	8:18 A	9:18 A	11:18 A	12:18 P	1:18 P	2:18 P	3:18 P	4:18 P	5:18 P	5:43 P	6:15 P	7:50 P	10:13 P
Covina	7:25 A	8:25 A	9:25 A	11:25 A	12:25 P	1:25 P	2:25 P	3:25 P	4:25 P	5:25 P	5:50 P	6:22 P	7:57 P	10:20 P
Pomona – North	7:39 A	8:39 A	9:39 A	11:39 A	12:39 P	1:39 P	2:39 P	3:39 P	4:39 P	5:39 P	6:04 P	6:36 P	8:11 P	10:34 P
Claremont	7:45 A	8:45 A	9:45 A	11:45 A	12:45 P	1:45 P	2:45 P	3:45 P	4:45 P	5:45 P	6:10 P	6:42 P	8:17 P	10:40 P
Montclair	7:49 A	8:49 A	9:49 A	11:49 A	12:49 P	1:49 P	2:49 P	3:49 P	4:49 P	5:49 P	6:14 P	6:46 P	8:21 P	10:44 P
Upland	7:54 A	8:54 A	9:54 A	11:54 A	12:54 P	1:54 P	2:54 P	3:54 P	4:54 P	5:54 P	6:19 P	6:51 P	8:26 P	10:49 P
Rancho Cucamonga	8:01 A	9:01 A	10:01 A	12:01 P	1:01 P	2:01 P	3:01 P	4:01 P	5:01 P	6:01 P	6:27 P	6:59 P	8:34 P	10:57 P
Fontana	8:10 A	9:10 A	10:10 A	12:10 P	1:10 P	2:10 P	3:10 P	4:10 P	5:10 P	6:10 P	6:35 P	7:07 P	8:42 P	11:05 P
Rialto	8:16 A	9:16 A	10:16 A	12:16 P	1:16 P	2:16 P	3:16 P	4:16 P	5:16 P	6:16 P	6:41 P	7:13 P	8:48 P	11:11 P
San Bernardino – Depot	8:24 A	9:24 A	10:24 A	12:24 P	1:24 P	2:24 P	3:24 P	4:24 P	5:24 P	6:24 P	6:49 P	7:21 P	8:56 P	11:19 P
San Bernardino – Downtown	8:29 A	9:29 A	10:29 A	12:29 P	1:29 P	2:29 P	3:29 P	4:29 P	5:29 P	6:29 P	6:54 P	7:25 P	9:00 P	11:23 P
Redlands – Downtown											7:14 P	7:48 P		

SAN BERNARDINO LINE

Proposed FY27 Service

METROLINK

SATURDAY & SUNDAY

To L.A. Union Station

Train	1353	1357	1363	1369	1373	1377
San Bernardino – Downtown	8:38 A	11:38 A	1:38 P	3:38 P	5:38 P	7:38 P
San Bernardino – Depot	8:43 A	11:43 A	1:43 P	3:43 P	5:43 P	7:43 P
Rialto	8:50 A	11:50 A	1:50 P	3:50 P	5:50 P	7:50 P
Fontana	8:56 A	11:56 A	1:56 P	3:56 P	5:56 P	7:56 P
Rancho Cucamonga	9:06 A	12:06 P	2:06 P	4:06 P	6:06 P	8:06 P
Upland	9:14 A	12:14 P	2:14 P	4:14 P	6:14 P	8:14 P
Montclair	9:20 A	12:20 P	2:20 P	4:20 P	6:20 P	8:20 P
Claremont	9:23 A	12:23 P	2:23 P	4:23 P	6:23 P	8:23 P
Pomona – North	9:28 A	12:28 P	2:28 P	4:28 P	6:28 P	8:28 P
Covina	9:39 A	12:39 P	2:39 P	4:39 P	6:39 P	8:39 P
Baldwin Park	9:46 A	12:46 P	2:46 P	4:46 P	6:46 P	8:46 P
El Monte	9:57 A	12:57 P	2:57 P	4:57 P	6:57 P	8:57 P
Cal State LA	10:10 A	1:10 P	3:10 P	5:10 P	7:10 P	9:10 P
L.A. Union Station	10:22 A	1:22 P	3:22 P	5:22 P	7:22 P	9:22 P

To San Bernardino

Train	1352	1358	1364	1368	1372	1376
L.A. Union Station	8:38 A	1:38 P	3:38 P	5:38 P	7:38 P	9:38 P
Cal State LA	8:50 A	1:50 P	3:50 P	5:50 P	7:50 P	9:50 P
El Monte	9:01 A	2:01 P	4:01 P	6:01 P	8:01 P	10:01 P
Baldwin Park	9:12 A	2:12 P	4:12 P	6:12 P	8:12 P	10:12 P
Covina	9:19 A	2:19 P	4:19 P	6:19 P	8:19 P	10:19 P
Pomona – North	9:32 A	2:32 P	4:32 P	6:32 P	8:32 P	10:32 P
Claremont	9:38 A	2:38 P	4:38 P	6:38 P	8:38 P	10:38 P
Montclair	9:42 A	2:42 P	4:42 P	6:42 P	8:42 P	10:42 P
Upland	9:47 A	2:47 P	4:47 P	6:47 P	8:47 P	10:47 P
Rancho Cucamonga	9:54 A	2:54 P	4:54 P	6:54 P	8:54 P	10:54 P
Fontana	10:05 A	3:05 P	5:05 P	7:05 P	9:05 P	11:05 P
Rialto	10:11 A	3:11 P	5:11 P	7:11 P	9:11 P	11:11 P
San Bernardino – Depot	10:17 A	3:17 P	5:17 P	7:17 P	9:17 P	11:17 P
San Bernardino – Downtown	10:23 A	3:23 P	5:23 P	7:23 P	9:23 P	11:23 P

How to read this timetable

PM times shown in bold. A = a.m., P = p.m.

