

Agenda



Southern California Regional Rail Authority

BOARD OF DIRECTORS

MAY 26, 2023

Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

**BOARD ROSTER
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

<u>County</u>	<u>Member</u>	<u>Alternate</u>
San Bernardino: 2 votes	Larry McCallon (<i>Chair</i>) Mayor City of Highland SBCTA Board	Javier Dutrey* Mayor City of Montclair SBCTA Board
	Alan D. Wapner Council Member City of Ontario SBCTA Board	Ray Marquez* Council Member City of Chino Hills SBCTA Board
Orange: 2 votes	Doug Chaffee (<i>Vice-Chair</i>) Supervisor, 4 th District County of Orange OCTA Board	Mark Murphy* Citizen Representative OCTA Board
	Tam Nguyen Public Member OCTA Board	VACANT OCTA Board
Riverside: 2 votes	Brian Berkson (<i>2nd Vice-Chair</i>) Council Member City of Jurupa Valley RCTC Board	Lisa Middleton* Council Member City of Palm Springs RCTC Board
	Karen Spiegel Supervisor, 2 nd District County of Riverside RCTC Board	Michael Vargas* Mayor City of Perris RCTC Board
Ventura: 1 vote	Tony Trembley Vice Mayor City of Camarillo VCTC Board	Daniel Chavez, Jr. Citizen Representative VCTC Board
Los Angeles: 4 votes	Kathryn Barger Supervisor, 5 th District County of Los Angeles Metro Board	Lauren Hughes-Leslie Metro Appointee

Member

Alternate

Paul Krekorian
Council Member, 2nd District
City of Los Angeles
Metro Board

Pam O'Connor
Metro Appointee

Ara Najarian
Council Member
City of Glendale
Metro Board

Walter Allen, III
Mayor
City of Covina
Metro Appointee

Hilda Solis
Supervisor, 1st District
County of Los Angeles
Metro Board

Victor Preciado
Council Member
City of Pomona
Metro Appointee

EX-OFFICIO MEMBERS

San Diego Association of Governments:

Priya Bhat-Patel
Deputy Mayor
City of Carlsbad

Esther Sanchez
Mayor
Oceanside

Southern California Association of Governments:

Art Brown
Mayor, City of Buena Park

State of California:

Gloria Roberts
Acting District Director, Caltrans District 7

Alternate:
Paul Marquez
Deputy District Director for Planning, Caltrans District 7

*Alternate represents either member

*Item 7.D was moved from Consent Calendar to Regular Calendar



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BOARD OF DIRECTORS MEETING

FRIDAY, MAY 26, 2023 – 10:00 AM

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

AGENDA DESCRIPTIONS

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

A person with a disability may contact the Board Secretary'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 Secretary, 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

Members of the public wishing to address the Board of Directors regarding any item appearing on the agenda or any item not on the agenda, but within the subject matter jurisdiction of the Board, may do so by completing a Speaker's Form and submitting it to the Board Secretary. Public comment can also be emailed in advance to BoardSecretary@scrra.net. All speakers will be recognized by the Chairman and will be considered under Item 5 (Public Comment). When addressing the Board, please state your name for the record. Please address the Board as a whole through the Chair. Please note comments to individual Board members or staff are not permitted when addressing the Board. A speaker's comments shall be limited to three (3) minutes.

1. **Call to Order**
2. **Safety Briefing**
3. **Pledge of Allegiance**
4. **Roll Call**
5. **Public Comment**
6. **Approval of Consent Calendar Items: 11.A-11.L**
All Consent Calendar items are listed at the end of the agenda.
7. **REGULAR CALENDAR**

7.A Second Amendment to the At-Will Employment Agreement - Chief Executive Officer

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

It is recommended that the Board approve the Second Amendment to the At-Will Employment Agreement for the CEO, Darren Kettle.

Funding is included in the FY23 Operating Budget and will be included in subsequent annual budgets.

7.B Proposed FY2023-2024 (FY24) Budget - Request to Transmit

The Southern California Regional Rail Authority (SCRRA) Joint Powers Authority (JPA) requires that the "Governing Board shall approve a preliminary administrative budget and capital improvement program for the succeeding fiscal year no later than May 1 of each year. The Board shall adopt a final budget no later than June 30 of each year...Decisions dealing with capital and operating fund allocations, as well as annual approval of each Member Agency's share of the Authority's annual budget, shall be approved by the Member Agencies themselves."

In response to staff's request, at the April 28th meeting the SCRRA Board of Directors approved a deferral of the transmittal of the FY24 Budget until May 26, 2023.

AUDIT AND FINANCE COMMITTEE RECOMMENDED (5-0) the Board approve transmitting the Proposed FY24 Budget for the consideration and adoption of the Member Agencies.

This report and the transmittal of the Proposed FY24 Budget has no impact on the FY23 Budget.

7.C May Legislative Update

Staff provides a regular monthly update on current legislative affairs.

Receive and file.

***7.D Service Growth Development Plan Update**

This report presents an introduction to, update on, and early results from the Service Growth Development Plan (SGDP) project. The SGDP seeks to establish a consensus plan, developed with input from Member Agencies, for Metrolink growth ranging from short-term optimization opportunities for implementation as early as this fall to target growth circa 2028 and potential growth in later years.

Receive and file.

8. Chief Executive Officer's Report

- Authority Update

9. Board Members' Comments

10. Chair's Comments

11. CONSENT CALENDAR

11.A Approval of Meeting Minutes - April 28, 2023 Regular Board Meeting

It is recommended that the Board approve the Minutes of the April 28, 2023 Regular Board Meeting.

11.B Financial Results for the Nine Months Ending March 2023 - Ridership and Revenue Recovery and Operating Statements

In response to the effects of the COVID-19 pandemic and the related decline in Metrolink ridership, the Authority developed and updated forecasts for ridership and associated revenue recovery. A forecast was updated in November 2021. This November 2021 update was the forecast used to produce the FY23 Budget and is used in this report for all comparisons to Budget.

Monthly reports to the Board will continue for as long as the effects of the pandemic and post pandemic issues significantly impact the financial position of the Authority.

Receive and file.

11.C Corrective Action Status Update - Third Quarter Ended March 31, 2023

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

Receive and file.

11.D Internal Audit Department Quarterly Update for Q3 FY 2023

The Internal Audit Department (Internal Audit) is providing quarterly updates on internal audits, external audits, and other activities. This item represents the third quarter of FY 2023 (January 1, 2023, to March 31, 2023).

Receive and file.

11.E FY2022-23 Quarterly Fuel Purchase Program Update - Quarter Ending March 31, 2023

Staff is providing an update on the Authority's Fuel Purchase Program for the quarter ended March 31, 2023.

Receive and file.

11.F Grants Quarterly Update - 3rd Quarter, Fiscal Year 2023

Staff is providing an update of grant acquisition, reprogramming and closeout activity for the period of January 1, 2023 to March 31, 2023.

Receive and file.

11.G Public Outreach for Low-Income Fare

In September 2022, the Authority launched a pilot program with a 50% discount on all Metrolink fares for eligible Low-Income individuals. This item seeks Board approval to initiate the fare change process consistent with the Authority's Public Participation Plan (Attachment A) to make the Low-Income fare discount a regular part of the Metrolink fare structure.

EXECUTIVE COMMITTEE RECOMMENDED (4-0) the Board approve the initiation of the public comment period as required under Title VI for the continuation of Metrolink's Low-Income Fare.

Title VI Public Outreach costs are included in the Adopted Operating Budget for FY2022-23 (\$20,000). The Low-Income fare program is subject to the continued availability of LCTOP grant funding.

11.H Customer Experience Quarterly Update for Q3 FY2022-23

Staff is updating the Committee on Customer Experience campaigns and activities for the third quarter of FY2022-23. These updates will be provided each quarter.

Receive and file.

11.I Quarterly Compensation Report - 3rd Quarter FY23 - January 1, 2023 through March 31, 2023

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

Receive and file.

11.J Contract No. MS318-23 - Railroad Flagging, Training, Inspection & Right of Entry Agreement Services - Recommendation to Award - RailPros Field Services, Inc. (RailPros)

The Authority needs to continue to provide Railroad Flagging, Training, Inspections and Right of Entry Agreement Services on an on-call basis to projects within and adjacent to the railroad right of way.

CONTRACTS, OPERATIONS, MAINTENANCE, AND SAFETY COMMITTEE RECOMMENDED (4-0) the Board authorize the Chief Executive Officer to award Contract No. MS318-23, Railroad Flagging, Training, Inspection & Right of Entry Agreement Services to RailPros and approve a not-to-exceed contract funding authorization amount of \$41,000,000 (\$24,600,000 for the base and \$8,200,000 for each of the two option years) for the term of the contract. The term of the contract shall be a three-year base term with two one-year options that may be exercised at the sole discretion of the Chief Executive Officer. Work under this contract will be authorized through the Work Order process on an as needed basis. The award is subject to resolution of any timely filed protest.

The amounts for which contract authority is requested are included in the Adopted Operation Budget for FY2023-24 (\$60,000), previously Adopted Capital Budgets and Third-Party Recollectable agreements. A summary of forecasted on-call work is included in Attachment A. Funding for subsequent years will be requested through the annual budget. There is no financial commitment with respect to subsequent years and work will be authorized only if funding is available.

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

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

On July 26, 2019, the Board authorized the CEO to execute Third-Party Agreements (TPAs) with other public agencies up to \$500,000, and to provide a quarterly report to the Board with a list of applicable executed TPAs between \$250,000 and \$500,000.

This report meets these Board requirements for the third quarter of FY 2023, which covers January 1, 2023, through March 31, 2023.

Receive and file.

11.L System Safety and Compliance - CY23 Quarterly Update

Staff is providing a quarterly update on the Authority's safety and compliance status and activities, including strike data, reportable injuries, rule violations, compliance audits, regulatory inspections, and public outreach. This update covers the 1st quarter of Calendar Year (CY) 2023.

Receive and file.

12. ADJOURNMENT

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ITEM ID: 2023-231-0

TRANSMITTAL DATE: May 19, 2023

MEETING DATE: May 26, 2023

TO: Board of Directors

FROM: Ilyssa DeCasperis, Chief People Officer

SUBJECT: Second Amendment to the At-Will Employment Agreement - Chief Executive Officer

Issue

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

Recommendation

It is recommended that the Board approve the Second Amendment to the At-Will Employment Agreement for the CEO, Darren Kettle.

Background

CEO Darren Kettle began his employment with the Authority on September 7, 2021, which is the effective date of his Employment Agreement. In accordance with the Agreement, the Governing Board shall provide a performance evaluation after his initial six (6) months of employment and annually thereafter. Any changes to Mr. Kettle's compensation based on the initial six (6) month or annual performance review is within the sole discretion of the Governing Board.

Discussion

Following the CEO's performance review on April 28, 2023, it is recommended that effective May 26, 2023, the Board authorize the Authority to pay CEO Darren Kettle an annual base salary of Three Hundred Fifty-Five Thousand Dollars (\$355,000) on a pro-rata bi-weekly basis. The base salary shall be payable as current salary subject to all applicable withholdings and

deductions and at the same time all other Authority employees are paid.

The above terms are reflected in the Second Amendment to the Agreement found in Attachment A.

Budget Impact

Funding is included in the FY23 Operating Budget and will be included in subsequent annual budgets.

Next Steps

Upon receiving Board approval, the Second Amendment to the At-Will Agreement will be executed.

Prepared by: Roxanne Randolph, Senior Manager, Human Resources

Approved by: Ilyssa DeCasperis, Chief People Officer

Attachment(s)

[Attachment A - Second Amendment to Employment Agreement - Kettle](#)

SECOND AMENDMENT

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

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

The **PARTIES** recite and declare:

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

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

AMENDMENT

1. Section 4 of the **Agreement** shall be amended as follows:
 - 4.1.1 Effective May 26, 2023, **AUTHORITY** agrees to pay **KETTLE** an annual base salary of Three Hundred Fifty-Five Thousand Dollars (\$355,000) on a pro-rata bi-weekly basis. The base salary shall be payable as current salary subject to all applicable withholdings and deductions and at the same time all other **AUTHORITY** employees are paid.

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

DATED: _____	_____ Darren Kettle
DATED: _____	_____ Larry McCallon Chair of the Board Southern California Regional Rail Authority
	APPROVED AS TO FORM: _____ Don O. Del Rio General Counsel for Southern California Regional Rail Authority


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ITEM ID: 2023-196-0
TRANSMITTAL DATE: May 19, 2023
MEETING DATE: May 26, 2023
TO: Board of Directors
FROM: Arnold Hackett, Chief Financial Officer
SUBJECT: Proposed FY2023-2024 (FY24) Budget - Request to Transmit

Issue

The Southern California Regional Rail Authority (SCRRA) Joint Powers Authority (JPA) requires that the "Governing Board shall approve a preliminary administrative budget and capital improvement program for the succeeding fiscal year no later than May 1 of each year. The Board shall adopt a final budget no later than June 30 of each year...Decisions dealing with capital and operating fund allocations, as well as annual approval of each Member Agency's share of the Authority's annual budget, shall be approved by the Member Agencies themselves."

In response to staff's request, at the April 28th meeting the SCRRA Board of Directors approved a deferral of the transmittal of the FY24 Budget until May 26, 2023.

Recommendation

AUDIT AND FINANCE COMMITTEE RECOMMENDED (5-0) the Board approve t ransmitting the Proposed FY24 Budget for the consideration and adoption of the Member Agencies.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

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

- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board.
- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving.
- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees.
- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California.

The FY24 Budget has been constructed to provide support to each of Metrolink's strategic goals.

Background

The process of constructing the Proposed FY24 Budget was presented with a number of unique challenges:

- External support for updating the Ridership/Revenue Forecast
- Collaboration with LOSSAN
- Arrow Service Budget Development
- Adjustments to Service Levels

A particular issue was that service levels required Member Agency consensus in order to produce a budget.

After many discussions with Member Agencies, it was decided that a majority preferred a budget reflecting current service levels, with the proposed understanding that those levels could be revisited for implementation with the standard October 2023 schedule revisions. Any revisions would require an amendment to the Proposed FY24 Budget.

FY24 Operating Budget as originally reviewed with Member Agencies and the MAAC was based on an increased level of service to pre-pandemic levels to begin in October. The budget which is proposed here is based on a current level of service for the entire Fiscal Year 2023-24.

On April 28, 2023, staff requested, and the Board approved, the deferral of the transmission of the Proposed FY24 Budget to the Member Agencies until May 26, 2023.

Discussion

Kickoff meetings for the FY24 Budget were conducted in early December 2022. Metrolink CEO guidance was provided that required an increase of not more than 5% for each department. The Budget requests were submitted and subsequently analyzed and reviewed by Budget staff. The CFO then held internal meetings with each department, and, subsequently, the Chief Executive Officer. The purpose of the meetings was to review the necessity for budget amounts requested taking into consideration such factors as:

- Overarching goal of safety, fiscal sustainability and operational efficiency;
- Consideration of the post pandemic changes to farebox revenue;
- Condition of Assets;
- Funding at a level which will meet the goals of the Authority;
- Contractual requirements;
- Historic levels of spending;
- Current levels of spending;
- Known adjustments for the forthcoming year;
- Projects to improve efficiencies and create savings in current and future years.

Internal meetings were concluded in early March. The CFO then conducted meetings with each of the Member Agency CFOs and staff in late March. The Proposed FY24 Budget was reviewed with the Member Agency Advisory Committee (MAAC) members on April 7th, and May 4, 2023.

An overview of the FY24 Proposed Budget for Operations and the Capital Program detailing the total request for support was reviewed with the Member Agencies' Chief Executive Officers during the April 2023 monthly meeting.

Foundation for Proposed FY24 Budget

The Proposed FY24 Budget provides funding to achieve:

Continued emphasis on safe operations

- Intraoperative Positive Train Control (PTC) updates and maintenance as the centerpiece of Metrolink's efforts.
- Grant funded efforts to reduce the number of trespasser injuries (GPS/Cameras).

Investment in existing and new assets to maintain a state of good repair

- Funding of critical rehabilitation projects.
- Funding for studies to improve maintenance efficacy and efficiency.

Increase of ridership and revenue

- Assistance for Low Income Riders (Grant)

- Programs for Students
- Programs to generate ridership for entertainment, day trips, shopping, etc.
- External study of Fare Structure

FY24 Operating Budget Assumptions:

- Service
 - Service at current service level
 - Addition of Codeshare North and South of Union Station (Pending agreement with LOSSAN)
- Revenue
 - Ridership and Revenue Forecast as provided by KPMG/Sperry Capital (Attachment A)
- Expense
 - Contractor increases only as mandated by agreements
 - 5% merit pool
 - No COLA
 - No New FTE Headcount
- Arrow as a separate budget funded by SBCTA
- Reporting
 - Monthly
 - Formal mid-year budget review

Operating Budget Details

Proposed Total Operating Revenues are \$52.8M and reflect a projected net decrease of \$13.7M or 20.7% from the FY23 Budget. The year-over-year changes are detailed below in the Operating Revenues section. Expenditures are \$303.4M and reflect an increase of \$7.1M or 2.4% higher than the FY23 Budget. Details of the year-over-year expense change are explained below in the Operating Expenditures section. The required Operating Support is \$250.7M and is an increase of \$20.9M, or 9.1% from the FY23 Budget. (see Attachment B for comparisons).

The Proposed FY24 Budget Operating Statement by detailed categories compared to the FY23 Budget, by Member Agency, by Line, and historically over the last five years are included as Attachments C, D, E, and F.

Discussion of Proposed FY24 Budget Operating Statement Operating Revenues

Operating Revenues include Farebox, Dispatching, and Maintenance-of-Way (MOW) Revenues, and Other Revenues, such as interest, scrap, other minor miscellaneous revenues. Operating Revenues are estimated to total \$52.8M for FY24, a decrease of \$13.7M or 20.7% compared to the FY23 Budget.

Farebox Revenue, which is the largest component of the Total Operating Revenue, is projected at \$37.2M, a decrease of \$13.9M or 27.2% compared to the FY23 Budget. Revenue budgets for both FY22 and FY23 were overly optimistic. Recognizing our difficulty in forecasting accurately in a totally restructured environment for public transportation, we

sought assistance from KPMG/Sperry Capital. The Proposed FY24 Budget is based on the forecast provided by KPMG/Sperry Capital. The comparisons between amounts used in the FY23 Budget which was produced in-house in November of 2021, and the new forecast can be seen on Attachment A. Subsidies add an additional \$3.1M to the Farebox amount.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the expected rate of usage. The budget of \$2.0M for Dispatching Revenue reflects a decrease of \$0.8M as compared to the FY23 Budget resulting from Amtrak service reduction. The MOW Revenue is \$12.9M reflecting an increase of \$1.1M, or 8.9% as compared to the FY23 Budget. Other Revenues are budgeted at \$0.7M.

Operating Expenditures

Operating Expenditures are presented in the following four categories: Train Operations, Maintenance-of-Way (MOW), Administration and Services, and Insurance. Comparisons are to the FY23 Budget.

The Train Operations component of the Operating budget contains those costs necessary to provide Metrolink commuter rail services across the six-county service area, which includes the direct costs of railroad operations, equipment maintenance, and required support costs. The Proposed FY24 Budget for expenditures related to Train Operations including contingency is \$171.6M an increase of 0.4% from the FY23 Budget

MOW expenditures are those costs necessary to perform the inspections and repairs needed to ensure reliable, safe, efficient operation of trains, and the safety of the public. The Proposed FY24 Budget amount for expenditures related to MOW is \$54.3M, an increase of 4.1% from the FY23 Budget.

Administration and Services include internal expenditures related to Train Operations. The Proposed FY24 Budget for expenditures related to Administration & Services is \$57.4M, an increase of 6.1% as compared to the FY23 Budget.

The Category of Insurance and Legal is \$20.0M for the Proposed FY24 Budget, a 5.4% increase from the FY23 Budget.

Overall, the total Proposed FY24 Budget for expenditures is \$303.4M, and has increased from the FY23 Budget by \$7.1M or 2.4%. The components of this change are as described below.

Total Train Operations have increased by \$0.7M or 0.4%. The primary drivers of this increase are:

- Train Operations Services have decreased \$4.8M or 9.4% as the result of the decision to remain at current service levels, while the FY23 Budget anticipated complete restoration of service;
- Equipment Maintenance increased by \$3.5M or 8.5%. The mechanical vendor has held their contract flat. The \$3.5M is an increase in the cost of parts for maintaining Rolling Stock. The F125 Locomotives are no longer under warranty;
- Fuel expense decreased by \$3.0M or 9.1% due to the worldwide price reductions in fuel;
- Security increased by \$0.8M or 4.9% due to increases by the Sheriff's Department;

- Utilities and Leases decreased by \$0.8M or 21.1% primarily as a result of telecom expense being moved to a systemwide expense category this year;
- Station Maintenance increased by \$3.0M or 139.3% due to increased Union Station Common Area Maintenance;
- Rail Agreements increased by \$1.4M or 25.9%, as a result of the AAR index driven by inflation to over 20%.