— Train passes this station without stopping. Blank = train does not operate on this segment.

Times are departure times.

Proposed schedule, subject to change.

RIVERSIDE LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To L.A. Union Station

Train	403	405	407	409	419
Riverside – Downtown	5:30 A	6:00 A	6:54 A	7:55 A	3:30 P
Jurupa Valley/Pedley	5:46 A	6:16 A	7:09 A	8:11 A	3:46 P
Ontario – East	5:58 A	6:28 A	7:21 A	8:23 A	3:58 P
Pomona – Downtown	6:10 A	6:40 A	7:34 A	8:35 A	4:10 P
Industry	6:20 A	6:50 A	7:43 A	8:45 A	4:20 P
Montebello/Commerce	6:40 A	7:10 A	8:04 A	9:05 A	4:40 P
L.A. Union Station	7:01 A	7:31 A	8:25 A	9:26 A	5:01 P

To Riverside

Train	400	410	412	414	416
L.A. Union Station	1:35 P	4:15 P	4:45 P	5:35 P	6:35 P
Montebello/Commerce	1:55 P	4:35 P	5:05 P	5:55 P	6:55 P
Industry	2:13 P	4:53 P	5:23 P	6:13 P	7:13 P
Pomona – Downtown	2:23 P	5:03 P	5:33 P	6:23 P	7:23 P
Ontario – East	2:35 P	5:15 P	5:45 P	6:35 P	7:35 P
Jurupa Valley/Pedley	2:47 P	5:27 P	5:57 P	6:47 P	7:47 P
Riverside – Downtown	3:06 P	5:46 P	6:16 P	7:06 P	8:06 P

SATURDAY & SUNDAY

No weekend service on this line.

How to read this timetable

PM times shown in bold. A = a.m., P = p.m.

— Train passes this station without stopping. Blank = train does not operate on this segment.

Times are departure times.

Proposed schedule, subject to change.

91/PERRIS VALLEY LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To Perris

Train	700	720	732	734	736	740
L.A. Union Station	5:34 A	1:04 P	3:20 P	3:51 P	4:34 P	5:34 P
Norwalk/Santa Fe Springs	5:57 A	1:27 P	3:44 P	4:14 P	4:57 P	5:57 P
Buena Park	6:06 A	1:36 P	3:53 P	4:23 P	5:06 P	6:06 P
Fullerton	6:12 A	1:42 P	3:58 P	4:29 P	5:12 P	6:12 P
Corona – West	6:36 A	2:06 P	4:22 P	4:53 P	5:36 P	6:36 P
Corona – North Main	6:41 A	2:11 P	4:28 P	4:58 P	5:41 P	6:41 P
Riverside – La Sierra	6:49 A	2:19 P	4:36 P	5:06 P	5:49 P	6:49 P
Riverside – Downtown	7:03 A	2:33 P	4:50 P	5:20 P	6:03 P	7:03 P
Riverside – Hunter Park/UCR	7:11 A	2:41 P	4:58 P	5:28 P	6:11 P	7:11 P
Moreno Valley/March Field	7:28 A	2:58 P	5:14 P	5:44 P	6:28 P	7:28 P
Perris – Downtown	7:39 A	3:09 P	5:25 P	5:56 P	6:39 P	7:39 P
Perris – South	7:48 A	3:18 P	5:34 P	6:05 P	6:48 P	7:48 P

To L.A. Union Station

Train	701	703	705	707	709	711
Perris – South	4:20 A	5:20 A	6:20 A	7:20 A	8:20 A	3:51 P
Perris – Downtown	4:26 A	5:26 A	6:26 A	7:26 A	8:26 A	3:56 P
Moreno Valley/March Field	4:37 A	5:37 A	6:37 A	7:37 A	8:37 A	4:07 P
Riverside – Hunter Park/UCR	4:53 A	5:53 A	6:53 A	7:53 A	8:53 A	4:23 P
Riverside – Downtown	5:02 A	6:02 A	7:02 A	8:02 A	9:02 A	4:32 P
Riverside – La Sierra	5:14 A	6:14 A	7:14 A	8:14 A	9:14 A	4:44 P
Corona – North Main	5:22 A	6:22 A	7:22 A	8:22 A	9:22 A	4:52 P
Corona – West	5:26 A	6:26 A	7:26 A	8:26 A	9:26 A	4:57 P
Fullerton	5:50 A	6:50 A	7:50 A	8:50 A	9:50 A	5:20 P
Buena Park	5:56 A	6:56 A	7:56 A	8:56 A	9:56 A	5:26 P
Norwalk/Santa Fe Springs	6:03 A	7:03 A	8:03 A	9:03 A	10:03 A	5:34 P
L.A. Union Station	6:29 A	7:29 A	8:29 A	9:29 A	10:29 A	6:00 P

91/PERRIS VALLEY LINE

Proposed FY27 Service

METROLINK

SATURDAY & SUNDAY

To Perris

Train	1752	1754
L.A. Union Station	3:25 P	5:39 P
Norwalk/Santa Fe Springs	3:49 P	6:03 P
Buena Park	3:57 P	6:11 P
Fullerton	4:03 P	6:17 P
Corona – West	4:27 P	6:41 P
Corona – North Main	4:32 P	6:46 P
Riverside – La Sierra	4:40 P	6:54 P
Riverside – Downtown	4:52 P	7:06 P
Riverside – Hunter Park/UCR	5:00 P	7:14 P
Moreno Valley/March Field	5:16 P	7:30 P
Perris – Downtown	5:28 P	7:42 P
Perris – South	5:37 P	7:48 P

To L.A. Union Station

Train	1751	1753
Perris – South	8:10 A	9:36 A
Perris – Downtown	8:15 A	9:42 A
Moreno Valley/March Field	8:28 A	9:54 A
Riverside – Hunter Park/UCR	8:44 A	10:10 A
Riverside – Downtown	8:51 A	10:17 A
Riverside – La Sierra	9:03 A	10:29 A
Corona – North Main	9:11 A	10:37 A
Corona – West	9:17 A	10:43 A
Fullerton	9:41 A	11:07 A
Buena Park	9:46 A	11:13 A
Norwalk/Santa Fe Springs	9:53 A	11:20 A
L.A. Union Station	10:21 A	11:48 A

How to read this timetable

PM times shown in bold. A = a.m., P = p.m.