MOW has increased by \$2.1M or 4.1% from the FY23 Budget primarily as a result of the increase of the Herzog costs by \$2.5M or 7.2%, offset by a reduction in estimated Extraordinary Maintenance charges and the transfer of Holiday pay (\$0.3M) to an Indirect Administrative category.

Administration and Services have increased from FY23 Budget by \$3.3M or 6.1%. The primary drivers of this increase are:

- A decrease to Operations Salaries & Benefits for \$0.7M or 3.8%, as a result of the movement of Holiday pay to Indirect Administrative category;
- An increase to Operations Non-Labor Expense of \$0.8M or 7.1%, driven by \$1.3M for the New Mobile Ticketing System (Deferred from last year), offset by reductions to Hardware/Software purchases;
- An increase of \$3.1M or 14.4% in charges to Indirect Administrative costs is the result of:
 - \$1.0M telecom costs transferred to this category (offsetting decrease in utilities;
 - \$1.4M transfer of Holiday Pay to this category (offsetting decrease in Salaries and Wages for Operations and in MOW);
 - \$0.7M increase to Interns, Grads on Track, Job Core.

Total Insurance and Legal expense has increased by \$1.0M or 5.4% from the FY23 Budget,

- Property and Liability Insurance premiums are higher by \$0.8M or 4.7%
- Claims Administration is increased by \$0.3M

Member Agency Operating Support

Member Agency support is required to fund the difference between the total costs of operations and available revenues. The Proposed FY24 Budget estimates total Member Agency support is needed in the amount of \$250.7M, an increase of \$20.9M, or 9.1% more than the FY23 Budget.

The Budget Summary Comparison (Attachment F) includes a year-over-year comparison of net operating support by Member Agency. In response to Member Agency requests, this schedule reflects the FY24 Proposed member support in whole dollars which are required to create Member Agency Board requests.

ARROW Service Budget

At the request of the San Bernardino County Transportation Authority, staff will be submitting a request for a continuing appropriation resolution for approval to cover the 1st Quarter FY2024 expenses for Arrow Service. The Proposed FY24 Budget for Arrow Service will be submitted at a later date, to be determined.

Capital Program Budget

State of Good Repair (SGR)

The Proposed FY24 Proposed Budget was developed based on the Metrolink Rehabilitation Plan (MRP) which was created in fulfillment of the Transit Asset Management (TAM) requirement, and to address the Authority's SGR needs. The MRP addresses two critical elements:

- **Backlog:** Total cost of renovating all assets to achieve a current SGR
- **SGR:** Annual cost of keeping assets in a State of Good Repair

The FY24 budget request addresses only the SGR or annual cost of keeping assets in a State of Good Repair. The Proposed FY24 Budget does not address the current backlog which is estimated to be over \$768M.

The SGR authorization request for FY24 was identified as necessary investments to maintain a SGR. These projects total \$126.3M. The projects are presented by Member Agency, by Line, and by individual project with locations and descriptions in Attachment G.

New Capital

The New Capital authorization request for FY24 was identified as necessary for safe and efficient rail operations. These projects total \$20.9M. The projects are presented by Member Agency, by Line, and by individual project with locations and descriptions in Attachment H.

Multi-year Forecasts

Operating Budget Forecasts for FY25, FY26, FY27 and FY28 will be provided to the committee for their requested approval at the June 9, 2023 Committee Meeting. Upon Board approval, the FY25, FY26, FY27, and FY28 forecasted budgets will be provided to the Member Agencies for consideration and programming. The four- year forecasts will only be considered for adoption individually during the applicable year.

Upon approval by the Board, the Proposed FY24 Budget will be transmitted to Member Agencies for consideration and adoption.

Operating Budget Attachments

The attachments as listed below provide additional detail on the FY24 Proposed Budget for Operating as described:

- Attachment A - KPMG/Sperry Capital Ridership Forecast
- Attachment B - FY24 Proposed Operating Budget with Comparison to FY23
- Attachment C - Historical Actual and Budgeted Operating Statements
- Attachment D - FY23 Proposed Operating Budget by Member Agency
- Attachment E - FY23 Proposed Operating Budget by Line
- Attachment F - History of Actual and Budgeted Operating Support by Member Agency

Capital Program Budget Attachments

The attachments as listed below provide additional detail on the FY24 Proposed Budget for the Capital Program as described:

Attachment G - FY24 Proposed SGR Projects by Member Agency, Line, and Project Detail List
Attachment H - FY24 Proposed New Capital by Member Agency, Line, and Project Detail List
Attachment I - FY24 Proposed Capital Program Cashflow

Budget Impact

This report and the transmittal of the Proposed FY24 Budget has no impact on the FY23 Budget.

Next Steps

May-June, 2023: Staff presentations at Member Agencies' Committee and Board meetings, as requested

May 26: Board Approval for FY24 Budget transmittal to Member Agencies

June 9: Request AFCOM recommendation for adoption of FY24 Budget, approval of 4-year forecast and working capital policy, and continuing appropriation resolution for first quarter Arrow service FY24 Operating Budget

June 23 - Board Adoption of FY24 Budget, approval of 4-year forecast and working capital policy, and continuing appropriation resolution for first quarter Arrow service FY24 Operating Budget

Prepared by: Christine Wilson, Senior Finance Manager

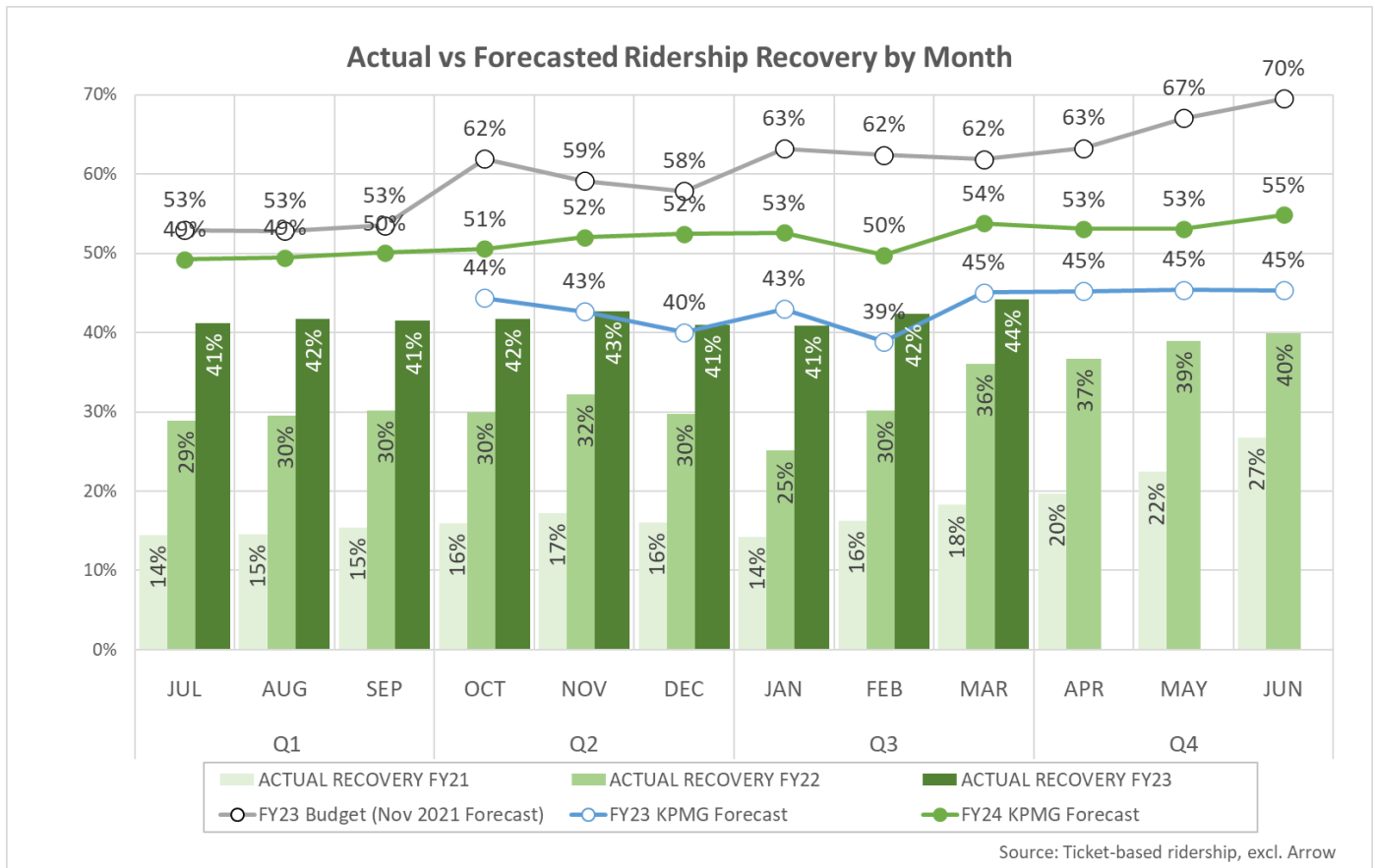
Approved by: Arnold Hackett, Chief Financial Officer

Attachment(s)

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Ridership Recovery Forecast

Attachment A



FY24 Proposed Operating Budget

Attachment B

(\$000s)	FY 22-23 Amended Budget	FY 23-24 Proposed Budget	Variance FY23 Amended vs FY24 Proposed	
			\$ Variance	% Variance
Operating Revenue				
Farebox Revenue	47,085	34,138	(12,946)	-27.50%
Fare Reduction Subsidy	1,511	490	(1,020)	-67.54%
Other Train Subsidies	2,500	2,565	65	2.62%
Special Trains	-	-	-	n/a
Subtotal-Pro Forma FareBox	51,095	37,194	(13,901)	-27.21%
Dispatching	2,777	1,963	(814)	-29.32%
Other Revenues	773	691	(82)	-10.56%
MOW Revenues	11,879	12,932	1,053	8.86%
Total Operating Revenue	66,523	52,779	(13,744)	-20.66%
Operating Expenses				
<u>Operations & Services</u>				
Train Operations	51,345	46,530	(4,815)	-9.38%
Equipment Maintenance	41,054	44,560	3,506	8.54%
Fuel	32,716	29,743	(2,973)	-9.09%
Non-Scheduled Rolling Stock Repairs	100	100	-	0.00%
Operating Facilities Maintenance	2,218	2,244	26	1.18%
Other Operating Train Services	934	942	8	0.86%
Rolling Stock Lease	-	-	-	n/a
Security	15,738	16,513	774	4.92%
Public Safety Program	103	103	-	0.00%
Passenger Relations	1,911	2,021	110	5.77%
TVM Maintenance/Revenue Collection	5,365	5,342	(23)	-0.43%
Marketing	3,097	3,238	141	4.54%
Media & External Communications	372	322	(50)	-13.40%
Utilities/Leases	3,914	3,088	(826)	-21.11%
Transfers to Other Operators	3,276	3,269	(7)	-0.22%
Amtrak Transfers	824	1,185	362	43.94%
Station Maintenance	2,185	5,229	3,044	139.34%
Rail Agreements	5,305	6,680	1,375	25.92%
Holiday Trains	-	-	-	n/a
Special Trains	500	500	-	0.00%
Subtotal Operations & Services	170,958	171,611	652	0.38%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	51,167	53,546	2,378	4.65%
MoW - Extraordinary Maintenance	1,048	794	(253)	-24.18%
Subtotal Maintenance-of-Way	52,215	54,340	2,125	4.07%
<u>Administration & Services</u>				
Ops Salaries & Benefits	17,903	17,221	(683)	-3.81%
Ops Non-Labor Expenses	11,983	12,830	848	7.08%
Indirect Administrative Expenses	21,546	24,658	3,112	14.44%
Ops Professional Services	2,685	2,717	32	1.20%
Subtotal Admin & Services	54,117	57,426	3,309	6.11%
Contingency	90	88	(3)	-2.78%
Total Operating Expenses	277,380	283,464	6,084	2.19%
<u>Insurance and Legal</u>				
Liability/Property/Auto	16,088	16,838	750	4.66%
Net Claims / SI	1,000	990	(10)	-1.00%
Claims Administration	1,856	2,146	290	15.62%
Subtotal Insurance and Legal	18,944	19,974	1,030	5.44%
Total Expense	296,324	303,438	7,114	2.40%
Loss / Member Support Required	(229,801)	(250,659)	(20,858)	9.08%

Numbers may not foot due to rounding

Historical Actual and Budgeted Operating Statements

03/20/2020 10:00

(\$000s)	FY 19-20 Actual	FY 20-21 Actual	FY 21-22 Actual	FY 22-23 Amended Budget	FY 23-24 Proposed Budget	Variance FY24 Proposed vs FY23 Amended	
						\$ Variance	% Variance
Operating Revenue							
Farebox Revenue	61,843	13,811	25,128	47,085	34,138	(12,946)	-27.50%
Fare Reduction Subsidy	1,090	164	689	1,511	490	(1,020)	-67.54%
AV Line Discount	-	-	(15)	-	-	-	n/a
Other Train Subsidies	-	2,306	2,365	2,500	2,565	65	2.62%
Special Trains	171	-	121	-	-	-	n/a
Subtotal-Pro Forma FareBox	63,104	16,256	28,288	51,095	37,194	(13,901)	-27.21%
Dispatching	2,300	2,079	2,155	2,777	1,963	(814)	-29.32%
Other Revenues	254	345	459	773	691	(82)	-10.56%
MOW Revenues	13,301	11,545	11,506	11,879	12,932	1,053	8.86%
Total Operating Revenue	78,958	30,225	42,407	66,523	52,779	(13,744)	-20.66%
Operating Expenses							
<u>Operations & Services</u>							
Train Operations	45,701	42,885	41,589	51,345	46,530	(4,815)	-9.38%
Equipment Maintenance	36,861	37,041	39,130	41,054	44,560	3,506	8.54%
Fuel	21,150	18,640	21,245	32,716	29,743	(2,973)	-9.09%
Non-Scheduled Rolling Stock Repairs	92	112	43	100	100	-	0.00%
Operating Facilities Maintenance	1,569	2,130	1,804	2,218	2,244	26	1.18%
Other Operating Train Services	863	945	520	934	942	8	0.86%
Rolling Stock Lease	231	230	-	-	-	-	n/a
Security	9,367	13,597	13,973	15,738	16,513	774	4.92%
Public Safety Program	55	64	14	103	103	-	0.00%
Passenger Relations	1,786	1,787	1,622	1,911	2,021	110	5.77%
TVM Maintenance/Revenue Collection	7,594	3,503	3,675	5,365	5,342	(23)	-0.43%
Marketing	1,359	2,092	2,646	3,097	3,238	141	4.54%
Media & External Communications	410	219	101	372	322	(50)	-13.40%
Utilities/Leases	2,762	2,899	2,913	3,914	3,088	(826)	-21.11%
Transfers to Other Operators	5,394	662	1,975	3,276	3,269	(7)	-0.22%
Amtrak Transfers	1,166	41	238	824	1,185	362	43.94%
Station Maintenance	1,980	1,960	1,984	2,185	5,229	3,044	139.34%
Rail Agreements	5,159	4,812	3,193	5,305	6,680	1,375	25.92%
Holiday Trains	57	-	-	-	-	-	n/a
Special Trains	524	-	74	500	500	-	0.00%
Subtotal Operations & Services	144,081	133,621	136,741	170,958	171,611	652	0.38%
<u>Maintenance-of-Way</u>							
MoW - Line Segments	43,375	43,756	49,740	51,167	53,546	2,378	4.65%
MoW - Extraordinary Maintenance	864	599	242	1,048	794	(253)	-24.18%
Subtotal Maintenance-of-Way	44,239	44,355	49,982	52,215	54,340	2,125	4.07%
<u>Administration & Services</u>							
Ops Salaries & Benefits	15,497	15,578	15,107	17,903	17,221	(683)	-3.81%
Ops Non-Labor Expenses	7,645	7,334	7,594	11,983	12,830	848	7.08%
Indirect Administrative Expenses	18,254	17,695	17,645	21,546	24,658	3,112	14.44%
Ops Professional Services	3,019	2,311	2,276	2,685	2,717	32	1.20%
Subtotal Admin & Services	44,415	42,917	42,622	54,117	57,426	3,309	6.11%
Contingency	11	-	-	90	88	(3)	-2.78%
Total Operating Expenses	232,745	220,893	229,344	277,380	283,464	6,084	2.19%
Insurance and Legal							
Liability/Property/Auto	9,870	12,447	12,857	16,088	16,838	750	4.66%
Net Claims / SI	2,303	1	(684)	1,000	990	(10)	-1.00%
Claims Administration	367	682	1,708	1,856	2,146	290	15.62%
Total Net Insurance and Legal	12,540	13,129	13,880	18,944	19,974	1,030	5.44%
Total Expense	245,285	234,023	243,224	296,324	303,438	7,114	2.40%
Non-Recurring Settlement Expense 1	-	3,234	-	-	-	-	n/a
Non-Recurring Settlement Expense 2	-	2,370	-	-	-	-	n/a
Loss / Member Support Required	(166,327)	(209,402)	(200,817)	(229,801)	(250,659)	(20,858)	9.08%
Member Support Payments	156,578	163,176	131,718	TBD	TBD	TBD	TBD
CARES Funding Utilized	9,748	46,226	66,491				
Refund of Remaining Carryforward	-	-	196				
Surplus / (Deficit)	-	-	(2,412)				

Numbers may not foot due to rounding

FY24 Proposed Operating Budget by Member Agency

Attachment D

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	17,181	8,347	3,151	4,688	771	34,138
Fare Reduction Subsidy	293	-	-	197	-	490
Other Train Subsidies	2,565	-	-	-	-	2,565
Special Trains	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	20,040	8,347	3,151	4,885	771	37,194
Dispatching	1,019	594	13	116	220	1,963
Other Revenues	344	150	73	88	35	691
MOW Revenues	6,811	3,047	880	1,766	427	12,932
Total Operating Revenue	28,215	12,138	4,117	6,855	1,454	52,779
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	25,174	9,227	4,409	5,606	2,114	46,530
Equipment Maintenance	21,813	10,129	5,091	5,414	2,112	44,560
Fuel	15,330	6,667	2,874	3,588	1,284	29,743
Non-Scheduled Rolling Stock Repairs	50	24	10	12	3	100
Operating Facilities Maintenance	1,129	534	232	271	78	2,244
Other Operating Train Services	468	130	112	157	75	942
Rolling Stock Lease	-	-	-	-	-	-
Security	8,581	3,437	1,766	1,903	825	16,513
Public Safety Program	49	18	15	11	10	103
Passenger Relations	980	526	182	284	48	2,021
TVM Maintenance/Revenue Collection	2,335	1,147	871	673	317	5,342
Marketing	1,605	787	301	462	84	3,238
Media & External Communications	153	56	48	34	32	322
Utilities/Leases	1,465	532	459	324	307	3,088
Transfers to Other Operators	1,746	821	236	359	108	3,269
Amtrak Transfers	485	543	-	-	157	1,185
Station Maintenance	3,135	718	354	742	281	5,229
Rail Agreements	1,973	1,825	1,608	373	902	6,680
Holiday Trains	-	-	-	-	-	-
Special Trains	238	99	56	72	36	500
Subtotal Operations & Services	86,710	37,220	18,625	20,284	8,772	171,611
<u>Maintenance-of-Way</u>						
MoW - Line Segments	29,835	10,521	3,380	6,802	3,008	53,546
MoW - Extraordinary Maintenance	465	114	76	85	55	794
Subtotal Maintenance-of-Way	30,300	10,635	3,456	6,886	3,063	54,340
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	8,169	2,980	2,555	1,810	1,707	17,221
Ops Non-Labor Expenses	6,368	2,567	1,563	1,475	858	12,830
Indirect Administrative Expenses	11,698	4,248	3,669	2,589	2,453	24,658
Ops Professional Services	1,289	468	404	285	270	2,717
Subtotal Admin & Services	27,523	10,264	8,191	6,160	5,289	57,426
<u>Contingency</u>	42	15	13	9	9	88
Total Operating Expenses	144,574	58,133	30,284	33,339	17,133	283,464
Insurance and Legal						
Liability/Property/Auto	8,473	4,009	1,740	2,030	585	16,838
Net Claims / SI	498	236	102	119	34	990
Claims Administration	1,080	511	222	259	75	2,146
Total Net Insurance and Legal	10,051	4,756	2,064	2,408	694	19,974
Total Expense	154,625	62,889	32,349	35,748	17,828	303,438
Loss/Member Support Required	(126,410)	(50,751)	(28,232)	(28,892)	(16,373)	(250,659)