— Train passes this station without stopping. Blank = train does not operate on this segment.

Times are departure times.

Proposed schedule, subject to change.

ORANGE COUNTY CORRIDOR

Metrolink (Proposed FY27, Scenario 8) with Amtrak Pacific Surfliner (schedule of May 4, 2026)

METROLINK

MONDAY – FRIDAY

From L.A. Union Station → Orange County

Train	600	602	562	604	564	566	770	572	774	612	580	620	782	624	584	626	786	628	588	790	794
Service	Metrolink	Metrolink	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak
L.A. Union Station	4:22 A	5:20 A	6:10 A	6:40 A	7:10 A	8:10 A	10:10 A	11:10 A	12:10 P	1:30 P	3:10 P	3:27 P	4:10 P	4:25 P	5:10 P	5:25 P	6:10 P	6:30 P	7:10 P	8:10 P	10:10 P
Commerce	—	—	—	—	—	—	—	—	—	—	—	—	—	4:40 P	—	5:40 P	—	6:45 P	—	—	—
Norwalk/Santa Fe Springs	4:47 A	5:45 A	—	7:05 A	—	—	—	—	—	1:56 P	—	3:53 P	—	4:51 P	—	5:51 P	—	6:56 P	—	—	—
Buena Park	4:55 A	5:53 A	—	7:13 A	—	—	—	—	—	2:04 P	—	4:01 P	—	4:59 P	—	5:59 P	—	7:04 P	—	—	—
Fullerton	5:01 A	5:59 A	6:41 A	7:19 A	7:41 A	8:41 A	10:41 A	11:41 A	12:41 P	2:10 P	3:41 P	4:07 P	4:41 P	5:05 P	5:41 P	6:05 P	6:41 P	7:10 P	7:41 P	8:41 P	10:41 P
Anaheim	5:08 A	6:06 A	6:49 A	7:26 A	7:49 A	8:49 A	10:49 A	11:49 A	12:49 P	2:17 P	3:49 P	4:14 P	4:49 P	5:12 P	5:49 P	6:12 P	6:49 P	7:17 P	7:49 P	8:49 P	10:49 P
Orange	5:13 A	6:11 A	—	7:31 A	—	—	—	—	—	2:22 P	—	4:19 P	—	5:17 P	—	6:17 P	—	7:22 P	—	—	—
Santa Ana	5:18 A	6:16 A	7:01 A	7:36 A	8:01 A	9:01 A	11:01 A	12:01 P	1:01 P	2:27 P	4:01 P	4:24 P	5:01 P	5:22 P	6:01 P	6:22 P	7:01 P	7:27 P	8:01 P	9:01 P	11:01 P
Tustin	5:24 A	6:22 A	—	7:42 A	—	—	—	—	—	2:33 P	—	4:30 P	—	5:28 P	—	6:28 P	—	7:33 P	—	—	—
Irvine	5:31 A	6:29 A	7:12 A	7:49 A	8:12 A	9:12 A	11:12 A	12:12 P	1:12 P	2:40 P	4:12 P	4:37 P	5:12 P	5:35 P	6:12 P	6:35 P	7:12 P	7:40 P	8:12 P	9:12 P	11:12 P
Laguna Niguel/Mission Viejo	5:42 A	6:40 A	—	8:00 A	—	—	—	—	—	2:51 P	—	4:48 P	—	5:46 P	—	6:46 P	—	7:51 P	—	—	—
San Juan Capistrano	—	—	7:26 A	—	8:25 A	9:25 A	11:25 A	12:25 P	1:25 P	—	4:25 P	—	5:25 P	—	6:25 P	—	7:25 P	—	8:25 P	9:25 P	11:26 P
San Clemente	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
San Clemente Pier	—	—	—	—	8:38 A	9:38 A	11:38 A	12:38 P	1:38 P	—	4:38 P	—	5:38 P	—	6:38 P	—	7:38 P	—	8:38 P	9:38 P	—
Oceanside	—	—	8:05 A	—	9:08 A	10:08 A	12:08 P	1:08 P	2:08 P	—	5:08 P	—	6:08 P	—	7:08 P	—	8:08 P	—	9:08 P	10:05 P	12:05 A