FY24 Proposed Operating Budget by Line

Attachment E

(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
Farebox Revenue	9,818	2,017	5,881	2,201	7,597	3,400	3,225	34,138
Fare Reduction Subsidy	490	-	-	-	-	-	-	490
Other Train Subsidies	847	154	872	308	180	-	205	2,565
Special Trains	-	-	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	11,155	2,171	6,753	2,509	7,776	3,400	3,430	37,194
Dispatching	367	434	292	2	842	6	19	1,963
Other Revenues	172	78	127	52	110	86	66	691
MOW Revenues	3,984	1,335	3,112	236	1,900	1,435	930	12,932
Total Operating Revenue	15,678	4,019	10,285	2,798	10,628	4,927	4,445	52,779
Operating Expenses								
<u>Operations & Services</u>								
Train Operations	12,064	5,473	10,155	3,033	6,575	5,062	4,167	46,530
Equipment Maintenance	10,420	4,886	8,336	2,831	7,371	5,917	4,800	44,560
Fuel	7,361	3,269	5,928	2,030	4,975	3,623	2,557	29,743
Non-Scheduled Rolling Stock Repairs	25	9	19	6	18	14	10	100
Operating Facilities Maintenance	558	200	425	128	403	305	225	2,244
Other Operating Train Services	299	125	136	113	72	92	105	942
Rolling Stock Lease	-	-	-	-	-	-	-	-
Security	3,625	1,657	3,789	1,295	2,400	2,118	1,628	16,513
Public Safety Program	15	17	19	15	10	13	14	103
Passenger Relations	604	124	351	90	402	283	167	2,021
TVM Maintenance/Revenue Collection	996	739	936	508	699	798	666	5,342
Marketing	992	216	534	159	629	413	296	3,238
Media & External Communications	47	54	58	48	31	39	45	322
Utilities/Leases	450	513	558	463	294	378	433	3,088
Transfers to Other Operators	723	282	651	278	929	166	239	3,269
Amtrak Transfers	-	415	-	-	771	-	-	1,185
Station Maintenance	1,608	816	1,024	412	842	8	518	5,229
Rail Agreements	-	902	-	2,186	1,054	1,148	1,391	6,680
Holiday Trains	-	-	-	-	-	-	-	-
Special Trains	110	76	80	69	84	67	15	500
Subtotal Operations & Services	39,897	19,772	32,998	13,665	27,560	20,443	17,276	171,611
<u>Maintenance-of-Way</u>								
MoW - Line Segments	15,629	8,067	12,907	1,177	7,319	5,054	3,392	53,546
MoW - Extraordinary Maintenance	174	120	126	110	134	107	23	794
Subtotal Maintenance-of-Way	15,804	8,187	13,034	1,287	7,453	5,160	3,415	54,340
<u>Administration & Services</u>								
Ops Salaries & Fringe Benefits	2,522	2,851	3,117	2,570	1,651	2,105	2,404	17,221
Ops Non-Labor Expenses	2,637	1,713	2,356	1,296	1,785	1,532	1,512	12,830
Indirect Administrative Expenses	3,598	4,098	4,453	3,694	2,345	3,016	3,455	24,658
Ops Professional Services	396	452	491	407	258	332	381	2,717
Subtotal Admin & Services	9,153	9,114	10,417	7,966	6,039	6,986	7,750	57,426
Contingency	13	15	16	13	8	11	12	88
Total Operating Expenses	64,867	37,088	56,464	22,931	41,061	32,600	28,454	283,464
Insurance and Legal								
Liability/Property/Auto	4,187	1,504	3,188	962	3,022	2,289	1,687	16,838
Net Claims / SI	246	88	187	57	178	135	99	990
Claims Administration	534	192	406	123	385	292	215	2,146
Total Net Insurance and Legal	4,967	1,784	3,781	1,141	3,585	2,715	2,001	19,974
Total Expense	69,833	38,872	60,246	24,072	44,645	35,315	30,455	303,438
Loss/Member Support Required	(54,156)	(34,853)	(49,961)	(21,274)	(34,018)	(30,388)	(26,010)	(250,659)

History of actual and budgeted Operating Support with variances of FY24 vs FY23

Attachment F

Support by Member Agency

	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY23 Amended Budget	\$229,800,737	\$117,951,427	\$45,988,164	\$25,890,809	\$25,224,743	\$14,745,594
FY24 Proposed Budget	\$250,658,883	\$126,410,472	\$50,750,849	\$28,231,763	\$28,892,306	\$16,373,492

Year-Over-Year Change	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY24 vs FY23						
\$ increase	\$20,858,146	\$8,459,046	\$4,762,685	\$2,340,955	\$3,667,563	\$1,627,899
% increase	9.1%	7.2%	10.4%	9.0%	14.5%	11.0%

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



																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	HOLMANS	2023	2024	SAVED	OPEN	2616	00	Rehab	ALL	All	n/a - n/a	Worn	High	Non-Revenue Fleet	Electric Vehicles (EV) to replace current vehicles that have reached end of useful life	2 EV vehicle for Safety and 2 EV vehicles for Customer Relations team to replace vehicles that are well beyond useful life and require extensive repairs. Need non-FTA funding sources.	\$250,000	\$118,750	\$49,500	\$27,750	\$36,000	\$18,000	\$0
2	HOLMANS	2023	2024	SAVED	OPEN	2618	00	Rehab	San Bernardino Line	San Gabriel	1.08 - 56.52	Worn	High	Track	SAN GABRIEL SUBDIVISION TRACK REHABILITATION	San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: This project will also include rehabilitation work (\$525k) within the limits of the Rancho Cucamonga SCORE and (\$625k) within the limits of the El Monte SCORE project that is unfunded due to cost increases for the total project. This aspect of the project may be offset with an ongoing grant pursuit. If the SCORE work is funded through a separate grant the full scope for this project will include 21,000ft of Rail, 5000 Ties, 2 Turnouts	\$5,700,000	\$3,420,000	\$0	\$0	\$2,280,000	\$0	\$0
3	HOLMANS	2023	2024	SAVED	OPEN	2619	00	Rehab	Ventura County Line	Ventura - LA County	441.24 - 462.39	Worn	High	Track	VENTURA (LA) SUBDIVISION TRACK REHABILITATION	Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: 4000 Ties, 1 Road Crossing (Double Track), 1 Turnout	\$3,176,000	\$3,176,000	\$0	\$0	\$0	\$0	\$0
4	HOLMANS	2023	2024	SAVED	OPEN	2621	00	Rehab	San Bernardino Line	SB Shortway	0.42 - 2.1	Worn	High	Track	SHORT WAY SUBDIVISION TRACK REHABILITATION	Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast	\$255,000	\$130,522	\$54,407	\$30,503	\$39,568	\$0	\$0
5	HOLMANS	2023	2024	SAVED	OPEN	2622	00	Rehab	Perris Valley Line	San Jacinto (PVL)	65 - 85.4	Worn	High	Structures	PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES - DEFERRED FROM FY23 BUDGET PROCESS	Additional Construction Phase funding for Citrus Retaining Wall & Drainage; Box Springs Drainage Details: Construction funds from prior years was an estimated cost for construction and changed upon completion of final design. Design phase and partial Construction phase was funded in FY21 budget: Adopted last year, FY21, were Project 521910 for \$1.8M Design; Project 521920 for \$2.3M Construction phase services for the area between MP 70.7 and MP 70.9. The first 2 projects to be completed in this area will be at CP Citrus with the extension of an existing retaining wall and at MP 70.85 which will add 4-60" RCP across the tracks and perform track side grading and ditching between MP 70.83 and MP 70.9. Work has not yet started, pending FTA grant execution. The FY22 request for \$1.58M was meant to complete funding of the construction phase for remaining drainage and culvert projects for this area. (FY23 request Deferred to FY24) Construction funding for PVL Drainage Phase 2. Box springs and CP Citrus drainage mitigation. IFB Package 2 MP 69.72 – 70.78	\$5,250,000	\$0	\$0	\$5,250,000	\$0	\$0	\$0
6	HOLMANS	2023	2024	SAVED	OPEN	2623	00	Rehab	Antelope Valley Line	Valley	3.67 - 76.63	Worn	High	Structures	VALLEY SUBDIVISION STRUCTURES REHABILITATION	Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Construction funds for Valley Sub Structures that were designed with FY22 funds. This would address up to 6 Structures of 10 on the Valley Sub that will be made Shovel-Ready with FY22 Design	\$3,503,000	\$3,503,000	\$0	\$0	\$0	\$0	\$0
7	HOLMANS	2023	2024	SAVED	OPEN	2624	00	Rehab	San Bernardino Line	San Gabriel	1.08 - 56.52	Worn	High	Structures	SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION	San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Bridge Repairs at 2 locations, and replacement of 1 culvert.	\$1,296,000	\$777,600	\$0	\$0	\$518,400	\$0	\$0



PROJECT PROPOSALS FOR FY2024 BUDGET - NONE - SGR PROJECTS ONLY

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
8	HOLMANS	2023	2024	SAVED	OPEN	2625	00	Rehab	Ventura County Line	Ventura - LA County	441.24 - 462.39	Worn	High	Structures	VENTURA (LA) SUBDIVISION STRUCTURES REHABILITATION	Ventura (LA) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Update Bridge load ratings for Bridges on Ventura Sub in LA County	\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$0
9	HOLMANS	2023	2024	SAVED	OPEN	2628	00	Rehab	San Bernardino Line	San Gabriel	1.08 - 56.52	Worn	High	Train Control	SAN GABRIEL SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	"San Gabriel Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Positive Train Control (PTC) systems - Signal systems - Crossing systems - Communication systems - Centralized train control systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: Upgrading Control points and crossings	\$4,275,000	\$2,565,000	\$0	\$0	\$1,710,000	\$0	\$0
10	HOLMANS	2023	2024	SAVED	OPEN	2629	00	Rehab	Ventura County Line	Ventura - LA County	441.24 - 462.39	Worn	High	Train Control	VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	"Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: Upgrading Control points and crossings	\$1,477,000	\$1,477,000	\$0	\$0	\$0	\$0	\$0
11	ZAVALAL	2024	2024	SAVED	OPEN	2656	00	Rehab	Orange County Line	Orange	165.08 - 207.4	Worn	High	Track	ORANGE SUBDIVISION TRACK REHABILITATION	Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: {6000 TF rail upgrade, 3 crossing rehabs, 2000 ties, 1000 crossings, 1000 special trackwork, 1000 ballast}	\$6,301,000	\$0	\$6,301,000	\$0	\$0	\$0	\$0
12	ZAVALAL	2024	2024	SAVED	OPEN	2657	00	Rehab	Orange County Line	Orange	165.08 - 207.4	Worn	High	Structures	ORANGE SUBDIVISION STRUCTURES REHABILITATION	Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Design and environmentally clear 12 Culverts, primarily in the Dana Point and San Clemente area, and Construct 2 of the 12. Seek additional construction funds in FY25.	\$2,114,000	\$0	\$2,114,000	\$0	\$0	\$0	\$0
13	ZAVALAL	2024	2024	SAVED	OPEN	2658	00	Rehab	Orange County Line	Orange	165.08 - 207.4	Worn	High	Train Control	ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: Upgrading Control points and crossings	\$2,633,000	\$0	\$2,633,000	\$0	\$0	\$0	\$0
14	HOLMANS	2024	2024	SAVED	OPEN	2659	00	Rehab	ALL	All	n/a - n/a	Worn	High	Track	SYSTEMWIDE TRACK REHABILITATION	Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections - Infrastructure planning and data collection for condition assessments	\$5,000,000	\$2,375,000	\$990,000	\$555,000	\$720,000	\$360,000	\$0



PROJECT PROPOSALS FOR FY2024 BUDGET - NONE - SGR PROJECTS ONLY

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
15	HOLMANS	2024	2024	SAVED	OPEN	2660	00	Rehab	ALL	All	n/a - n/a	Worn	High	Train Control	SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION	Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: 1) DOC/MOC Backup Systems 2) Workstations/Laptops 3) CAD/BOS/MDM/IC3 4) Routers/Switches 5) On-Board Train Control Systems 6) Software/Hardware for Locomotives & Cab Cars	\$5,000,000	\$2,375,000	\$990,000	\$555,000	\$720,000	\$360,000	\$0
16	HOLMANS	2024	2024	SAVED	OPEN	2661	00	Rehab	ALL	All	n/a - n/a	Worn	High	Non-Revenue Fleet	VEHICLES AND MAINTENANCE-OF-WAY (MOW) EQUIPMENT - REPLACEMENT & OVERHAUL	Vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment; Rehabilitation of MOW equipment. Under new Carb regulation, 50% of 2024-2026 model year vehicle purchased by public fleets must be zero emission vehicles (ZEV) Heavy - (1) Medium - (2) Light Duty - (22) Equipment - 0	\$2,820,000	\$1,339,500	\$558,360	\$313,020	\$406,080	\$203,040	\$0
17	HOLMANS	2024	2024	SAVED	OPEN	2663	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	Rotem HVAC Overhaul/Rebuild	•Life cycle increase •Remove systemic issue	\$3,650,000	\$1,733,750	\$722,700	\$405,150	\$525,600	\$262,800	\$0
18	HOLMANS	2024	2024	SAVED	OPEN	2664	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	BOMBARDIER RAILCAR REBUILD	Bombardier Railcar Rebuild and rehabilitation addresses the revenue fleet of railcars and cab cars. Lifecycle extension to support the daily service. Rehabilitate long term dwell cars to increase availability. Overhaul as required by FTA. •Life cycle increase. •Upgrade old system for maintainability •Improve customer convenience •Air-quality solution - This is an ongoing program with funding to be requested in future budget year	\$35,000,000	\$16,625,000	\$6,930,000	\$3,885,000	\$5,040,000	\$2,520,000	\$0
19	ZAVALAL	2024	2024	SAVED	OPEN	2667	00	Rehab	Antelope Valley Line	Valley	3.67 - 76.63	Worn	High	Track	VALLEY SUBDIVISION TRACK REHABILITATION	Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: [20,000ft of Rail; 10,000 Ties; 2 Road	\$8,595,000	\$8,595,000	\$0	\$0	\$0	\$0	\$0
20	ZAVALAL	2024	2024	SAVED	OPEN	2668	00	Rehab	Ventura County Line	Ventura - VC County	426.4 - 441.24	Worn	High	Track	VENTURA (VC) SUBDIVISION TRACK REHABILITATION	Ventura Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: Rehabilitation work within the limits of the Simi Valley SCORE project that is unfunded due to cost increases for the total project. This project may be offset with an ongoing grant pursuit. If this is funded through a separate grant this project would be reduced down to \$1.5M and would replace 5000 Ties.	\$1,866,000	\$0	\$0	\$0	\$0	\$1,866,000	\$0
21	ZAVALAL	2024	2024	SAVED	OPEN	2669	00	Rehab	Ventura County Line	Ventura - VC County	426.4 - 441.24	Worn	High	Structures	VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION	Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Design and Environmental Clearance for up to 3 culverts in Ventura County. Update Bridge load ratings for bridges in Ventura County.	\$856,000	\$0	\$0	\$0	\$0	\$856,000	\$0



PROJECT PROPOSALS FOR FY2024 BUDGET - NONE - SGR PROJECTS ONLY

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
22	ZAVALAL	2024	2024	SAVED	OPEN	2670	00	Rehab	Ventura County Line	Ventura - VC County	426.4 - 441.24	Worn	High	Train Control	VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems SIGNALS: Crossing Upgrade.	\$992,000	\$0	\$0	\$0	\$0	\$992,000	\$0
23	ZAVALAL	2024	2024	SAVED	OPEN	2671	00	Rehab	Antelope Valley Line	Valley	3.67 - 76.63	Worn	High	Train Control	VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: Five required CP's (EL1A) upgrades and a crossing.	\$4,880,000	\$4,880,000	\$0	\$0	\$0	\$0	\$0
24	HOLMANS	2024	2024	SAVED	OPEN	2676	00	Rehab	ALL	River	0 - 485.20	Worn	High	Track	RIVER SUBDIVISION TRACK REHABILITATION	River Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast	\$2,000,000	\$950,000	\$396,000	\$222,000	\$288,000	\$144,000	\$0
25	HOLMANS	2024	2024	SAVED	OPEN	2677	00	Rehab	ALL	River	0 - 485.20	Worn	High	Train Control	RIVER SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	River Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Positive Train Control (PTC) systems - Signal systems - Crossing systems - Communication systems - Centralized train control systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: Upgrading signal/Control points	\$2,100,000	\$997,500	\$415,800	\$233,100	\$302,400	\$151,200	\$0
27	SHAHIDS	2024	2024	SAVED	OPEN	2682	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	CMF Facility Switch Gear and Fire Alarm panel	CMF Facility Switch Gear and Fire Alarm panel	\$1,300,000	\$617,500	\$257,400	\$144,300	\$187,200	\$93,600	\$0
28	SHAHIDS	2024	2024	SAVED	OPEN	2685	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	MOC Restroom Renovation	Renovate restroom in MOC.	\$900,000	\$427,500	\$178,200	\$99,900	\$129,600	\$64,800	\$0
29	SHAHIDS	2024	2024	SAVED	OPEN	2692	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	LAUS main water line replacement	The current piping is old, galvanized waterline with several leaking and rusted sections.	\$250,000	\$118,750	\$49,500	\$27,750	\$36,000	\$18,000	\$0
30	SHAHIDS	2024	2024	SAVED	OPEN	2693	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	Storm Water Oil Separator replacement	•Replace existing Storm Water Oil Separator with new system	\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	\$0
31	CHAKLADARA	2024	2024	SAVED	OPEN	2702	00	Rehab	ALL	All	n/a - n/a	Worn	High	Information Technology	Rehab of Firewalls at 2 Locations	Rehabilitate Firewall Infrastructure at 2 locations. The scope includes replacing end of life Palo Alto Firewalls with Palo Alto Networks Model PA-1410, along with the software for Advanced Threat Protection, Wildfire, Advanced URL Filtering and Global Protect VPN software, and the related accessories such as optical transceivers, and cables. The costs also include cutover services to transition from the existing firewalls to the new firewalls.	\$256,000	\$121,600	\$50,688	\$28,416	\$36,864	\$18,432	\$0
32	SHAHIDS	2024	2024	SAVED	OPEN	2742	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	F125 Loco "Intermediate" Engine Overhaul	• Engine overhaul - 100% replacement About 11 Engine Overhauls per year based on engine use and about \$585,000 per engine overhaul.	\$6,435,000	\$3,056,625	\$1,274,130	\$714,285	\$926,640	\$463,320	\$0
33	SHAHIDS	2024	2024	SAVED	OPEN	2743	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	LDVR & Camera Replacement	Option order to replace camera and LDVR system for • Remaining 37 Rotem cab car, • All 15 MP36 and • All 40 F125.	\$1,700,000	\$807,500	\$336,600	\$188,700	\$244,800	\$122,400	\$0
34	SHAHIDS	2024	2024	SAVED	OPEN	2744	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	MP36 Loco Overhaul	•Engine (both HEP and Main) partial overhaul - replace as needed basis. •HVAC overhaul with R-407c freon replacement •Truck/Suspension overhaul •Exterior repaint •Coupler overhaul •General electrical and pneumatic overhaul.	\$3,600,000	\$1,710,000	\$712,800	\$399,600	\$518,400	\$259,200	\$0
35	HARRISONA	2024	2024	SAVED	OPEN	2802	00	Rehab	ALL	All	n/a - n/a	Worn	Low	Right of Way	Metrolink CAM Expenses for Fiscal 2024	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. This amount changes each year.	\$1,675,000	\$795,625	\$331,650	\$185,925	\$241,200	\$120,600	\$0
TOTAL																	\$126,305,000	\$63,368,722	\$25,543,735	\$13,376,399	\$15,050,752	\$8,965,392	\$0
PROJECT COUNT																	34						
SGR TOTAL																	\$126,305,000	\$63,368,722	\$25,543,735	\$13,376,399	\$15,050,752	\$8,965,392	\$0
SGR COUNT																	34						



PROJECT PROPOSALS FOR FY2024 BUDGET - NONE - SGR PROJECTS ONLY

																		FUNDINGS						
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	
CAPITAL TOTAL																		\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL COUNT																		0						



PROJECT PROPOSAL

FY24

HOLMANS PROJECT# 2616.00

PROJECT : ELECTRIC VEHICLES (EV) TO REPLACE CURRENT VEHICLES THAT HAVE REACHED END OF USEFUL LIFE

SCOPE				TYPE: SGR NON-MRP					
2 EV vehicle for Safety and 2 EV vehicles for Customer Relations team to replace vehicles that are well beyond useful life and require extensive repairs. Need non-FTA funding sources.									
Mile Posts: n/a				Division: All County: ALL Asset Type: Non-Revenue Fleet					
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									
JUSTIFICATION				RANKING // PROJECT READINESS					
The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years Current Age: 13 Year(s) Standard Lifespan: 10 Year(s)									
BUDGET				CASH FLOW					
AMOUNTSTARTEND				FYQ1Q2Q3Q4TOTAL					
CONTRACT PACKAGING\$0				2024\$0\$0\$0\$62,500\$62,500					
DESIGN\$0									
ENVIRONMENTAL\$0				2025\$46,875\$46,875\$46,875\$46,875\$187,500					
ROW ACQUISITION\$0									
MATERIAL\$223,000				2026\$0\$0\$0\$0\$0					
CONSTRUCTION\$0				2027\$0\$0\$0\$0\$0					
SPECIAL RAIL EQUIP\$0				2028\$0\$0\$0\$0\$0					
FLAGGING\$0				2029\$0\$0\$0\$0\$0					
BUS BRIDGES\$0									
CLOSE OUT\$0									
DBE/LABOR\$0									
PROJECT MANAGEMENT									
* P.M STAFF\$4,000									
* SUPPORT STAFF\$0									
* CONSULTANT\$0									
CONTINGENCY\$23,000				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\$250,000									



PROJECT PROPOSAL

FY24

HOLMANS PROJECT# 2618.00

PROJECT : SAN GABRIEL SUBDIVISION TRACK REHABILITATION

SCOPE				TYPE: SGR MRP					
San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork Mile Posts: 1.08 - 56.52									
				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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT START END									
CONTRACT PACKAGING \$0				FY Q1 Q2 Q3 Q4 TOTAL					
DESIGN \$142,000				2024 \$0 \$0 \$0 \$285,000 \$285,000					
ENVIRONMENTAL \$0				2025 \$498,750 \$498,750 \$498,750 \$498,750 \$1,995,000					
ROW ACQUISITION \$0				2026 \$427,500 \$427,500 \$427,500 \$427,500 \$1,710,000					
MATERIAL \$1,710,000				2027 \$427,500 \$427,500 \$427,500 \$427,500 \$1,710,000					
CONSTRUCTION \$1,710,000				2028 \$0 \$0 \$0 \$0 \$0					
SPECIAL RAIL EQUIP \$0				2029 \$0 \$0 \$0 \$0 \$0					
FLAGGING \$590,000				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%					
BUS BRIDGES \$0									
CLOSE OUT \$0									
DBE/LABOR \$0									
PROJECT MANAGEMENT									
* P.M STAFF \$459,000									
* SUPPORT STAFF \$0									
* CONSULTANT \$570,000									
CONTINGENCY \$519,000									
TOTAL \$5,700,000									

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 PROPOSAL

FY24

HOLMANS PROJECT# 2619.00

PROJECT : VENTURA (LA) SUBDIVISION TRACK REHABILITATION

SCOPE				TYPE: SGR MRP					
Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork Mile Posts: 441.24 - 462.39									
				Division: Ventura - LA County 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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$158,800	\$158,800
DESIGN	\$90,000			2025	\$277,900	\$277,900	\$277,900	\$277,900	\$1,111,600
ENVIRONMENTAL	\$0			2026	\$238,200	\$238,200	\$238,200	\$238,200	\$952,800
ROW ACQUISITION	\$0			2027	\$238,200	\$238,200	\$238,200	\$238,200	\$952,800
MATERIAL	\$953,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$953,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$318,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$255,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$318,000								
CONTINGENCY	\$289,000								
TOTAL	\$3,176,000								
				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 PROPOSAL

FY24

HOLMANS PROJECT# 2621.00

PROJECT : SHORT WAY SUBDIVISION TRACK REHABILITATION

SCOPE				TYPE: SGR MRP					
Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork Mile Posts: 0.42 - 2.1									
				Division: SB Shortway County: 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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$12,750	\$12,750
DESIGN	\$6,000			2025	\$22,312	\$22,312	\$22,312	\$22,314	\$89,250
ENVIRONMENTAL	\$0			2026	\$19,125	\$19,125	\$19,125	\$19,125	\$76,500
ROW ACQUISITION	\$0			2027	\$19,125	\$19,125	\$19,125	\$19,125	\$76,500
MATERIAL	\$78,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$78,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$26,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$18,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$25,000								
CONTINGENCY	\$24,000								
TOTAL	\$255,000								
				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 PROPOSAL

FY24

HOLMANS PROJECT# 2622.00

PROJECT : PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES - DEFERRED FROM FY23 BUDGET PROCESS

SCOPE				TYPE: SGR MRP					
Additional Construction Phase funding for Citrus Retaining Wall & Drainage; Box Springs Drainage Details: Construction funds from prior years was an estimated cost for construction and changed upon completion of final design. Design phase and partial Construction phase was funded in FY21 budget: Adopted last year, FY21, were Project 521910 for \$1.8M Design; Project 521920 for \$2.3M Construction phase services for the area between MP 70.7 and MP 70.9. The first 2 projects to be completed in this area will be at CP Citrus with the extension of an existing retaining wall and at MP 70.85 which will add 4-60" RCP across the 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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
1									
RISK CREATED BY NON-IMPLEMENTATION									
1									
Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2024	\$0	\$0	\$0	\$262,500	\$262,500
DESIGN		\$467,000		2025	\$459,375	\$459,375	\$459,375	\$459,375	\$1,837,500
ENVIRONMENTAL		\$525,000		2026	\$393,750	\$393,750	\$393,750	\$393,750	\$1,575,000
ROW ACQUISITION		\$0		2027	\$393,750	\$393,750	\$393,750	\$393,750	\$1,575,000
MATERIAL		\$0		2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION		\$2,625,000		2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP		\$0							
FLAGGING		\$105,000							
BUS BRIDGES		\$0							
CLOSE OUT		\$0							
DBE/LABOR		\$0							
PROJECT MANAGEMENT									
* P.M STAFF		\$420,000							
* SUPPORT STAFF		\$0							
* CONSULTANT		\$630,000							
CONTINGENCY		\$478,000		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		\$5,250,000							

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 PROPOSAL

FY24

HOLMANS PROJECT# 2623.00

PROJECT : VALLEY SUBDIVISION STRUCTURES REHABILITATION

SCOPE				TYPE: SGR MRP					
Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Mile Posts: 3.67 - 76.63									
				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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below s State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					

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



PROJECT PROPOSAL

FY24

HOLMANS PROJECT# 2624.00

PROJECT : SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION

SCOPE				TYPE: SGR MRP					
San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Mile Posts: 1.08 - 56.52									
				Division: San Gabriel County: LA / 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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below s State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT START END				FY Q1 Q2 Q3 Q4 TOTAL					
CONTRACT PACKAGING \$0				2024 \$0 \$0 \$0 \$64,800 \$64,800					
DESIGN \$115,000									
ENVIRONMENTAL \$130,000									
ROW ACQUISITION \$0									
MATERIAL \$0				2025 \$113,400 \$113,400 \$113,400 \$113,400 \$453,600					
CONSTRUCTION \$648,000									
SPECIAL RAIL EQUIP \$0									
FLAGGING \$26,000									
BUS BRIDGES \$0				2026 \$97,200 \$97,200 \$97,200 \$97,200 \$388,800					
CLOSE OUT \$0									
DBE/LABOR \$0									
PROJECT MANAGEMENT				2027 \$97,200 \$97,200 \$97,200 \$97,200 \$388,800					
* P.M STAFF \$103,000									
* SUPPORT STAFF \$0				2028 \$0 \$0 \$0 \$0 \$0					
* CONSULTANT \$156,000									
CONTINGENCY \$118,000				2029 \$0 \$0 \$0 \$0 \$0					
TOTAL \$1,296,000				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 PROPOSAL

FY24

HOLMANS PROJECT# 2625.00

PROJECT : VENTURA (LA) SUBDIVISION STRUCTURES REHABILITATION

SCOPE				TYPE: SGR MRP					
Ventura (LA) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Mile Posts: 441.24 - 462.39									
				Division: Ventura - LA County 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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below s State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
RISK CREATED BY NON-IMPLEMENTATION If the program is not implemented in full, the remaining work that is beyond the Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$10,000	\$10,000
DESIGN	\$16,000								
ENVIRONMENTAL	\$20,000								
ROW ACQUISITION	\$0			2025	\$17,500	\$17,500	\$17,500	\$17,500	\$70,000
MATERIAL	\$0								
CONSTRUCTION	\$100,000			2026	\$15,000	\$15,000	\$15,000	\$15,000	\$60,000
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$4,000								
BUS BRIDGES	\$0			2027	\$15,000	\$15,000	\$15,000	\$15,000	\$60,000
CLOSE OUT	\$0								
DBE/LABOR	\$0			2028	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$17,000			2029	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$0								
* CONSULTANT	\$24,000								
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								

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



PROJECT PROPOSAL

FY24

HOLMANS PROJECT# 2628.00

PROJECT : SAN GABRIEL SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: SGR MRP					
"San Gabriel Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Positive Train Control (PTC) systems - Signal systems - Crossing systems - Communication systems Mile Posts: 1.08 - 56.52									
				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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and signal systems, Crossing systems and Communication systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 33 Year(s) Standard Lifespan: 20 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$213,750	\$213,750
DESIGN	\$890,000			2025	\$374,062	\$374,062	\$374,062	\$374,064	\$1,496,250
ENVIRONMENTAL	\$0			2026	\$320,625	\$320,625	\$320,625	\$320,625	\$1,282,500
ROW ACQUISITION	\$0			2027	\$320,625	\$320,625	\$320,625	\$320,625	\$1,282,500
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,138,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$428,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$430,000								
CONTINGENCY	\$389,000			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	\$4,275,000								

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 PROPOSAL

FY24

HOLMANS PROJECT# 2629.00

PROJECT : VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: SGR MRP					
"Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems									
Mile Posts: 441.24 - 462.39				Division: Ventura - LA County 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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and signal systems, Crossing systems and Communication systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 33 Year(s) Standard Lifespan: 20 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$73,850	\$73,850
DESIGN	\$300,000			2025	\$129,238	\$129,238	\$129,238	\$129,236	\$516,950
ENVIRONMENTAL	\$0			2026	\$110,775	\$110,775	\$110,775	\$110,775	\$443,100
ROW ACQUISITION	\$0			2027	\$110,775	\$110,775	\$110,775	\$110,775	\$443,100
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$748,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$146,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$148,000								
CONTINGENCY	\$135,000								
TOTAL	\$1,477,000								
				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 PROPOSAL

FY24

ZAVALAL PROJECT# 2656.00

PROJECT : ORANGE SUBDIVISION TRACK REHABILITATION

SCOPE				TYPE: SGR MRP					
Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork Mile Posts: 165.08 - 207.4									
				Division: Orange County: OC 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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					

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



PROJECT PROPOSAL

FY24

ZAVALAL PROJECT# 2657.00

PROJECT : ORANGE SUBDIVISION STRUCTURES REHABILITATION

SCOPE				TYPE: SGR MRP					
Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Mile Posts: 165.08 - 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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below s State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT START END				FY Q1 Q2 Q3 Q4 TOTAL					
CONTRACT PACKAGING \$0				2024 \$0 \$0 \$0 \$105,700 \$105,700					
DESIGN \$170,000									
ENVIRONMENTAL \$212,000									
ROW ACQUISITION \$0				2025 \$184,975 \$184,975 \$184,975 \$184,975 \$739,900					
MATERIAL \$0									
CONSTRUCTION \$1,057,000				2026 \$158,550 \$158,550 \$158,550 \$158,550 \$634,200					
SPECIAL RAIL EQUIP \$0									
FLAGGING \$60,000									
BUS BRIDGES \$0				2027 \$158,550 \$158,550 \$158,550 \$158,550 \$634,200					
CLOSE OUT \$0									
DBE/LABOR \$0				2028 \$0 \$0 \$0 \$0 \$0					
PROJECT MANAGEMENT									
* P.M STAFF \$168,000				2029 \$0 \$0 \$0 \$0 \$0					
* SUPPORT STAFF \$0									
* CONSULTANT \$254,000									
CONTINGENCY \$193,000				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 \$2,114,000									

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 PROPOSAL

FY24

ZAVALLAL PROJECT# 2658.00

PROJECT : ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: SGR MRP					
Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems									
Mile Posts: 165.08 - 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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and signal systems, Crossing systems and Communication systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 33 Year(s) Standard Lifespan: 20 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$131,650	\$131,650
DESIGN	\$548,000			2025	\$230,388	\$230,388	\$230,388	\$230,386	\$921,550
ENVIRONMENTAL	\$0			2026	\$197,475	\$197,475	\$197,475	\$197,475	\$789,900
ROW ACQUISITION	\$0			2027	\$197,475	\$197,475	\$197,475	\$197,475	\$789,900
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$1,317,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$264,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$264,000								
CONTINGENCY	\$240,000								
TOTAL	\$2,633,000								
				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 PROPOSAL

FY24

HOLMANS PROJECT# 2659.00

PROJECT : SYSTEMWIDE TRACK REHABILITATION

SCOPE				TYPE: SGR MRP					
Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections - Infrastructure planning and data collection for condition assessments									
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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation is identified by the Metrolink Rehabilitation Plan (MRP) and aligns with the combined track & signals maintenance RFP scope and implementation. Rail Grinding and surfacing addresses "rolling contact fatigue" (RCF) resulting in rail life savings. This work also addresses noise concerns and positively impacts ride quality.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$250,000	\$250,000
DESIGN	\$142,000			2025	\$437,500	\$437,500	\$437,500	\$437,500	\$1,750,000
ENVIRONMENTAL	\$0			2026	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
ROW ACQUISITION	\$0			2027	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
MATERIAL	\$1,500,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$1,500,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$500,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$403,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$500,000								
CONTINGENCY	\$455,000								
TOTAL	\$5,000,000								
				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%					



PROJECT PROPOSAL

FY24

HOLMANS PROJECT# 2660.00

PROJECT : SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: SGR MRP					
Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life.									
Train Control Back Office:									
1) DOC/MOC Backup Systems									
2) Workstations/Laptops									
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 4: Retain and Grow Ridership) Improve service reliability									
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and Centralized train control systems and equipment. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn					
				2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.									
Current Age: 7 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$250,000	\$250,000
DESIGN	\$1,040,000			2025	\$437,500	\$437,500	\$437,500	\$437,500	\$1,750,000
ENVIRONMENTAL	\$0			2026	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
ROW ACQUISITION	\$0			2027	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,500,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$505,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$500,000								
CONTINGENCY	\$455,000								
TOTAL	\$5,000,000								
				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 PROPOSAL

FY24

HOLMANS PROJECT# 2661.00

PROJECT : VEHICLES AND MAINTENANCE-OF-WAY (MOW) EQUIPMENT - REPLACEMENT & OVERHAUL

SCOPE				TYPE: SGR MRP					
Vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment; Rehabilitation of MOW equipment. Under new Carb regulation, 50% of 2024-2026 model year vehicle purchased by public fleets must be zero emission vehicles (ZEV)									
Mile Posts: n/a				Division: All County: ALL Asset Type: Non-Revenue Fleet					
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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
MOW vehicle and equipment replacement and overhaul identified by the Metrolink Rehabilitation Plan (MRP) includes specialized vehicles and equipment. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 24 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$141,000	\$141,000
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$246,750	\$246,750	\$246,750	\$246,750	\$987,000
ROW ACQUISITION	\$0								
MATERIAL	\$1,980,000			2026	\$211,500	\$211,500	\$211,500	\$211,500	\$846,000
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$211,500	\$211,500	\$211,500	\$211,500	\$846,000
FLAGGING	\$0								
BUS BRIDGES	\$0			2028	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$0			2029	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$283,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$300,000								
				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	\$257,000								
TOTAL	\$2,820,000								



PROJECT PROPOSAL

FY24

HOLMANS PROJECT# 2663.00

PROJECT : ROTEM HVAC OVERHAUL/REBUILD

SCOPE				TYPE: SGR MRP					
•Life cycle increase •Remove systemic issue									
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 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
Systemic design issue identified in OEM HVAC Unit. Benefits are reduction in maintenance cost and increase reliability for added customer comfort. Improved passenger experience.									
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Ages of particular fleets, 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			2024	\$0	\$0	\$0	\$182,500	\$182,500
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$319,375	\$319,375	\$319,375	\$319,375	\$1,277,500
ROW ACQUISITION	\$0								
MATERIAL	\$2,555,000			2026	\$273,750	\$273,750	\$273,750	\$273,750	\$1,095,000
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$273,750	\$273,750	\$273,750	\$273,750	\$1,095,000
FLAGGING	\$0								
BUS BRIDGES	\$0			2028	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$0			2029	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$368,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$395,000								
CONTINGENCY	\$332,000			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	\$3,650,000								



PROJECT PROPOSAL

FY24

HOLMANS PROJECT# 2664.00

PROJECT : BOMBARDIER RAILCAR REBUILD

SCOPE TYPE: SGR | MRP |

Bombardier Railcar Rebuild and rehabilitation addresses the revenue fleet of railcars and cab cars. Lifecycle extension to support the daily service. Rehabilitate long term dwell cars to increase availability. Overhaul as required by FTA.

- Life cycle increase.
- Upgrade old system for maintainability
- Improve customer convenience

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

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

JUSTIFICATION RANKING // PROJECT READINESS

Lifecycle extension to support service. Rehabilitation of long-term dwell and accident repair cars. Risk: Reduced production rate - down to 3 cars every 60 days instead of every 40 days.