To L.A. Union Station ← Orange County

Train	601	761	603	605	765	609	611	567	769	573	777	579	581	619	785	621	587	627	591	593	595
Service	Metrolink	Amtrak	Metrolink	Metrolink	Amtrak	Metrolink	Metrolink	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak
Oceanside	—	4:57 A	—	—	6:57 A	—	—	7:57 A	8:57 A	10:57 A	12:57 P	1:57 P	2:57 P	—	4:57 P	—	5:57 P	—	7:57 P	8:57 P	9:57 P
San Clemente Pier	—	—	—	—	7:20 A	—	—	8:20 A	9:20 A	11:20 A	1:20 P	2:20 P	3:20 P	—	5:20 P	—	6:23 P	—	8:20 P	9:20 P	—
San Clemente	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
San Juan Capistrano	—	5:34 A	—	—	7:37 A	—	—	8:37 A	9:37 A	11:37 A	1:37 P	2:37 P	3:37 P	—	5:37 P	—	6:36 P	—	8:37 P	9:37 P	10:34 P
Laguna Niguel/Mission Viejo	4:58 A	—	5:58 A	6:58 A	—	7:58 A	8:23 A	—	—	—	—	—	—	4:30 P	—	6:10 P	—	7:10 P	—	—	—
Irvine	5:08 A	5:49 A	6:08 A	7:08 A	7:52 A	8:08 A	8:32 A	8:52 A	9:52 A	11:52 A	1:52 P	2:52 P	3:52 P	4:40 P	5:52 P	6:20 P	6:53 P	7:20 P	8:52 P	9:52 P	10:49 P
Tustin	5:16 A	—	6:16 A	7:16 A	—	8:16 A	8:41 A	—	—	—	—	—	—	4:48 P	—	6:28 P	—	7:28 P	—	—	—
Santa Ana	5:23 A	6:01 A	6:23 A	7:23 A	8:04 A	8:23 A	8:47 A	9:04 A	10:04 A	12:04 P	2:04 P	3:04 P	4:04 P	4:55 P	6:04 P	6:35 P	7:06 P	7:35 P	9:04 P	10:04 P	11:01 P
Orange	5:28 A	—	6:28 A	7:28 A	—	8:28 A	8:52 A	—	—	—	—	—	—	5:00 P	—	6:40 P	—	7:40 P	—	—	—
Anaheim	5:32 A	6:10 A	6:32 A	7:32 A	8:13 A	8:32 A	8:57 A	9:13 A	10:13 A	12:13 P	2:13 P	3:13 P	4:13 P	5:04 P	6:13 P	6:44 P	7:17 P	7:44 P	9:13 P	10:13 P	11:10 P
Fullerton	5:40 A	6:18 A	6:40 A	7:40 A	8:21 A	8:40 A	9:04 A	9:21 A	10:21 A	12:21 P	2:21 P	3:21 P	4:21 P	5:12 P	6:21 P	6:52 P	7:25 P	7:52 P	9:21 P	10:21 P	11:18 P
Buena Park	5:46 A	—	6:46 A	7:46 A	—	8:46 A	9:10 A	—	—	—	—	—	—	5:18 P	—	6:58 P	—	7:58 P	—	—	—
Norwalk/Santa Fe Springs	5:54 A	—	6:54 A	7:54 A	—	8:54 A	9:18 A	—	—	—	—	—	—	5:26 P	—	7:06 P	—	8:06 P	—	—	—
Commerce	6:04 A	—	7:04 A	8:04 A	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
L.A. Union Station	6:20 A	6:57 A	7:20 A	8:20 A	8:57 A	9:20 A	9:44 A	9:57 A	10:57 A	12:57 P	2:57 P	3:57 P	4:57 P	5:52 P	6:57 P	7:32 P	8:04 P	8:32 P	9:57 P	10:57 P	11:57 P

ORANGE COUNTY CORRIDOR

Metrolink (Proposed FY27, Scenario 8) with Amtrak Pacific Surfliner (schedule of May 4, 2026)

METROLINK

SATURDAY & SUNDAY

From L.A. Union Station → Orange County

Train	562	564	566	660	770	572	774	668	580	782	584	786	588	790	794
Service	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak
L.A. Union Station	6:10 A	7:10 A	8:10 A	9:05 A	10:10 A	11:10 A	12:10 P	1:22 P	3:10 P	4:10 P	5:10 P	6:10 P	7:10 P	8:10 P	10:10 P
Commerce	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Norwalk/Santa Fe Springs	—	—	—	9:28 A	—	—	—	1:45 P	—	—	—	—	—	—	—
Buena Park	—	—	—	9:36 A	—	—	—	1:53 P	—	—	—	—	—	—	—
Fullerton	6:41 A	7:41 A	8:41 A	9:42 A	10:41 A	11:41 A	12:41 P	1:59 P	3:41 P	4:41 P	5:41 P	6:41 P	7:41 P	8:41 P	10:41 P
Anaheim	6:49 A	7:49 A	8:49 A	9:50 A	10:49 A	11:49 A	12:49 P	2:06 P	3:49 P	4:49 P	5:49 P	6:49 P	7:49 P	8:49 P	10:49 P
Orange	—	—	—	9:54 A	—	—	—	2:11 P	—	—	—	—	—	—	—
Santa Ana	7:01 A	8:01 A	9:01 A	10:00 A	11:01 A	12:01 P	1:01 P	2:17 P	4:01 P	5:01 P	6:01 P	7:01 P	8:01 P	9:01 P	11:01 P
Tustin	—	—	—	10:06 A	—	—	—	2:23 P	—	—	—	—	—	—	—
Irvine	7:12 A	8:12 A	9:12 A	10:15 A	11:12 A	12:12 P	1:12 P	2:31 P	4:12 P	5:12 P	6:12 P	7:12 P	8:12 P	9:12 P	11:12 P
Laguna Niguel/Mission Viejo	—	—	—	10:26 A	—	—	—	2:41 P	—	—	—	—	—	—	—
San Juan Capistrano	7:26 A	8:25 A	9:25 A	10:32 A	11:25 A	12:25 P	1:25 P	2:47 P	4:25 P	5:25 P	6:25 P	7:25 P	8:25 P	9:25 P	11:26 P
San Clemente	—	—	—	10:42 A	—	—	—	3:00 P	—	—	—	—	—	—	—
San Clemente Pier	—	8:38 A	9:38 A	10:45 A	11:38 A	12:38 P	1:38 P	3:03 P	4:38 P	5:38 P	6:38 P	7:38 P	8:38 P	9:38 P	—
Oceanside	8:05 A	9:08 A	10:08 A	11:13 A	12:08 P	1:08 P	2:08 P	3:30 P	5:08 P	6:08 P	7:08 P	8:08 P	9:08 P	10:05 P	12:05 A