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

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Ages of particular
Current Age: 33 Year(s) Standard Lifespan: 30 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$1,750,000	\$1,750,000
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$3,062,500	\$3,062,500	\$3,062,500	\$3,062,500	\$12,250,000
ROW ACQUISITION	\$0								
MATERIAL	\$24,500,000			2026	\$2,625,000	\$2,625,000	\$2,625,000	\$2,625,000	\$10,500,000
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$2,625,000	\$2,625,000	\$2,625,000	\$2,625,000	\$10,500,000
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2028	\$0	\$0	\$0	\$0	\$0
DBE/LABOR	\$0								
PROJECT MANAGEMENT				2029	\$0	\$0	\$0	\$0	\$0
* P.M STAFF	\$3,518,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$3,800,000								
CONTINGENCY	\$3,182,000								
TOTAL	\$35,000,000								

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%



PROJECT PROPOSAL

FY24

ZAVALAL PROJECT# 2667.00

PROJECT : VALLEY SUBDIVISION TRACK REHABILITATION

SCOPE				TYPE: SGR MRP					
Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork 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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$429,750	\$429,750
DESIGN	\$240,000			2025	\$752,062	\$752,062	\$752,062	\$752,064	\$3,008,250
ENVIRONMENTAL	\$0			2026	\$644,625	\$644,625	\$644,625	\$644,625	\$2,578,500
ROW ACQUISITION	\$0			2027	\$644,625	\$644,625	\$644,625	\$644,625	\$2,578,500
MATERIAL	\$2,579,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,579,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$860,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$695,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$860,000								
CONTINGENCY	\$782,000								
TOTAL	\$8,595,000								
				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 PROPOSAL

FY24

ZAVALAL PROJECT# 2668.00

PROJECT : VENTURA (VC) SUBDIVISION TRACK REHABILITATION

SCOPE				TYPE: SGR MRP					
Ventura Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork Mile Posts: 426.4 - 441.24									
				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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$93,300	\$93,300
DESIGN	\$38,000			2025	\$163,275	\$163,275	\$163,275	\$163,275	\$653,100
ENVIRONMENTAL	\$0			2026	\$139,950	\$139,950	\$139,950	\$139,950	\$559,800
ROW ACQUISITION	\$0			2027	\$139,950	\$139,950	\$139,950	\$139,950	\$559,800
MATERIAL	\$575,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$560,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$187,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$151,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$185,000								
CONTINGENCY	\$170,000								
TOTAL	\$1,866,000								
				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 PROPOSAL

FY24

ZAVALAL PROJECT# 2669.00

PROJECT : VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION

SCOPE				TYPE: SGR MRP					
Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Mile Posts: 426.4 - 441.24									
				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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT START END				FY Q1 Q2 Q3 Q4 TOTAL					
CONTRACT PACKAGING \$0				2024 \$0 \$0 \$0 \$42,800 \$42,800					
DESIGN \$69,000									
ENVIRONMENTAL \$85,000									
ROW ACQUISITION \$0									
MATERIAL \$0				2025 \$74,900 \$74,900 \$74,900 \$74,900 \$299,600					
CONSTRUCTION \$428,000									
SPECIAL RAIL EQUIP \$0				2026 \$64,200 \$64,200 \$64,200 \$64,200 \$256,800					
FLAGGING \$24,000									
BUS BRIDGES \$0				2027 \$64,200 \$64,200 \$64,200 \$64,200 \$256,800					
CLOSE OUT \$0									
DBE/LABOR \$0				2028 \$0 \$0 \$0 \$0 \$0					
PROJECT MANAGEMENT									
* P.M STAFF \$69,000				2029 \$0 \$0 \$0 \$0 \$0					
* SUPPORT STAFF \$0									
* CONSULTANT \$103,000									
CONTINGENCY \$78,000				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 \$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 PROPOSAL

FY24

ZAVALAL PROJECT# 2670.00

PROJECT : VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: SGR MRP					
Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems SIGNALS: Crossings Upgrade Mile Posts: 426.4 - 441.24									
				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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT START END				FY Q1 Q2 Q3 Q4 TOTAL					
CONTRACT PACKAGING \$0				2024 \$0 \$0 \$0 \$49,600 \$49,600					
DESIGN \$199,000									
ENVIRONMENTAL \$0									
ROW ACQUISITION \$0									
MATERIAL \$0				2025 \$86,800 \$86,800 \$86,800 \$86,800 \$347,200					
CONSTRUCTION \$496,000									
SPECIAL RAIL EQUIP \$0									
FLAGGING \$0									
BUS BRIDGES \$0				2026 \$74,400 \$74,400 \$74,400 \$74,400 \$297,600					
CLOSE OUT \$0									
DBE/LABOR \$0									
PROJECT MANAGEMENT				2027 \$74,400 \$74,400 \$74,400 \$74,400 \$297,600					
* P.M STAFF \$100,000									
* SUPPORT STAFF \$0				2028 \$0 \$0 \$0 \$0 \$0					
* CONSULTANT \$106,000									
CONTINGENCY \$91,000				2029 \$0 \$0 \$0 \$0 \$0					
TOTAL \$992,000				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 PROPOSAL

FY24

ZAVALAL PROJECT# 2671.00

PROJECT : VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: SGR MRP					
Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems									
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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and signal systems, Crossing systems, and Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.									
Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$244,000	\$244,000
DESIGN	\$976,000			2025	\$427,000	\$427,000	\$427,000	\$427,000	\$1,708,000
ENVIRONMENTAL	\$0			2026	\$366,000	\$366,000	\$366,000	\$366,000	\$1,464,000
ROW ACQUISITION	\$0			2027	\$366,000	\$366,000	\$366,000	\$366,000	\$1,464,000
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,480,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$490,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$490,000								
CONTINGENCY	\$444,000								
TOTAL	\$4,880,000								
				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 PROPOSAL

FY24

HOLMANS PROJECT# 2676.00

PROJECT : RIVER SUBDIVISION TRACK REHABILITATION

SCOPE				TYPE: SGR MRP					
River Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork Mile Posts: 0 - 485.20									
				Division: River 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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$100,000	\$100,000
DESIGN	\$40,000			2025	\$175,000	\$175,000	\$175,000	\$175,000	\$700,000
ENVIRONMENTAL	\$0			2026	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
ROW ACQUISITION	\$0			2027	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
MATERIAL	\$600,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$600,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$200,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$161,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$217,000								
CONTINGENCY	\$182,000								
TOTAL	\$2,000,000								
				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%					



PROJECT PROPOSAL

FY24

HOLMANS PROJECT# 2677.00

PROJECT : RIVER SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: SGR MRP					
River Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Positive Train Control (PTC) systems - Signal systems - Crossing systems - Communication systems Mile Posts: 0 - 485.20									
				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 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					

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



PROJECT PROPOSAL

FY24

SHAHIDS PROJECT# 2682.00

PROJECT : CMF FACILITY SWITCH GEAR AND FIRE ALARM PANEL

SCOPE				TYPE: SGR MRP																																																					
CMF Facility Switch Gear and Fire Alarm panel																																																									
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) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High																																																					
JUSTIFICATION																																																									
Rehab the safety critical components of switch gear and fire alarm system in CMF																																																									
RISK CREATED BY NON-IMPLEMENTATION																																																									
Fire alarm system is over 30 years old with obsolete part that no longer are supported. Last time failure of a component caused CMF to be on a fire watch for two weeks. Current Age: 31 Year(s) Standard Lifespan: 0 Year(s)				<table><tr><th colspan="6">CASH FLOW</th></tr><tr><th>FY</th><th>Q1</th><th>Q2</th><th>Q3</th><th>Q4</th><th>TOTAL</th></tr><tr><td>2024</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$65,000</td><td>\$65,000</td></tr><tr><td>2025</td><td>\$113,750</td><td>\$113,750</td><td>\$113,750</td><td>\$113,750</td><td>\$455,000</td></tr><tr><td>2026</td><td>\$97,500</td><td>\$97,500</td><td>\$97,500</td><td>\$97,500</td><td>\$390,000</td></tr><tr><td>2027</td><td>\$97,500</td><td>\$97,500</td><td>\$97,500</td><td>\$97,500</td><td>\$390,000</td></tr><tr><td>2028</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td></tr><tr><td>2029</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td></tr></table> <p>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%</p>						CASH FLOW						FY	Q1	Q2	Q3	Q4	TOTAL	2024	\$0	\$0	\$0	\$65,000	\$65,000	2025	\$113,750	\$113,750	\$113,750	\$113,750	\$455,000	2026	\$97,500	\$97,500	\$97,500	\$97,500	\$390,000	2027	\$97,500	\$97,500	\$97,500	\$97,500	\$390,000	2028	\$0	\$0	\$0	\$0	\$0	2029	\$0	\$0	\$0	\$0	\$0
CASH FLOW																																																									
FY	Q1	Q2	Q3							Q4	TOTAL																																														
2024	\$0	\$0	\$0							\$65,000	\$65,000																																														
2025	\$113,750	\$113,750	\$113,750							\$113,750	\$455,000																																														
2026	\$97,500	\$97,500	\$97,500							\$97,500	\$390,000																																														
2027	\$97,500	\$97,500	\$97,500							\$97,500	\$390,000																																														
2028	\$0	\$0	\$0							\$0	\$0																																														
2029	\$0	\$0	\$0							\$0	\$0																																														
BUDGET																																																									
AMOUNT	START	END																																																							
CONTRACT PACKAGING	\$0																																																								
DESIGN	\$140,000																																																								
ENVIRONMENTAL	\$0																																																								
ROW ACQUISITION	\$0																																																								
MATERIAL	\$0																																																								
CONSTRUCTION	\$780,000																																																								
SPECIAL RAIL EQUIP	\$0																																																								
FLAGGING	\$0																																																								
BUS BRIDGES	\$0																																																								
CLOSE OUT	\$0																																																								
DBE/LABOR	\$0																																																								
PROJECT MANAGEMENT																																																									
* P.M STAFF	\$131,000																																																								
* SUPPORT STAFF	\$0																																																								
* CONSULTANT	\$130,000																																																								
CONTINGENCY	\$119,000																																																								
TOTAL	\$1,300,000																																																								



PROJECT PROPOSAL

FY24

SHAHIDS PROJECT# 2685.00

PROJECT : MOC RESTROOM RENOVATION

SCOPE				TYPE: SGR MRP					
Renovate restroom in MOC.									
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) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
Restrooms need both cosmetic and functional repairs. Nature of repairs are significant involving heavy re-work of existing facilities.									
RISK CREATED BY NON-IMPLEMENTATION									
Every year we spend many hours clearing sewer lines at MOC due to condition.									
Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$45,000	\$45,000
DESIGN	\$90,000			2025	\$78,750	\$78,750	\$78,750	\$78,750	\$315,000
ENVIRONMENTAL	\$0			2026	\$67,500	\$67,500	\$67,500	\$67,500	\$270,000
ROW ACQUISITION	\$0			2027	\$67,500	\$67,500	\$67,500	\$67,500	\$270,000
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$540,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$90,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$98,000								
CONTINGENCY	\$82,000			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	\$900,000								



PROJECT PROPOSAL

FY24

SHAHIDS PROJECT# 2692.00

PROJECT : LAUS MAIN WATER LINE REPLACEMENT

SCOPE				TYPE: SGR MRP					
The current piping is old, galvanized waterline with several leaking and rusted sections.									
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) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
The current infrastructure is an old, galvanized pipe with several leaks and many pitted and rusted section.									
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.									
Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$12,500	\$12,500
DESIGN	\$26,000			2025	\$21,875	\$21,875	\$21,875	\$21,875	\$87,500
ENVIRONMENTAL	\$0			2026	\$18,750	\$18,750	\$18,750	\$18,750	\$75,000
ROW ACQUISITION	\$0			2027	\$18,750	\$18,750	\$18,750	\$18,750	\$75,000
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$150,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$25,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$26,000								
CONTINGENCY	\$23,000			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	\$250,000								



PROJECT PROPOSAL

FY24

SHAHIDS PROJECT# 2693.00

PROJECT : STORM WATER OIL SEPARATOR REPLACEMENT

SCOPE				TYPE: SGR MRP					
•Replace existing Storm Water Oil Separator with new system									
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) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
Oil Water separator is reaching end of its life and need replacement for maintaining reliable functionality.									
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$50,000	\$50,000
DESIGN	\$100,000			2025	\$87,500	\$87,500	\$87,500	\$87,500	\$350,000
ENVIRONMENTAL	\$0			2026	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
ROW ACQUISITION	\$0			2027	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$600,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$99,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$110,000								
CONTINGENCY	\$91,000								
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%					



PROJECT PROPOSAL

FY24

CHAKLADARA PROJECT# 2702.00

PROJECT : REHAB OF FIREWALLS AT 2 LOCATIONS

SCOPE				TYPE: SGR MRP					
Rehabilitate Firewall Infrastructure at 2 locations. The scope includes replacing end of life Palo Alto Firewalls with Palo Alto Networks Model PA-1410, along with the software for Advanced Threat Protection, Wildfire, Advanced URL Filtering and Global Protect VPN software, and the related accessories such as optical transceivers, and cables. The costs also include cutover services to transition from the existing firewalls to the new firewalls.									
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 1: Ensure a Safe Operating Environment) Reduce train accidents 3. (Goal 4: Retain and Grow Ridership) Increase system utilization									
JUSTIFICATION				RANKING // PROJECT READINESS					
The Palo Alto Firewalls at 2 locations are over 4 years old and are nearing their end of life and will no longer be supported by the vendor. New, upgraded firewalls with better cybersecurity threat protection, URL filtering and more secure VPN software is needed to maintain the state of good repair for these assets.				1. Condition of Asset..... Worn 2. System Impact..... High The Firewalls are critical to protecting the other infrastructure assets from a cyberattack. If compromised, the agency could lose access and use to several systems, tarnish its reputation, and/or impair its business.					
RISK CREATED BY NON-IMPLEMENTATION									
Firewalls are the first line of defense from cyberattacks. They guard the perimeters of the agency and prevent hackers from launching cyberattacks and compromising the									
Current Age: 5 Year(s) Standard Lifespan: 5 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$12,800	\$12,800
DESIGN	\$0								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2025	\$22,400	\$22,400	\$22,400	\$22,400	\$89,600
MATERIAL	\$185,000								
CONSTRUCTION	\$0			2026	\$19,200	\$19,200	\$19,200	\$19,200	\$76,800
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2027	\$19,200	\$19,200	\$19,200	\$19,200	\$76,800
CLOSE OUT	\$26,000								
DBE/LABOR	\$0			2028	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$14,000			2029	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$7,000								
* CONSULTANT	\$0								
CONTINGENCY	\$24,000			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	\$256,000								



PROJECT PROPOSAL

FY24

SHAHIDS PROJECT# 2742.00

PROJECT : F125 LOCO "INTERMEDIATE" ENGINE OVERHAUL

SCOPE				TYPE: SGR MRP					
<ul style="list-style-type: none">Engine overhaul - 100% replacement About 11 Engine Overhauls per year based on engine use and about \$585,000 per engine overhaul. 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 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
To maintain Tier 4 emissions ""intermediate"" engine overhaul is required at approx. 4 years of service. About 11 Engine Overhauls per year based on engine use and about \$585,000 per engine overhaul.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If engines aren't overhauled, there could be a risk to service and warranty. Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$321,750	\$321,750
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$563,062	\$563,062	\$563,062	\$563,064	\$2,252,250
ROW ACQUISITION	\$0								
MATERIAL	\$4,950,000			2026	\$482,625	\$482,625	\$482,625	\$482,625	\$1,930,500
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$482,625	\$482,625	\$482,625	\$482,625	\$1,930,500
FLAGGING	\$0								
BUS BRIDGES	\$0			2028	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$0			2029	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$495,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$405,000								
CONTINGENCY	\$585,000								
TOTAL	\$6,435,000								
				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 PROPOSAL

FY24

SHAHIDS PROJECT# 2743.00

PROJECT : LDVR & CAMERA REPLACEMENT

SCOPE				TYPE: SGR MRP					
Option order to replace camera and LDVR system for • Remaining 37 Rotem cab car, • All 15 MP36 and • All 40 F125. 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 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Current camera & LDVR is getting obsolete. New components are required to continue meeting the railroad regulation.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
Will not meet Railroad regulation									
Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$85,000	\$85,000
DESIGN	\$0								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2025	\$148,750	\$148,750	\$148,750	\$148,750	\$595,000
MATERIAL	\$1,190,000								
CONSTRUCTION	\$0			2026	\$127,500	\$127,500	\$127,500	\$127,500	\$510,000
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2027	\$127,500	\$127,500	\$127,500	\$127,500	\$510,000
CLOSE OUT	\$0								
DBE/LABOR	\$0			2028	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$171,000			2029	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$0								
* CONSULTANT	\$184,000								
CONTINGENCY	\$155,000			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	\$1,700,000								



PROJECT PROPOSAL

FY24

SHAHIDS PROJECT# 2744.00

PROJECT : MP36 LOCO OVERHAUL

SCOPE				TYPE: SGR MRP					
<div>•Engine (both HEP and Main) partial overhaul - replace as needed basis.</div> <div>•HVAC overhaul with R-407c freon replacement</div> <div>•Truck/Suspension overhaul</div> <div>•Exterior repaint</div> <div>•Coupler overhaul</div> <div>Mile Posts: n/a</div>				Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
<div>1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</div> <div>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</div> <div>3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</div>									
JUSTIFICATION				RANKING // PROJECT READINESS					
This overhaul of legacy fleet is needed for bridging time to purchase new locomotives.				<div>1. Condition of Asset..... Worn</div> <div>2. System Impact..... High</div>					
RISK CREATED BY NON-IMPLEMENTATION									
Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$180,000	\$180,000
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$315,000	\$315,000	\$315,000	\$315,000	\$1,260,000
ROW ACQUISITION	\$0								
MATERIAL	\$2,520,000			2026	\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2028	\$0	\$0	\$0	\$0	\$0
DBE/LABOR	\$0								
PROJECT MANAGEMENT				2029	\$0	\$0	\$0	\$0	\$0
* P.M STAFF	\$362,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$390,000								
CONTINGENCY	\$328,000								
TOTAL	\$3,600,000								
				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 PROPOSAL

FY24

HARRISONA PROJECT# 2802.00

PROJECT : METROLINK CAM EXPENSES FOR FISCAL 2024

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. This amount changes each year.								
Mile Posts: n/a			Division: All County: LA Asset Type: Right of Way					
OBJECTIVES			RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership 2. (Goal 2: Maintain Fiscal Sustainability) Increase fare revenue 3. (Goal 3: Invest in People and Assets) Maintain State of Good Repair								
JUSTIFICATION			RANKING // PROJECT READINESS					
Short pay CAM expenses from FY 2019 to current -Pay current station share of rehab costs for the use of Union Station.			1. Condition of Asset..... Worn 2. System Impact..... Average 1. Condition of Asset..... Worn 2. System Impact..... Average					
RISK CREATED BY NON-IMPLEMENTATION								
Failure to implement improvements can lead to lead station vulnerability, additional costs in utilities and subcontractor Current Age: 33 Year(s) Standard Lifespan: 20 Year(s)			Additional support document was submitted					
BUDGET			CASH FLOW					
AMOUNT START END			FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING \$0			2024	\$0	\$0	\$0	\$1,675,000	\$1,675,000
DESIGN \$0								
ENVIRONMENTAL \$0			2025	\$0	\$0	\$0	\$0	\$0
ROW ACQUISITION \$0								
MATERIAL \$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION \$0								
SPECIAL RAIL EQUIP \$0			2027	\$0	\$0	\$0	\$0	\$0
FLAGGING \$0								
BUS BRIDGES \$0			2028	\$0	\$0	\$0	\$0	\$0
CLOSE OUT \$1,675,000								
DBE/LABOR \$0			2029	\$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 \$1,675,000								

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	HOLMANS	2023	2024	SAVED	OPEN	2599	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	SMART MAINTENANCE - PHASE II	•Wireless network infra-structure to all passenger cars •Wireless connection to primary onboard system. •Equip all passenger onboard system with wireless hub.	\$1,500,000	\$712,500	\$297,000	\$166,500	\$216,000	\$108,000	\$0
2	HOLMANS	2024	2024	SAVED	OPEN	2665	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	New Tier4 Locomotive Procurement	•Procure Tier 4 locomotive in 8 qty (10% Member Agencies Matching Funds commitments).	\$4,900,000	\$2,327,500	\$970,200	\$543,900	\$705,600	\$352,800	\$0
3	SHAHIDS	2024	2024	SAVED	OPEN	2694	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	Communication System Overhaul Phase I	•Add interior side destination panels. •Add DC/DC isolation power supply to protect the logic board in comm system.	\$550,000	\$261,250	\$108,900	\$61,050	\$79,200	\$39,600	\$0
4	SHAHIDS	2024	2024	SAVED	OPEN	2695	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	Passenger Car Luggage Rack	•Luggage rack for 137 Rotem cars •Luggage rack for 71 Bombardier cars	\$1,500,000	\$712,500	\$297,000	\$166,500	\$216,000	\$108,000	\$0
5	SHAHIDS	2024	2024	SAVED	OPEN	2696	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	Passenger Cabin CCTV	• 10 cameras in all passenger cars • Video file storage • Wireless network connection from the existing car cell modem installed by Smart Maintenance program.	\$3,256,000	\$1,546,600	\$644,688	\$361,416	\$468,864	\$234,432	\$0
6	SHAHIDS	2024	2024	SAVED	OPEN	2722	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Non-Revenue Fleet	SPECIALIZED MAINTENANCE EQUIPMENT, PHASE 2	Second phase of specialized maintenance equipment multi-year procurement. Equipment is used to support specialized track maintenance, rehabilitation and third party construction projects. The specialized equipment and costs include the following: Jackson Production Tamper = \$1,770,000 Dynamic Track Stabilizer = \$2,357,000 Ballast Regulator = \$540,000	\$5,585,000	\$2,652,875	\$1,105,830	\$619,935	\$804,240	\$402,120	\$0
7	SHAHIDS	2024	2024	SAVED	OPEN	2745	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	Fuel Economy and Diagnostics Systems Study	Study analyzes possible emission reductions associated with the use of green diesel and additional cost savings that may result from use of fuel optimization software.	\$600,000	\$285,000	\$118,800	\$66,600	\$86,400	\$43,200	\$0
8	SHAHIDS	2024	2024	SAVED	OPEN	2746	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Facilities	EV Infrastructure	•Develop necessary drawings for charging infrastructure, obtain permits and utility rebate applications.	\$1,500,000	\$712,500	\$297,000	\$166,500	\$216,000	\$108,000	\$0
9	SHAHIDS	2024	2024	SAVED	OPEN	2762	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Business Systems	PMIS IT project support	IT Support for the Project Management Information System. This includes services for an Application Administrator for PMIS to ensure the proper oversight and support for the project. Also, to provide the required licenses for 1 year during the project implementation phase.	\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	\$0
10	CHAKLADARA	2024	2024	SAVED	OPEN	2782	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Business Systems	Document Management System (DMS)	Procurement of a Document Management System (DMS) to allow staff and agency contractors to store and retrieve documents, images, drawings, contracts etc. This system has been prioritized by the XLT for the last year.	\$464,000	\$220,400	\$91,872	\$51,504	\$66,816	\$33,408	\$0
TOTAL PROJECT COUNT																	\$20,855,000 10	\$9,906,125	\$4,129,290	\$2,314,905	\$3,003,120	\$1,501,560	\$0
REHAB TOTAL REHAB COUNT																	\$0 0	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL TOTAL CAPITAL COUNT																	\$20,855,000 10	\$9,906,125	\$4,129,290	\$2,314,905	\$3,003,120	\$1,501,560	\$0