To L.A. Union Station ← Orange County

Train	761	765	567	769	573	661	777	579	581	667	785	587	591	593	595
Service	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak
Oceanside	4:57 A	6:57 A	7:57 A	8:57 A	10:57 A	11:56 A	12:57 P	1:57 P	2:57 P	3:55 P	4:57 P	5:57 P	7:57 P	8:57 P	9:57 P
San Clemente Pier	—	7:20 A	8:20 A	9:20 A	11:20 A	12:19 P	1:20 P	2:20 P	3:20 P	4:19 P	5:20 P	6:23 P	8:20 P	9:20 P	—
San Clemente	—	—	—	—	—	12:23 P	—	—	—	4:22 P	—	—	—	—	—
San Juan Capistrano	5:34 A	7:37 A	8:37 A	9:37 A	11:37 A	12:34 P	1:37 P	2:37 P	3:37 P	4:35 P	5:37 P	6:36 P	8:37 P	9:37 P	10:34 P
Laguna Niguel/Mission Viejo	—	—	—	—	—	12:41 P	—	—	—	4:42 P	—	—	—	—	—
Irvine	5:49 A	7:52 A	8:52 A	9:52 A	11:52 A	12:51 P	1:52 P	2:52 P	3:52 P	4:53 P	5:52 P	6:53 P	8:52 P	9:52 P	10:49 P
Tustin	—	—	—	—	—	12:58 P	—	—	—	5:00 P	—	—	—	—	—
Santa Ana	6:01 A	8:04 A	9:04 A	10:04 A	12:04 P	1:04 P	2:04 P	3:04 P	4:04 P	5:07 P	6:04 P	7:06 P	9:04 P	10:04 P	11:01 P
Orange	—	—	—	—	—	1:10 P	—	—	—	5:13 P	—	—	—	—	—
Anaheim	6:10 A	8:13 A	9:13 A	10:13 A	12:13 P	1:15 P	2:13 P	3:13 P	4:13 P	5:18 P	6:13 P	7:17 P	9:13 P	10:13 P	11:10 P
Fullerton	6:18 A	8:21 A	9:21 A	10:21 A	12:21 P	1:22 P	2:21 P	3:21 P	4:21 P	5:26 P	6:21 P	7:25 P	9:21 P	10:21 P	11:18 P
Buena Park	—	—	—	—	—	1:28 P	—	—	—	5:32 P	—	—	—	—	—
Norwalk/Santa Fe Springs	—	—	—	—	—	1:35 P	—	—	—	5:40 P	—	—	—	—	—
Commerce	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
L.A. Union Station	6:57 A	8:57 A	9:57 A	10:57 A	12:57 P	2:03 P	2:57 P	3:57 P	4:57 P	6:10 P	6:57 P	8:04 P	9:57 P	10:57 P	11:57 P

CORRIDOR FREQUENCY (trains serving L.A. Union Station, by direction)

Service day / direction	Metrolink	Amtrak	Total
Monday – Friday · From L.A. Union Station	8	13	21
Monday – Friday · To L.A. Union Station + C	8	13	21
Saturday & Sunday · From L.A. Union Station	2	13	15
Saturday & Sunday · To L.A. Union Station + C	2	13	15

How to read this timetable

Metrolink trains: train number on line color. Amtrak Pacific Surfliner trains: train number on dark gray, marked "Amtrak".

PM times in bold. A = a.m., P = p.m. — Train passes without stopping. Blank = train does not operate on this segment.

Eligible Metrolink passes may be accepted on Amtrak Pacific Surfliner trains under the Rail 2 Rail® program; restrictions apply. See metrolinktrains.com.

Amtrak schedules are set by the LOSSAN Rail Corridor Agency and may change independently of Metrolink.

INLAND EMPIRE-ORANGE COUNTY LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To Laguna Niguel/Mission Viejo

Train	803	805	807	809	811	813	815
San Bernardino – Downtown		5:50 A	6:27 A				
San Bernardino – Depot		5:55 A	6:31 A				
Riverside – Downtown	5:10 A	6:11 A	6:48 A	7:30 A	8:12 A	9:15 A	4:44 P
Riverside – La Sierra	5:22 A	6:24 A	7:00 A	7:42 A	8:24 A	9:28 A	4:56 P
Corona – North Main	5:30 A	6:32 A	7:08 A	7:50 A	8:32 A	9:36 A	5:04 P
Corona – West	5:35 A	6:36 A	7:13 A	7:55 A	8:37 A	9:41 A	5:09 P
Anaheim Canyon	5:54 A	6:56 A	7:33 A	8:14 A	8:56 A	10:00 A	5:28 P
Orange	6:03 A	7:05 A	7:42 A	8:23 A	9:05 A	10:09 A	5:37 P
Santa Ana	6:08 A	7:10 A	7:47 A	8:28 A	9:10 A	10:14 A	5:43 P
Tustin	6:14 A	7:16 A	7:53 A	8:35 A	9:16 A	10:20 A	5:49 P
Irvine	6:23 A	7:25 A	8:02 A	8:43 A	9:25 A	10:29 A	5:57 P
Laguna Niguel/Mission Viejo	6:32 A	7:34 A	8:11 A	8:52 A	9:34 A	10:38 A	6:06 P

To San Bernardino

Train	800	802	804	806	808	810	812
Laguna Niguel/Mission Viejo	7:10 A	12:58 P	2:28 P	3:14 P	4:18 P	5:18 P	6:30 P
Irvine	7:21 A	1:09 P	2:39 P	3:25 P	4:29 P	5:29 P	6:41 P
Tustin	7:28 A	1:16 P	2:46 P	3:32 P	4:36 P	5:36 P	6:48 P
Santa Ana	7:34 A	1:22 P	2:52 P	3:38 P	4:42 P	5:42 P	6:54 P
Orange	7:41 A	1:29 P	2:59 P	3:46 P	4:50 P	5:50 P	7:01 P
Anaheim Canyon	7:48 A	1:36 P	3:06 P	3:53 P	4:57 P	5:57 P	7:08 P
Corona – West	8:08 A	1:56 P	3:26 P	4:12 P	5:16 P	6:16 P	7:28 P
Corona – North Main	8:13 A	2:01 P	3:31 P	4:17 P	5:21 P	6:21 P	7:33 P
Riverside – La Sierra	8:21 A	2:09 P	3:39 P	4:25 P	5:29 P	6:29 P	7:41 P
Riverside – Downtown	8:32 A	2:20 P	3:51 P	4:37 P	5:40 P	6:40 P	7:53 P
San Bernardino – Depot			4:09 P	4:55 P			8:11 P
San Bernardino – Downtown			4:13 P	4:59 P			8:15 P

INLAND EMPIRE-ORANGE COUNTY LINE

METROLINK

Proposed FY27 Service

SATURDAY & SUNDAY

To Oceanside

Train	857	859
San Bernardino – Downtown	6:58 A	8:56 A
San Bernardino – Depot	7:02 A	9:00 A
Riverside – Downtown	7:19 A	9:18 A
Riverside – La Sierra	7:32 A	9:30 A
Corona – North Main	7:45 A	9:43 A
Corona – West	7:53 A	9:51 A
Anaheim Canyon	8:13 A	10:11 A
Orange	8:20 A	10:18 A
Santa Ana	8:26 A	10:24 A
Tustin	8:32 A	10:30 A
Irvine	8:40 A	10:38 A
Laguna Niguel/Mission Viejo	8:51 A	10:48 A
San Juan Capistrano	8:56 A	10:54 A
San Clemente	9:06 A	11:05 A
San Clemente Pier	9:10 A	11:09 A
Oceanside	9:37 A	11:36 A

INLAND EMPIRE-ORANGE COUNTY LINE

METROLINK

Proposed FY27 Service

To San Bernardino

Train	858	860
Oceanside	2:19 P	6:51 P
San Clemente Pier	2:43 P	7:20 P
San Clemente	2:47 P	7:24 P
San Juan Capistrano	2:56 P	7:34 P
Laguna Niguel/Mission Viejo	3:03 P	7:44 P
Irvine	3:13 P	7:54 P
Tustin	3:20 P	8:01 P
Santa Ana	3:26 P	8:08 P
Orange	3:32 P	8:13 P
Anaheim Canyon	3:39 P	8:20 P
Corona – West	3:59 P	8:40 P
Corona – North Main	4:04 P	8:46 P
Riverside – La Sierra	4:12 P	8:54 P
Riverside – Downtown	4:24 P	9:06 P
San Bernardino – Depot	4:41 P	9:23 P
San Bernardino – Downtown	4:50 P	9:31 P

How to read this timetable

PM times shown in bold. A = a.m., P = p.m.

— Train passes this station without stopping. Blank = train does not operate on this segment.

Times are departure times.

Proposed schedule, subject to change.

ARROW SERVICE (REDLANDS)

Proposed FY27 Service

MONDAY – FRIDAY

To Redlands

Train	3800	3802	3804	3806	3808	3810	3812	3814	3816	3818	3820	3822	3824	3826	3828	3830	3832	3834	3836	3838	3840
San Bernardino – Downtown	3:38 A	4:39 A	6:23 A	7:09 A	8:08 A	8:41 A	9:40 A	10:41 A	11:14 A	11:53 A	12:28 P	1:40 P	2:10 P	2:41 P	3:41 P	4:40 P	5:11 P	5:41 P	6:41 P	8:45 P	9:45 P
San Bernardino – Tippecanoe	3:45 A	4:47 A	6:30 A	7:16 A	8:15 A	8:48 A	9:47 A	10:48 A	11:22 A	12:01 P	12:36 P	1:48 P	2:18 P	2:49 P	3:49 P	4:48 P	5:19 P	5:49 P	6:49 P	8:52 P	9:52 P
Redlands – Esri	3:52 A	4:57 A	6:38 A	7:27 A	8:23 A	8:56 A	9:55 A	10:56 A	11:29 A	12:08 P	12:43 P	1:55 P	2:25 P	2:56 P	3:56 P	4:55 P	5:26 P	5:56 P	6:56 P	9:00 P	10:00 P
Redlands – Downtown	3:56 A	5:01 A	6:41 A	7:30 A	8:26 A	8:59 A	9:58 A	10:59 A	11:33 A	12:12 P	12:47 P	1:59 P	2:29 P	3:00 P	4:00 P	4:59 P	5:30 P	6:00 P	7:00 P	9:03 P	10:03 P
Redlands – University	4:00 A	5:04 A	6:45 A	7:34 A	8:30 A	9:03 A	10:02 A	11:03 A	11:37 A	12:16 P	12:51 P	2:03 P	2:33 P	3:04 P	4:04 P	5:03 P	5:34 P	6:04 P	7:04 P	9:07 P	10:07 P