PROJECT PROPOSAL

FY24

HOLMANS PROJECT# 2599.00

PROJECT : SMART MAINTENANCE - PHASE II

SCOPE				TYPE: CAPITAL NON-MRP					
<ul style="list-style-type: none"> •Wireless network infra-structure to all passenger cars •Wireless connection to primary onboard system. •Equip all passenger onboard system with wireless hub. 									
Mile Posts: n/a				Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership 2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
JUSTIFICATION				RANKING // PROJECT READINESS					
Wireless network infrastructure in passenger cars to accommodate future ethernet network equipped onboard system such as CCTV, DVR, Broadcasting TV, HVAC.				1. System Reliability..... High 2. Ridership Increase..... Average 3. Capacity Improvements..... Low 4. Safety & Security..... High 5. Environmental..... Low					
RISK CREATED BY NON-IMPLEMENTATION									
Risk involved in non-implementation is that the maintenance would stay in relative low efficiency with local capability, compared to the remote/wireless capability that is available everywhere. Current Age: New Standard Lifespan: 8 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$75,000	\$75,000
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$131,250	\$131,250	\$131,250	\$131,250	\$525,000
ROW ACQUISITION	\$0								
MATERIAL	\$1,062,000			2026	\$112,500	\$112,500	\$112,500	\$112,500	\$450,000
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$112,500	\$112,500	\$112,500	\$112,500	\$450,000
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2028	\$0	\$0	\$0	\$0	\$0
DBE/LABOR	\$0								
PROJECT MANAGEMENT				2029	\$0	\$0	\$0	\$0	\$0
* P.M STAFF	\$151,000			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	\$0								
* CONSULTANT	\$150,000								
CONTINGENCY	\$137,000								
TOTAL	\$1,500,000								



PROJECT PROPOSAL

FY24

HOLMANS PROJECT# 2665.00

PROJECT : NEW TIER4 LOCOMOTIVE PROCUREMENT

SCOPE				TYPE: CAPITAL NON-MRP					
•Procure Tier 4 locomotive in 8 qty (10% Member Agencies Matching Funds commitments).									
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									
JUSTIFICATION				RANKING // PROJECT READINESS					
Emission reduction for environment cleanness and possible upcoming legal operating penalty (for non-Tier 4 operation). Additional benefit is legacy unit locomotive replacement.				1. System Reliability..... High 2. Ridership Increase..... Average 3. Capacity Improvements..... Average					
RISK CREATED BY NON-IMPLEMENTATION				4. Safety & Security..... High 5. Environmental..... High					
possible upcoming legal operating penalty (for non-Tier 4 operation). Opportunity to avail Grant Match									
Current Age: 12 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT START END				FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING				2024	\$0	\$0	\$0	\$245,000	\$245,000
DESIGN				2025	\$428,750	\$428,750	\$428,750	\$428,750	\$1,715,000
ENVIRONMENTAL				2026	\$367,500	\$367,500	\$367,500	\$367,500	\$1,470,000
ROW ACQUISITION				2027	\$367,500	\$367,500	\$367,500	\$367,500	\$1,470,000
MATERIAL				2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION				2029	\$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 PROPOSAL

FY24

SHAHIDS PROJECT# 2694.00

PROJECT : COMMUNICATION SYSTEM OVERHAUL PHASE I

SCOPE				TYPE: CAPITAL NON-MRP					
<ul style="list-style-type: none">•Add interior side destination panels.•Add DC/DC isolation power supply to protect the logic board in comm system. <p>Mile Posts: n/a</p>				Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership 2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
JUSTIFICATION				RANKING // PROJECT READINESS					
Customer convenience - There is currently no destination sign interior of the car. - The interior sign will give passengers information of next station or current location information.				1. System Reliability..... High 2. Ridership Increase..... Average 3. Capacity Improvements..... Low 4. Safety & Security..... High 5. Environmental..... Low					
RISK CREATED BY NON-IMPLEMENTATION									
Risk involved in non-implementation is that the maintenance would stay in relative low efficiency with local capability, compared to the remote/wireless capability that is available everywhere. Current Age: New Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$27,500	\$27,500
DESIGN	\$0			2025	\$48,125	\$48,125	\$48,125	\$48,125	\$192,500
ENVIRONMENTAL	\$0			2026	\$41,250	\$41,250	\$41,250	\$41,250	\$165,000
ROW ACQUISITION	\$0			2027	\$41,250	\$41,250	\$41,250	\$41,250	\$165,000
MATERIAL	\$385,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$55,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$60,000								
CONTINGENCY	\$50,000								
TOTAL	\$550,000								

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 PROPOSAL

FY24

SHAHIDS PROJECT# 2695.00

PROJECT : PASSENGER CAR LUGGAGE RACK

SCOPE				TYPE: CAPITAL NON-MRP					
<ul style="list-style-type: none">•Luggage rack for 137 Rotem cars•Luggage rack for 71 Bombardier cars <p>Mile Posts: n/a</p>				Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership 2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
JUSTIFICATION				RANKING // PROJECT READINESS					
Board requested luggage rack in the passenger car to provide convenience to passengers who use Metrolink service for Ontario airport. The connecting line between Ontario and RCC is scheduled to be available by Fall 2024.				1. System Reliability..... High 2. Ridership Increase..... Average 3. Capacity Improvements..... Low 4. Safety & Security..... High 5. Environmental..... Low					
RISK CREATED BY NON-IMPLEMENTATION									
Risk involved in non-implementation is that the maintenance would stay in relative low efficiency with local capability, compared to the remote/wireless capability that is available everywhere. Current Age: New Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$75,000	\$75,000
DESIGN	\$0			2025	\$131,250	\$131,250	\$131,250	\$131,250	\$525,000
ENVIRONMENTAL	\$0			2026	\$112,500	\$112,500	\$112,500	\$112,500	\$450,000
ROW ACQUISITION	\$0			2027	\$112,500	\$112,500	\$112,500	\$112,500	\$450,000
MATERIAL	\$1,050,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$151,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$162,000								
CONTINGENCY	\$137,000								
TOTAL	\$1,500,000								

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 PROPOSAL

FY24

SHAHIDS PROJECT# 2696.00

PROJECT : PASSENGER CABIN CCTV

SCOPE				TYPE: CAPITAL NON-MRP					
<ul style="list-style-type: none"> • 10 cameras in all passenger cars • Video file storage • Wireless network connection from the existing car cell modem installed by Smart Maintenance program. <p>Mile Posts: n/a</p>				Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership 2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
JUSTIFICATION				RANKING // PROJECT READINESS					
Added security for passengers in Metrolink service. This budgetary request would outfit 2 five-car train sets. This is a proof-of-concept effort.				1. System Reliability..... High 2. Ridership Increase..... Average 3. Capacity Improvements..... Low 4. Safety & Security..... High 5. Environmental..... Low					
RISK CREATED BY NON-IMPLEMENTATION									
Risk involved in non-implementation is that the maintenance would stay in relative low efficiency with local capability, compared to the remote/wireless capability that is available everywhere. Current Age: New Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$162,800	\$162,800
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$284,900	\$284,900	\$284,900	\$284,900	\$1,139,600
ROW ACQUISITION	\$0								
MATERIAL	\$2,280,000			2026	\$244,200	\$244,200	\$244,200	\$244,200	\$976,800
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$244,200	\$244,200	\$244,200	\$244,200	\$976,800
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2028	\$0	\$0	\$0	\$0	\$0
DBE/LABOR	\$0								
PROJECT MANAGEMENT				2029	\$0	\$0	\$0	\$0	\$0
* P.M STAFF	\$326,000			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	\$0								
* CONSULTANT	\$354,000								
CONTINGENCY	\$296,000								
TOTAL	\$3,256,000								



PROJECT PROPOSAL

FY24

SHAHIDS PROJECT# 2722.00

PROJECT : SPECIALIZED MAINTENANCE EQUIPMENT, PHASE 2

SCOPE				TYPE: CAPITAL MRP					
Second phase of specialized maintenance equipment multi-year procurement. Equipment is used to support specialized track maintenance, rehabilitation and third party construction projects. The specialized equipment and costs include the following: Jackson Production Tamper = \$1,770,000 Dynamic Track Stabilizer = \$2,357,000 Ballast Regulator = \$540,000 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 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 4: Retain and Grow Ridership) Improve service reliability 4. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
JUSTIFICATION				RANKING // PROJECT READINESS					
Capital purchase of MOW specialized support equipment to support the railroad.				1. System Reliability..... High 2. Ridership Increase..... High 3. Capacity Improvements..... High 4. Safety & Security..... High 5. Environmental..... High					
RISK CREATED BY NON-IMPLEMENTATION									
Groups of existing MOW vehicles and equipment are in immediate need of rehabilitation but cannot be taken out of service due to needs across the entire SCRRRA territory. It is recommended to strategically purchase new vehicles and equipment to Current Age: New Standard Lifespan: 15 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$279,250	\$279,250
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$488,688	\$488,688	\$488,688	\$488,686	\$1,954,750
ROW ACQUISITION	\$0								
MATERIAL	\$0			2026	\$418,875	\$418,875	\$418,875	\$418,875	\$1,675,500
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$4,667,000			2027	\$418,875	\$418,875	\$418,875	\$418,875	\$1,675,500
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2028	\$0	\$0	\$0	\$0	\$0
DBE/LABOR	\$250,000								
PROJECT MANAGEMENT				2029	\$0	\$0	\$0	\$0	\$0
* P.M STAFF	\$100,000								
* SUPPORT STAFF	\$60,000								
* CONSULTANT	\$0								
CONTINGENCY	\$508,000			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	\$5,585,000								



PROJECT PROPOSAL

FY24

SHAHIDS PROJECT# 2745.00

PROJECT : FUEL ECONOMY AND DIAGNOSTICS SYSTEMS STUDY

SCOPE				TYPE: CAPITAL MRP					
Study analyzes possible emission reductions associated with the use of green diesel and additional cost savings that may result from use of fuel optimization software.									
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									
JUSTIFICATION				RANKING // PROJECT READINESS					
The study could help improve Fuel efficiency to reduce operating cost				1. System Reliability..... High 2. Ridership Increase..... Average 3. Capacity Improvements..... Average					
RISK CREATED BY NON-IMPLEMENTATION				4. Safety & Security..... High 5. Environmental..... Low					
Opportunity to reduce operating fuel cost									
Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$30,000	\$30,000
DESIGN	\$0			2025	\$52,500	\$52,500	\$52,500	\$52,500	\$210,000
ENVIRONMENTAL	\$0			2026	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
ROW ACQUISITION	\$0			2027	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
MATERIAL	\$420,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$60,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$65,000								
CONTINGENCY	\$55,000								
TOTAL	\$600,000								

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 PROPOSAL

FY24

SHAHIDS PROJECT# 2746.00

PROJECT : EV INFRASTRUCTURE

SCOPE				TYPE: CAPITAL MRP					
•Develop necessary drawings for charging infrastructure, obtain permits and utility rebate applications.									
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				<div>1. System Reliability..... High</div> <div>2. Ridership Increase..... Low</div> <div>3. Capacity Improvements..... Average</div> <div>4. Safety & Security..... Low</div> <div>5. Environmental..... High</div>					
JUSTIFICATION									
Under the new regulation public agencies in California must purchase 50% zero Emission (ZEV) vehicle from Model years 2024-2026. Starting from 2027 all vehicles purchased must be Zero emissions.									
RISK CREATED BY NON-IMPLEMENTATION									
Could Result in non-Compliance									
Current Age: New Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$75,000	\$75,000
DESIGN	\$150,000			2025	\$131,250	\$131,250	\$131,250	\$131,250	\$525,000
ENVIRONMENTAL	\$0			2026	\$112,500	\$112,500	\$112,500	\$112,500	\$450,000
ROW ACQUISITION	\$0			2027	\$112,500	\$112,500	\$112,500	\$112,500	\$450,000
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$900,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$151,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$162,000								
CONTINGENCY	\$137,000								
TOTAL	\$1,500,000								
				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 PROPOSAL

FY24

SHAHIDS PROJECT# 2762.00

PROJECT : PMIS IT PROJECT SUPPORT

SCOPE				TYPE: CAPITAL NON-MRP					
IT Support for the Project Management Information System. This includes services for an Application Administrator for PMIS to ensure the proper oversight and support for the project. Also, to provide the required licenses for 1 year during the project implementation phase.									
Mile Posts: n/a				Division: All County: ALL Asset Type: Business Systems					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 7: Improve Organizational Efficiency) Clearly define staff roles and 2. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce 3. (Goal 6: Improve Communications to Customers and Stakeholders) Improve 4. (Goal 3: Invest in People and Assets) Reduce employee turnover									
JUSTIFICATION				RANKING // PROJECT READINESS					
Ensure all IT business requirements are documented and implemented. Also ensure integration with other applications is done per requirements and ensure data security per agency protocols.				1. System Reliability..... High 2. Ridership Increase..... High 3. Capacity Improvements..... High 4. Safety & Security..... High 5. Environmental..... High					
RISK CREATED BY NON-IMPLEMENTATION									
Not enough IT oversight on the project to ensure system configuration and integration with other applications done per Agency IT procedures and policies.									
Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2024	\$0	\$0	\$0	\$250,000	\$250,000
DESIGN		\$0		2025	\$187,500	\$187,500	\$187,500	\$187,500	\$750,000
ENVIRONMENTAL		\$0		2026	\$0	\$0	\$0	\$0	\$0
ROW ACQUISITION		\$0		2027	\$0	\$0	\$0	\$0	\$0
MATERIAL		\$900,000		2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION		\$0		2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP		\$0							
FLAGGING		\$0							
BUS BRIDGES		\$0							
CLOSE OUT		\$0							
DBE/LABOR		\$0							
PROJECT MANAGEMENT									
* P.M STAFF		\$9,000							
* 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		\$1,000,000							

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%



PROJECT PROPOSAL

FY24

CHAKLADARA PROJECT# 2782.00

PROJECT : DOCUMENT MANAGEMENT SYSTEM (DMS)

SCOPE				TYPE: CAPITAL MRP					
Procurement of a Document Management System (DMS) to allow staff and agency contractors to store and retrieve documents, images, drawings, contracts etc. This system has been prioritized by the XLT for the last year.									
Mile Posts: n/a				Division: All County: ALL Asset Type: Business Systems					
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 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					
There are several disparate systems to store and mange documents at Metrolink. Examples are Shared File Folders, Application Extender, Applications such as Oracle FIS which allow documents to be stored etc. Storing, tracing and retrieving documents from unstructured document repositories such as Shared File Folders is time				1. System Reliability..... Low 2. Ridership Increase..... Low 3. Capacity Improvements..... Low					
RISK CREATED BY NON-IMPLEMENTATION				4. Safety & Security..... Average 5. Environmental..... High					
Storage and retrieval of documents will not be streamlined.									
Current Age: New Standard Lifespan: 10 Year(s)									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2024	\$0	\$0	\$0	\$23,200	\$23,200
DESIGN		\$0		2025	\$40,600	\$40,600	\$40,600	\$40,600	\$162,400
ENVIRONMENTAL		\$0		2026	\$34,800	\$34,800	\$34,800	\$34,800	\$139,200
ROW ACQUISITION		\$0		2027	\$34,800	\$34,800	\$34,800	\$34,800	\$139,200
MATERIAL		\$0		2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION		\$400,000		2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP		\$0							
FLAGGING		\$0							
BUS BRIDGES		\$0							
CLOSE OUT		\$0							
DBE/LABOR		\$0							
PROJECT MANAGEMENT									
* P.M STAFF		\$14,000							
* SUPPORT STAFF		\$7,000							
* CONSULTANT		\$0							
CONTINGENCY		\$43,000							
TOTAL		\$464,000							
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%									

FY24 PROPOSED CAPITAL PROGRAM CASHFLOW
as of 03.20.23

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY24 State of Good Repair	\$63.4M	\$25.5M	\$13.4M	\$15.1M	\$9.0M	\$0.0M	\$126.3M
	CASH OUTLAY						
2023-24	\$3.2M	\$1.3M	\$0.7M	\$0.8M	\$0.4M	\$0.0M	\$6.3M
2024-25	\$22.2M	\$8.9M	\$4.7M	\$5.3M	\$3.1M	\$0.0M	\$44.2M
2025-26	\$19.0M	\$7.7M	\$4.0M	\$4.5M	\$2.7M	\$0.0M	\$37.9M
2026-27	\$19.0M	\$7.7M	\$4.0M	\$4.5M	\$2.7M	\$0.0M	\$37.9M
Totals	\$63.4M	\$25.5M	\$13.4M	\$15.1M	\$9.0M	\$0.0M	\$126.3M

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY24 New Capital	\$9.9M	\$4.1M	\$2.3M	\$3.0M	\$1.5M	\$0.0M	\$20.9M
	CASH OUTLAY						
2023-24	\$0.5M	\$0.2M	\$0.1M	\$0.2M	\$0.1M	\$0.0M	\$1.0M
2024-25	\$3.5M	\$1.4M	\$0.8M	\$1.1M	\$0.5M	\$0.0M	\$7.3M
2025-26	\$3.0M	\$1.2M	\$0.7M	\$0.9M	\$0.5M	\$0.0M	\$6.3M
2026-27	\$3.0M	\$1.2M	\$0.7M	\$0.9M	\$0.5M	\$0.0M	\$6.3M
Totals	\$9.9M	\$4.1M	\$2.3M	\$3.0M	\$1.5M	\$0.0M	\$20.9M

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY24 Capital Program	\$73.3M	\$29.7M	\$15.7M	\$18.1M	\$10.5M	\$0.0M	\$147.2M
	CASH OUTLAY						
2023-24	\$3.7M	\$1.5M	\$0.8M	\$0.9M	\$0.5M	\$0.0M	\$7.4M
2024-25	\$25.6M	\$10.4M	\$5.5M	\$6.3M	\$3.7M	\$0.0M	\$51.5M
2025-26	\$22.0M	\$8.9M	\$4.7M	\$5.4M	\$3.1M	\$0.0M	\$44.1M
2026-27	\$22.0M	\$8.9M	\$4.7M	\$5.4M	\$3.1M	\$0.0M	\$44.1M
Totals	\$73.3M	\$29.7M	\$15.7M	\$18.1M	\$10.5M	\$0.0M	\$147.2M

Proposed FY2023-24 (FY24) Budget – Request to Transmit

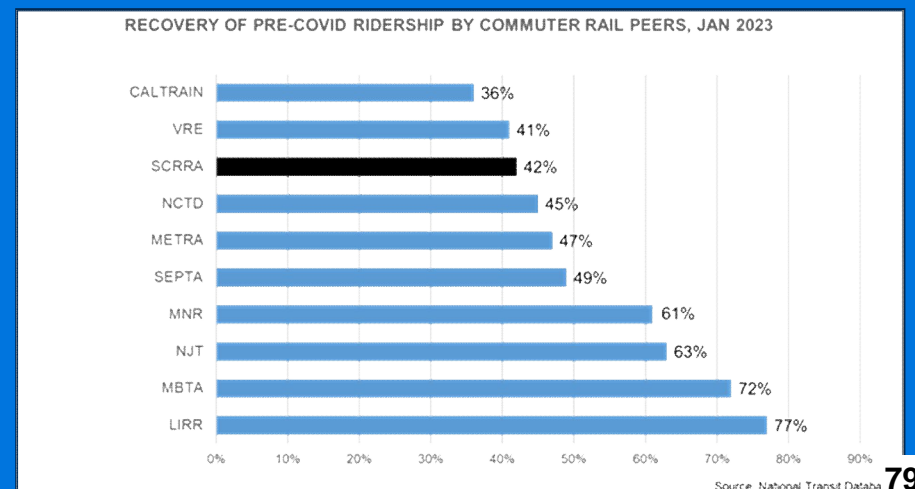


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Transit Industry Ridership Woes

- BART ridership recovery at ~37%, projects they will not reach 70% of pre-COVID ridership for 10 years.
- METRA ridership fell 97% with COVID "Stay At Home Orders". Recovered 47% pre-COVID weekday ridership.
- SEPTA ridership recovery at ~49%.
- MBTA ridership recovery at ~72%.
- CALTRAIN ridership recovery at ~36%.



Financial Challenges Ahead

- Regional / Commuter ridership continues to lag pre-COVID numbers.
 - Lower Ridership = Lower Revenue.
- Communications technology has enabled more workers to perform their daily jobs from home or other remote locations.
- Demand for peak period commuting is evolving.
- Metrolink Federal Relief funds have been exhausted in FY23.
- Majority of the Operational costs are fixed.
- Financial Challenges are placing a Burden on Member Agencies.
- Metrolink's, like other transit agencies, fiscal cliff is looming.