To San Bernardino

Train	3801	3803	3805	3807	3809	3811	3813	3815	3817	3819	3821	3823	3825	3827	3829	3831	3833	3835	3837	3839	3841
Redlands – University	4:07 A	5:40 A	7:07 A	8:06 A	8:40 A	9:08 A	10:08 A	11:13 A	11:52 A	12:27 P	1:08 P	2:08 P	3:08 P	3:40 P	4:09 P	5:08 P	5:41 P	6:09 P	8:13 P	9:15 P	10:15 P
Redlands – Downtown	4:11 A	5:44 A	7:11 A	8:10 A	8:44 A	9:12 A	10:12 A	11:17 A	11:56 A	12:31 P	1:12 P	2:13 P	3:13 P	3:44 P	4:13 P	5:13 P	5:45 P	6:14 P	8:18 P	9:20 P	10:20 P
Redlands – Esri	4:15 A	5:48 A	7:15 A	8:14 A	8:48 A	9:16 A	10:16 A	11:21 A	12:00 P	12:35 P	1:16 P	2:16 P	3:16 P	3:48 P	4:17 P	5:16 P	5:49 P	6:17 P	8:21 P	9:23 P	10:23 P
San Bernardino – Tippecanoe	4:21 A	5:54 A	7:21 A	8:20 A	8:54 A	9:22 A	10:22 A	11:27 A	12:06 P	12:41 P	1:22 P	2:23 P	3:23 P	3:54 P	4:23 P	5:22 P	5:55 P	6:24 P	8:28 P	9:30 P	10:30 P
San Bernardino – Downtown	4:28 A	6:02 A	7:28 A	8:27 A	9:01 A	9:29 A	10:29 A	11:34 A	12:13 P	12:48 P	1:29 P	2:30 P	3:30 P	4:01 P	4:30 P	5:30 P	6:02 P	6:31 P	8:35 P	9:37 P	10:37 P

SATURDAY & SUNDAY

To Redlands

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

To San Bernardino

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

How to read this timetable

PM times shown in bold. A = a.m., P = p.m.

— Train passes this station without stopping. Blank = train does not operate on this segment.

Times are departure times.

Proposed schedule, subject to change.

Transmittal 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
- Service cuts (8 scenarios evaluated)

Operating Budget

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Budget Assumptions

Service Level

- 29% reduction in weekday service
- 40% reduction in weekend service

Revenues

- Fare revenue forecasted in-house
- Fare increases to one-way tickets, SoCal Day Passes, and Weekend Passes
- Gas price induced ridership
- \$10.8M 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
- 33% reduction in travel & training
- No special trains unless self-supporting

Scenario 8 Service Levels

Service Line	Optimized		Scenario 8		Scenario 8 vs Optimized	
	# Trains Weekday	# Trains Weekend	# Trains Weekday	# Trains Weekend	# Trains Weekday	# Trains Weekend
San Bernardino	44	16	28	12	-36%	-25%
Ventura County	22	4	14	4	-36%	0%
Antelope Valley	30	24	22	8	-27%	-67%
Riverside	10	0	10	0	0%	0%
Orange County	26	8	16	4	-38%	-50%
IEOC	18	4	14	4	-22%	0%
91/PVL	14	4	12	4	-14%	0%
TOTAL	164	60	116	36	-29%	-40%

Operating Budget Summary

\$81.7 million

Operating Revenue

+6.2% over FY26 Budget



\$348.4 million

Operating Expense

-1.4% under FY26 Budget



\$266.7 million

Member Support

-3.5% under FY26 Budget

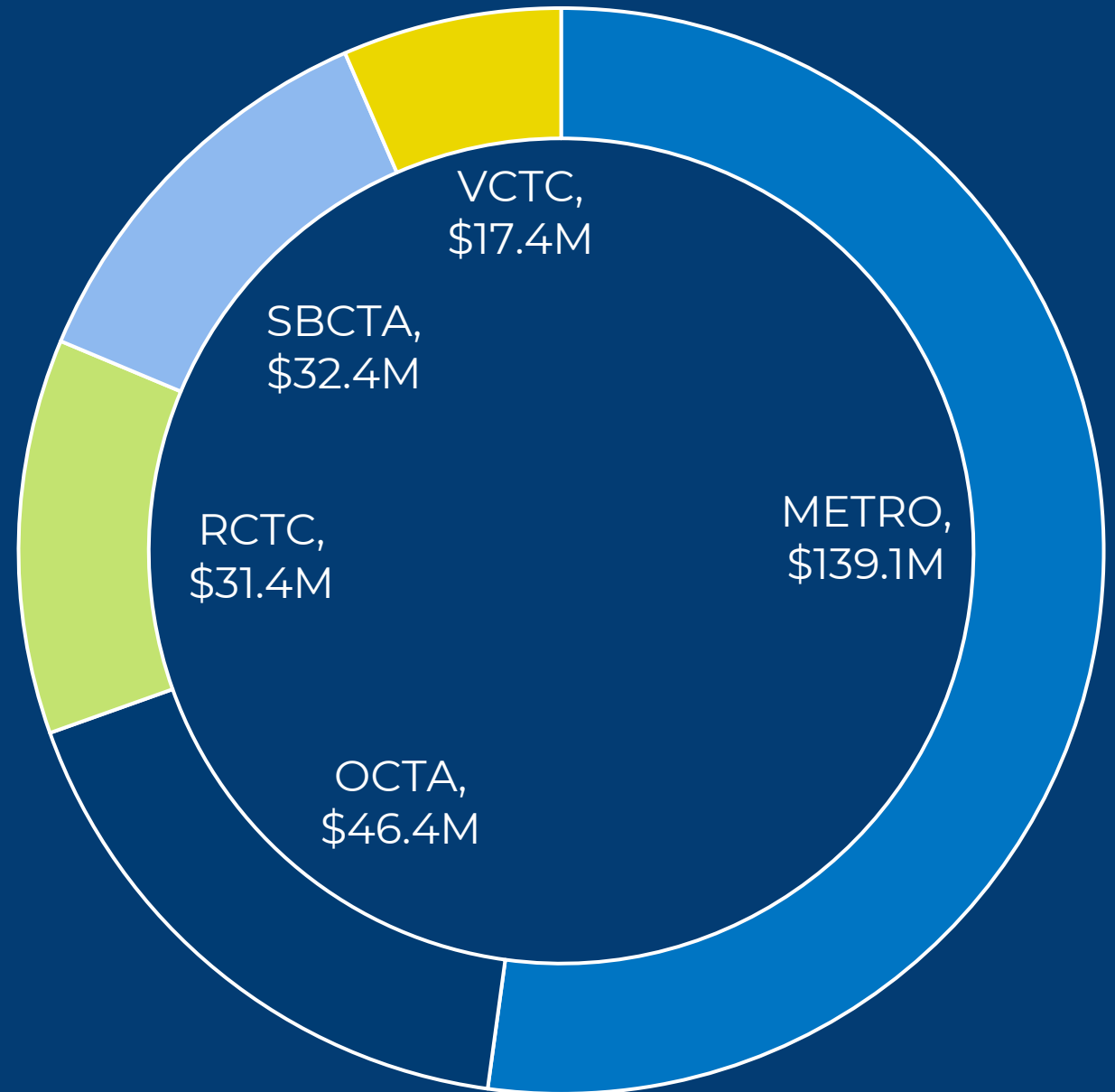


Fare Revenue FY19 – FY27 Proposed



Total Operating Support Required

\$266.7M



Capital Budget

METROLINK



Operating Budget Summary

\$142.6 million

State of Good Repair

+3.7% over FY26 Budget



\$10.9 million

New Capital

-30.1% under FY26 Budget



\$153.5 million

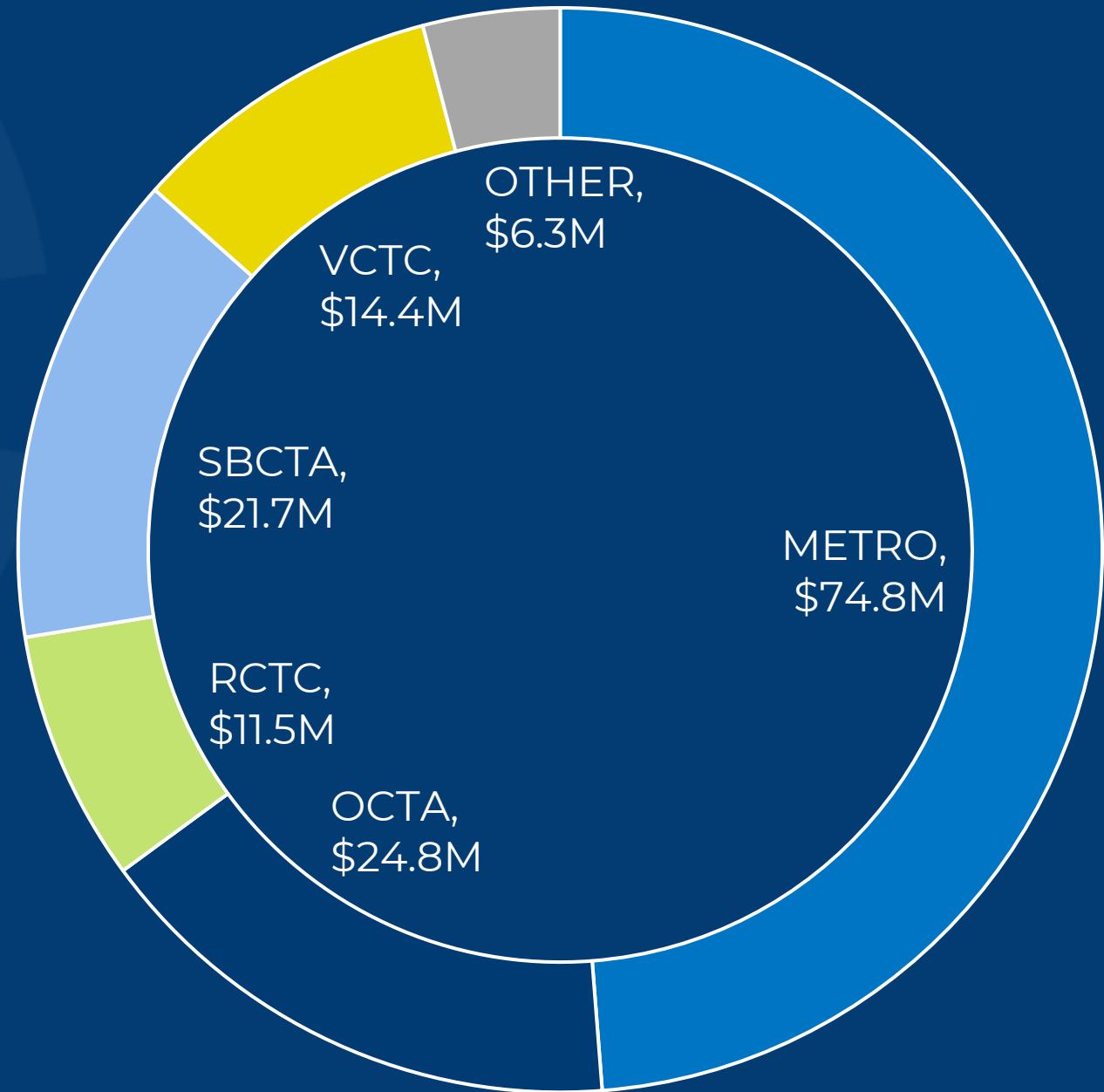
Total Capital

+0.3% over FY26 Budget



Total Capital Program

\$153.5



Budget Summary

METROLINK



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%



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Thank you.