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FY24 Budget Assumptions

Service Level:

- Current Service Level
- Full Codeshare (Pending Rail-2-Rail Agreement with LOSSAN)
- Arrow Service is a Separate Budget

Revenue: (Revenue Constraints)

- Revenue / Ridership based on Sperry Capital / KPMG Low Forecast Scenario
- No Fare Increases
- New Fare Promotions

Expenses:

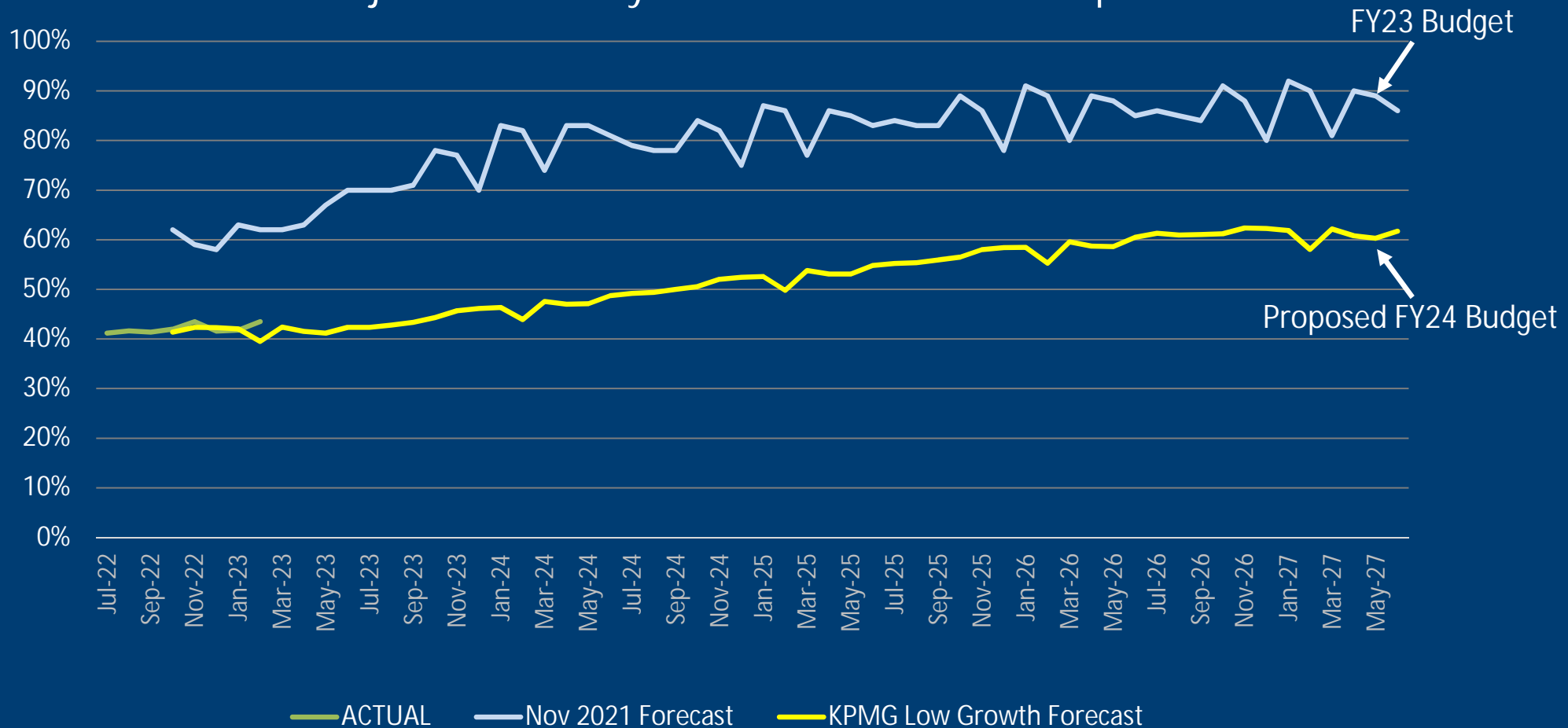
- Contractor Increases only as Mandated by Agreements
- No New FTE Headcount
- 5.0% Merit Pool
- No COLA

Reporting:

- Monthly
- Formal Mid-Year Budget Review
- Arrow Service Monthly Budget & Revenue / Ridership

Revenue/Ridership Recovery Scenarios (KPMG/Sperry Dec 2022)

Projected Recovery of Pre-Pandemic Ridership



Proposed FY24 Operations Budget

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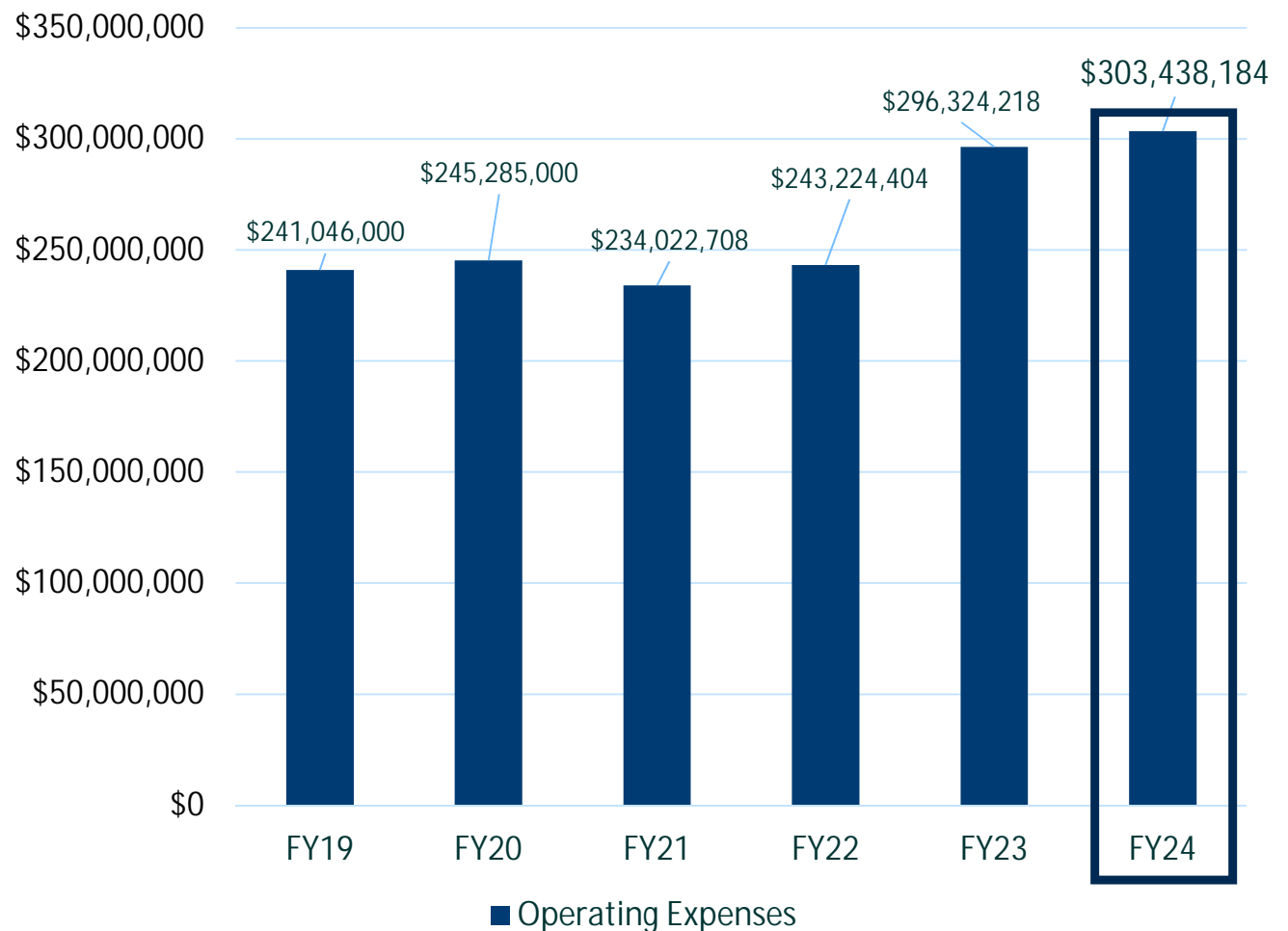


Proposed FY24 Operating Budget Overview

- Operating Revenue - \$52.8M
 - Decrease from FY23 of \$13.7M or 20.7%
- Total Expenses - \$303.4M
 - Increase from FY23 of \$7.1M or 2.4%
- Member Agency Support - \$250.7M
 - Increase from FY23 of \$20.9M or 9.1%
- Working Capital - \$50.0M
 - New request to address Cashflow Challenges



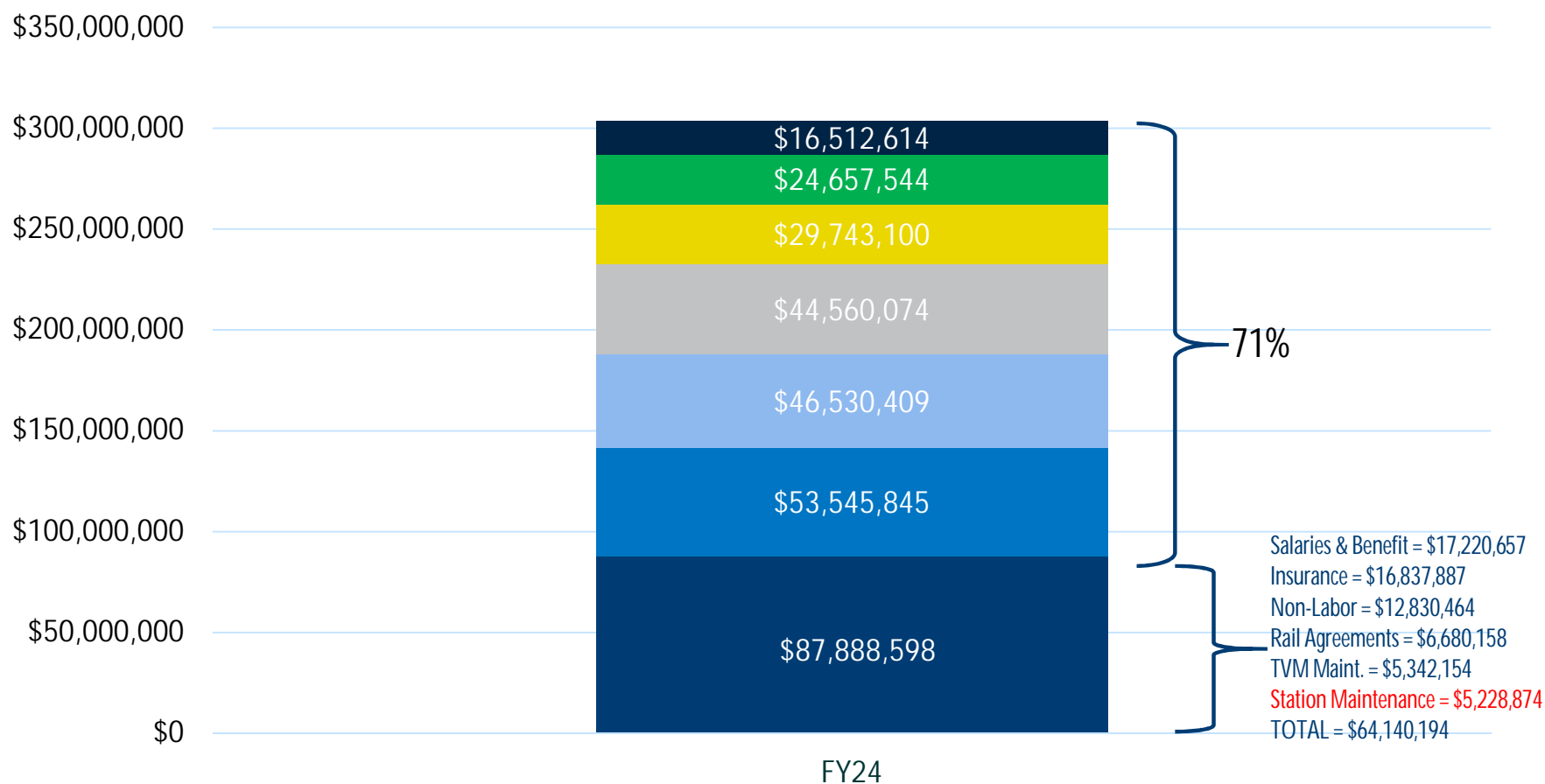
Operating Expenses FY19 – FY24



Notes:

- FY19, FY20, FY21, & FY22 Actuals
- FY23 & FY24 Budgets not Actuals

Top Drivers of \$303.4M Operating Expenses - FY24

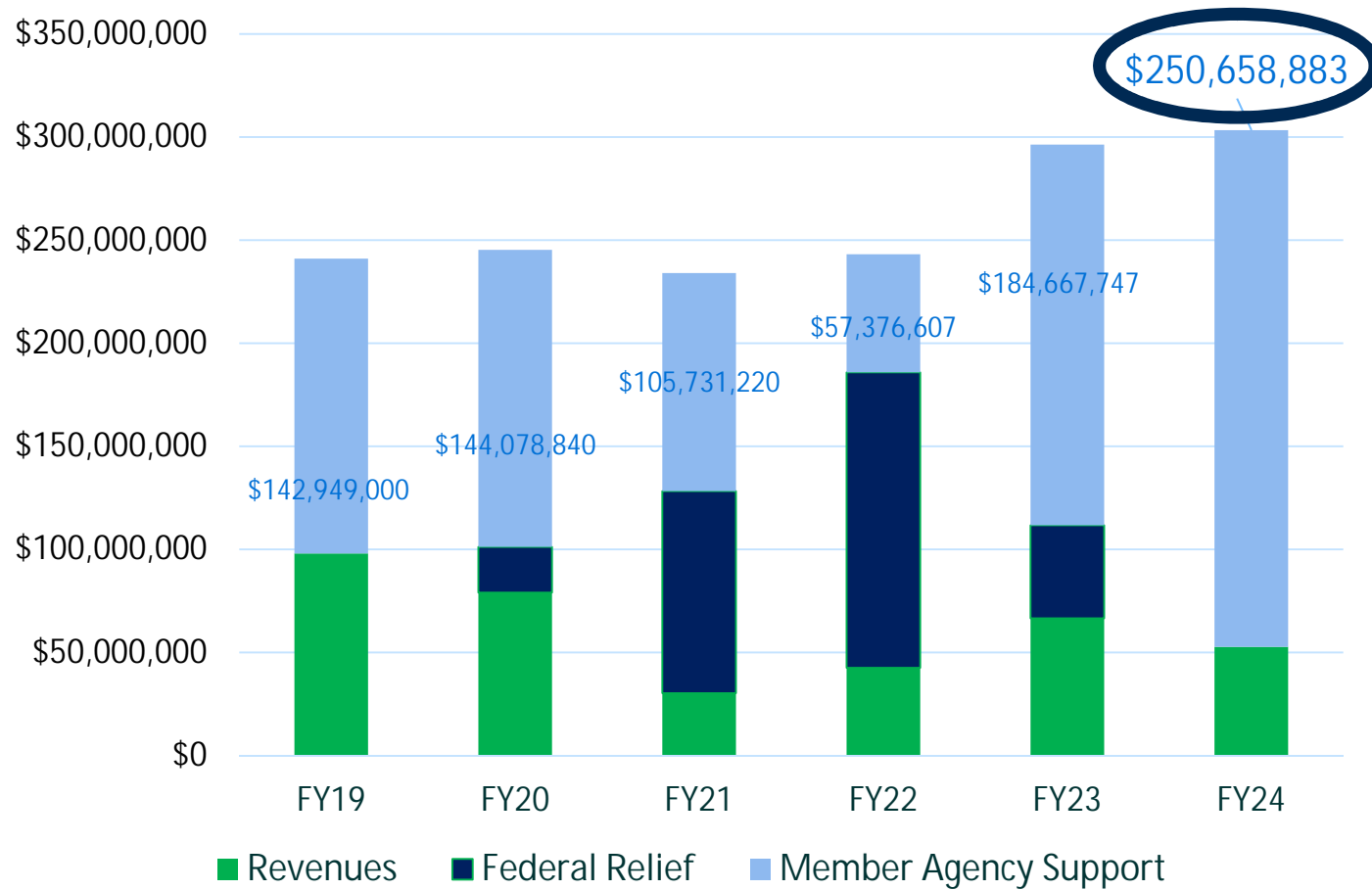


■ Others
 ■ MoW - Line Segments
 ■ Train Operations
 ■ Equipment Maint.
 ■ Fuel
 ■ Overhead
 ■ Security

Note:

- MoW – Line Segments = Tracks & Signals and Structures
- Station Maintenance increase driven by CAM Union Station annual increase

Operating Expenses Funding Sources FY19 – FY24

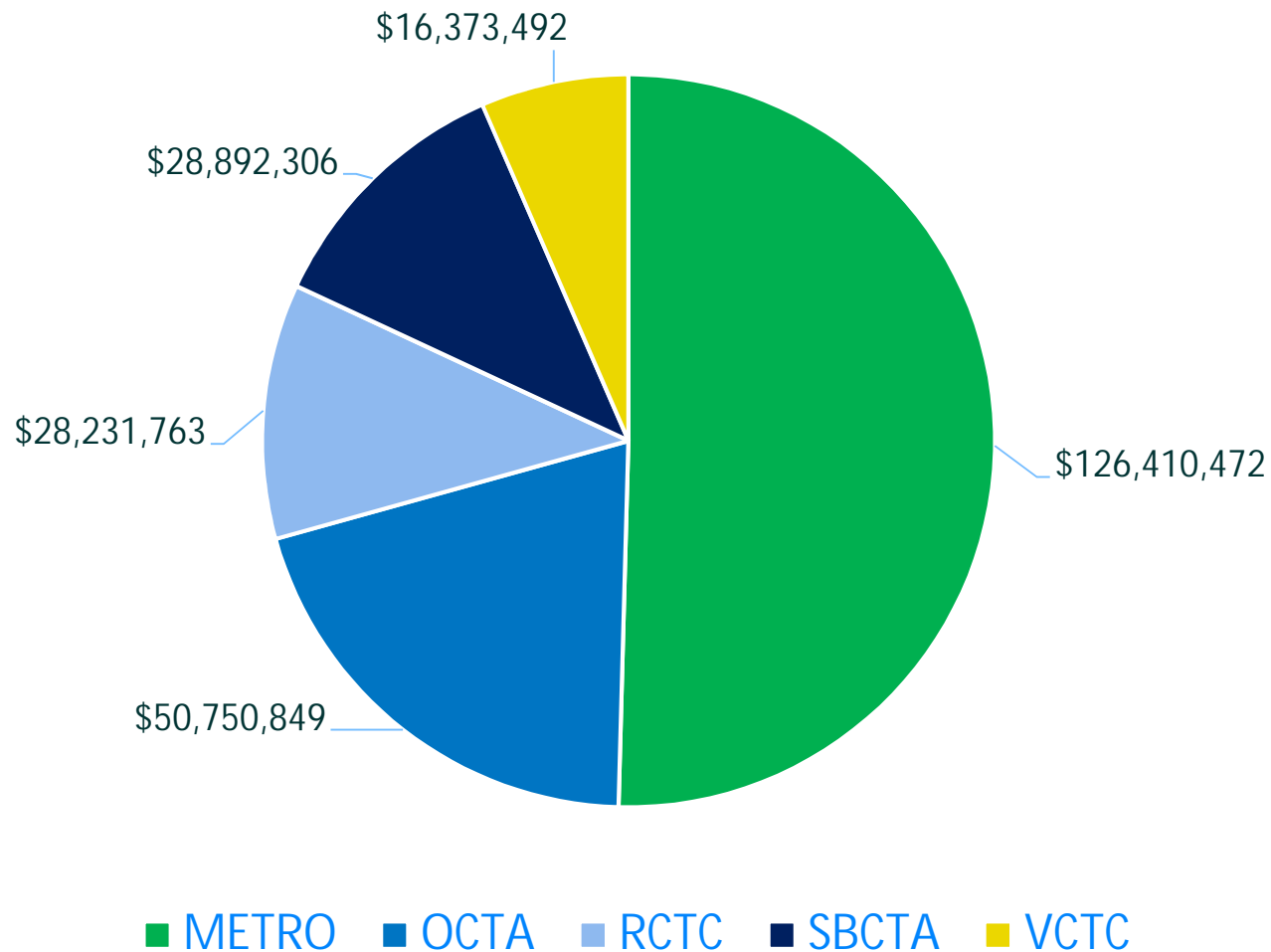


Notes:

- FY19, FY20, FY21, & FY22 Actuals
- FY23 & FY24 Budgets not Actuals

Proposed FY24 Operating Support Required by Member Agency

Support Required by Member Agency (\$250.7M)



Notes:

- Total does **not** include “Working Capital” request

Proposed FY24 Capital Budget

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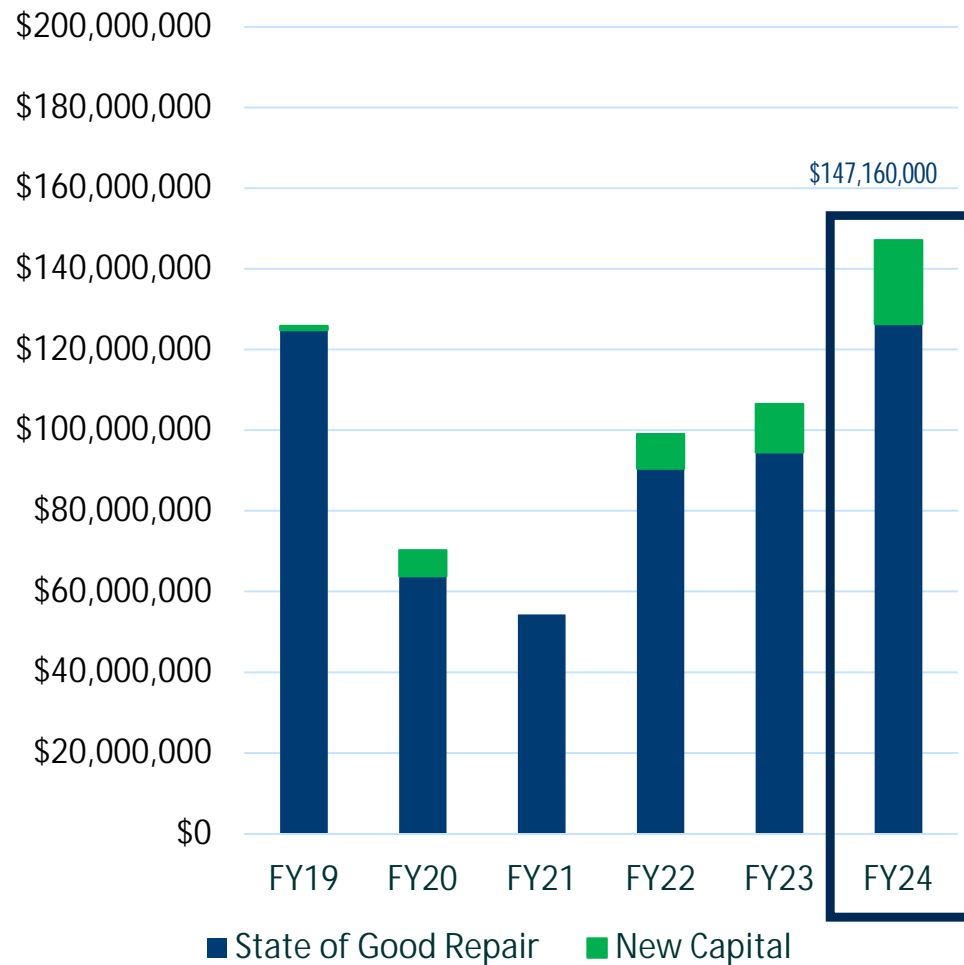




Proposed FY24 Capital Program Overview

- State of Good Repair - \$126.3M
 - Increase from FY23 of \$31.9M or 33.7%
- New Capital - \$20.9M
 - Increase from FY23 of \$8.8M or 72.7%

Capital Programs are Critical Components of System Safety

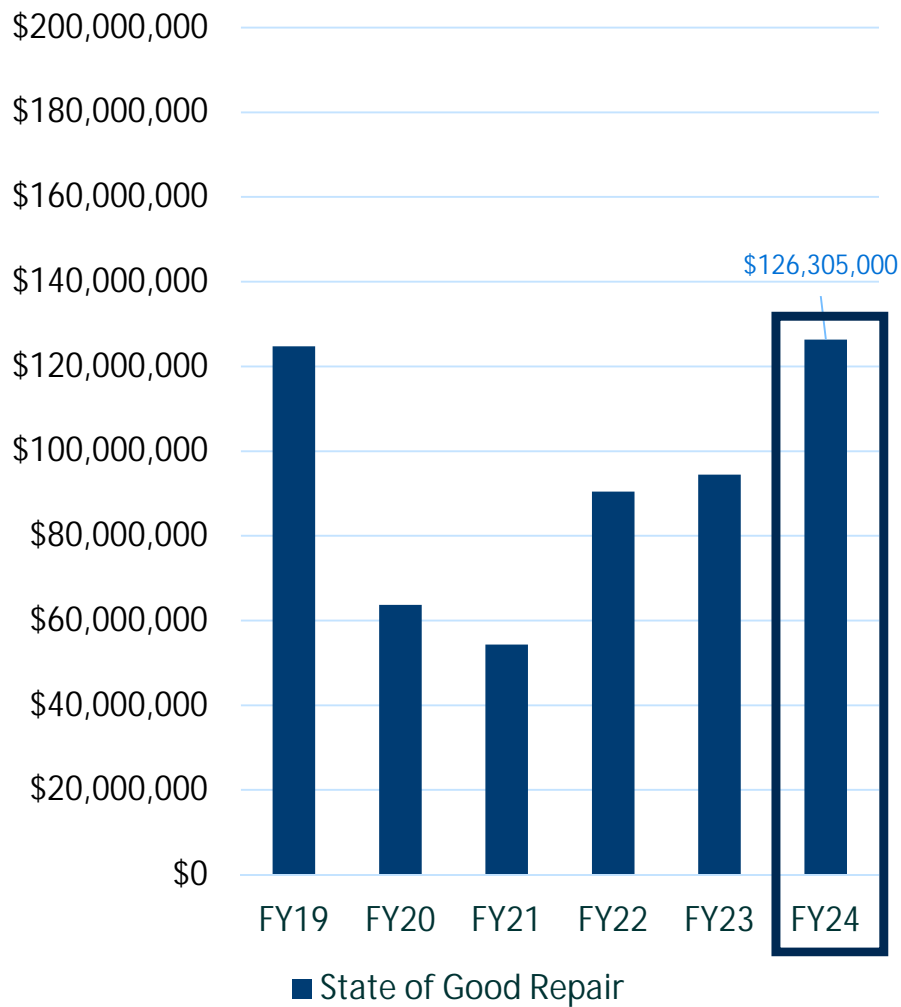


Note: FY23 data does not include New Capital Tier 4 Locomotive Purchase

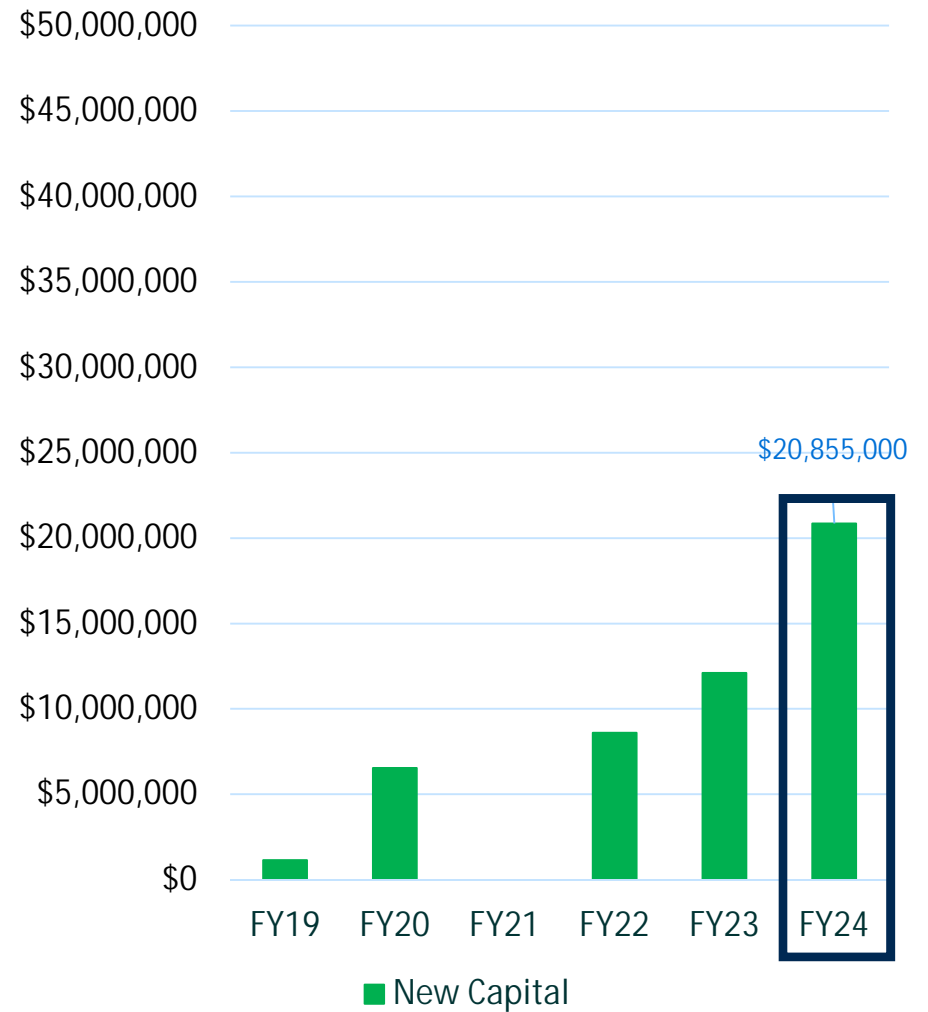


Proposed FY24 Capital Budget

State of Good Repair



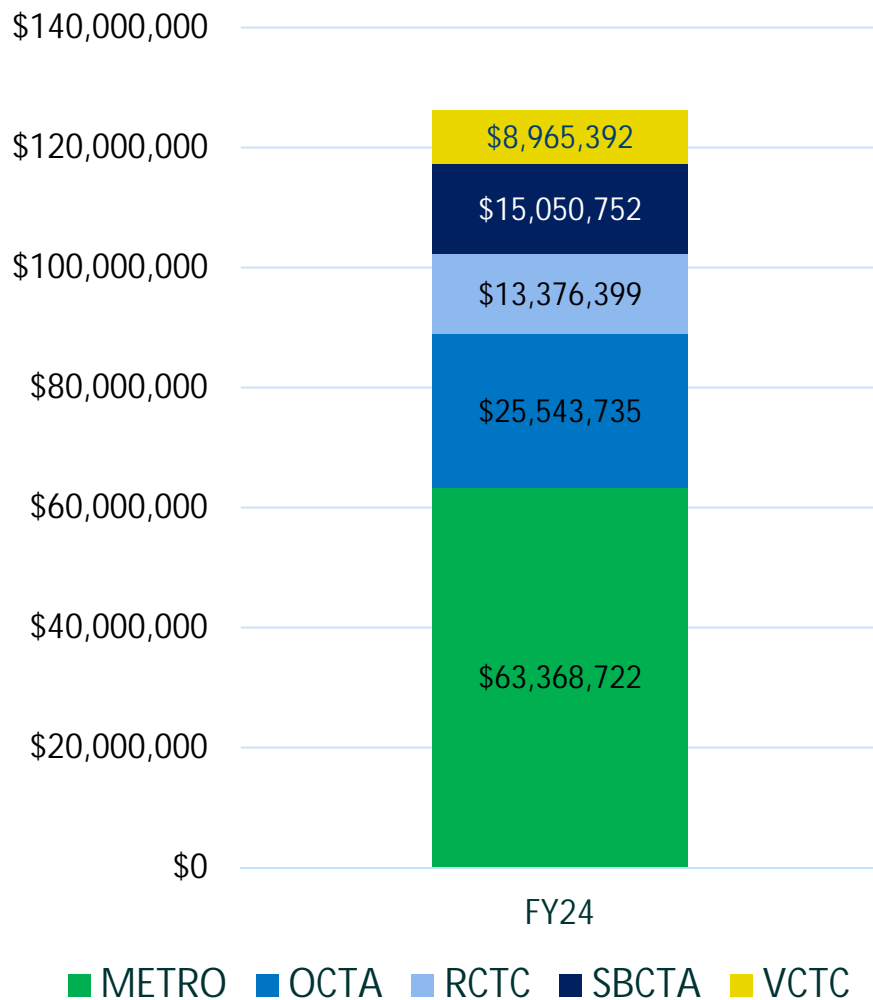
New Capital



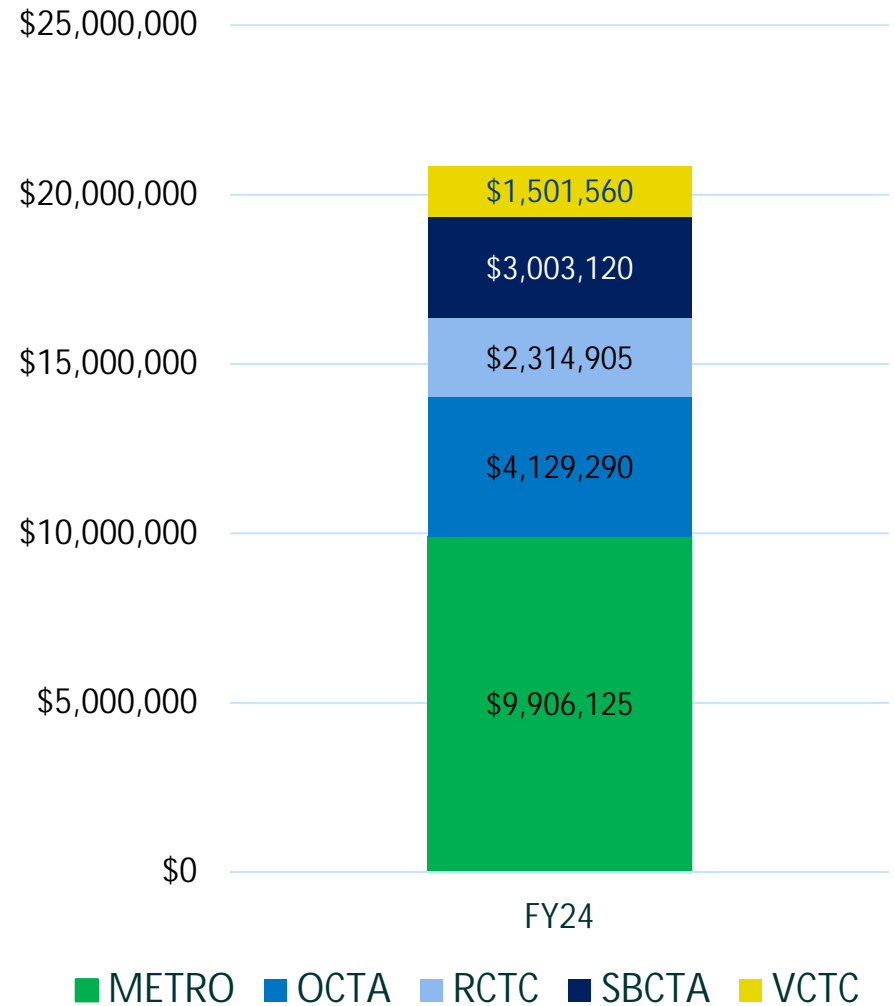
Note: FY23 data does not include New Capital Tier 4 Rolling Stock Purchase

FY24 Capital Budget Funding by Member Agency

State of Good Repair



New Capital



Summary



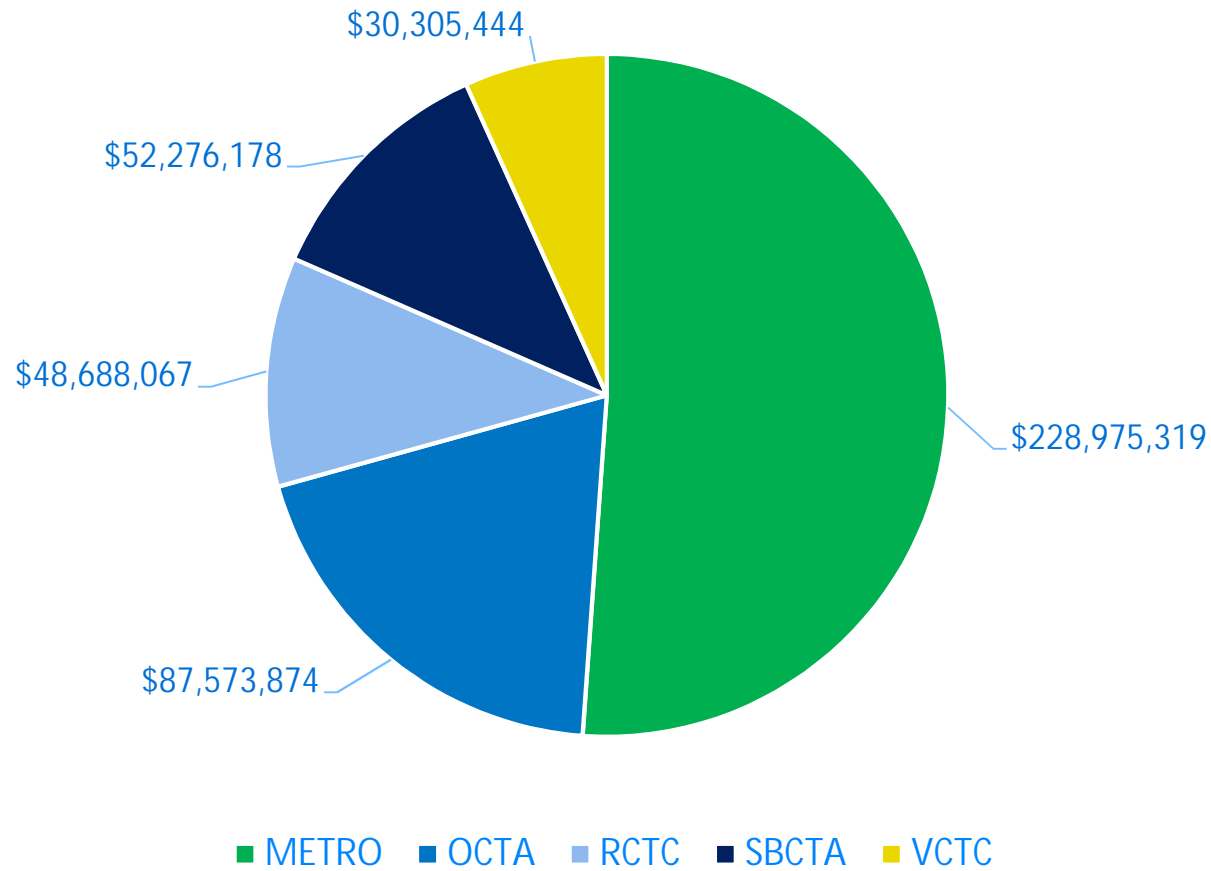
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FY24 Budget Summary

Summary of Support by Member Agency

Proposed FY24 Budget Summary (\$447.8M)



- Total Proposed FY24 Budget with Working Capital

FY24 Budget Summary

Summary of Support by Member Agency

FY24 Proposed Budget (Current)

	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
Total Operating Support	\$ 250,658,882	\$ 126,410,472	\$ 50,750,849	\$ 28,231,763	\$ 28,892,306	\$ 16,373,492
Total Capital Support	\$ 147,160,000	\$ 73,274,847	\$ 29,673,025	\$ 15,691,304	\$ 18,053,872	\$ 10,466,952
SUB-TOTAL =	\$ 397,818,882	\$ 199,685,319	\$ 80,423,874	\$ 43,923,067	\$ 46,946,178	\$ 26,840,444
Working Capital Request	\$ 50,000,000	\$ 29,290,000	\$ 7,150,000	\$ 4,765,000	\$ 5,330,000	\$ 3,465,000
TOTAL =	\$ 447,818,882	\$ 228,975,319	\$ 87,573,874	\$ 48,688,067	\$ 52,276,178	\$ 30,305,444

FY23 Amended Budget

	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
Total Operating Support	\$ 229,800,737	\$ 117,951,427	\$ 45,988,164	\$ 25,890,809	\$ 25,224,743	\$ 14,745,594
Total Capital Support	\$ 106,545,000	\$ 47,958,000	\$ 29,531,440	\$ 9,688,080	\$ 12,568,320	\$ 6,284,160
Working Capital Request	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL =	\$ 336,345,737	\$ 165,909,427	\$ 75,519,604	\$ 35,578,889	\$ 37,793,063	\$ 21,029,754

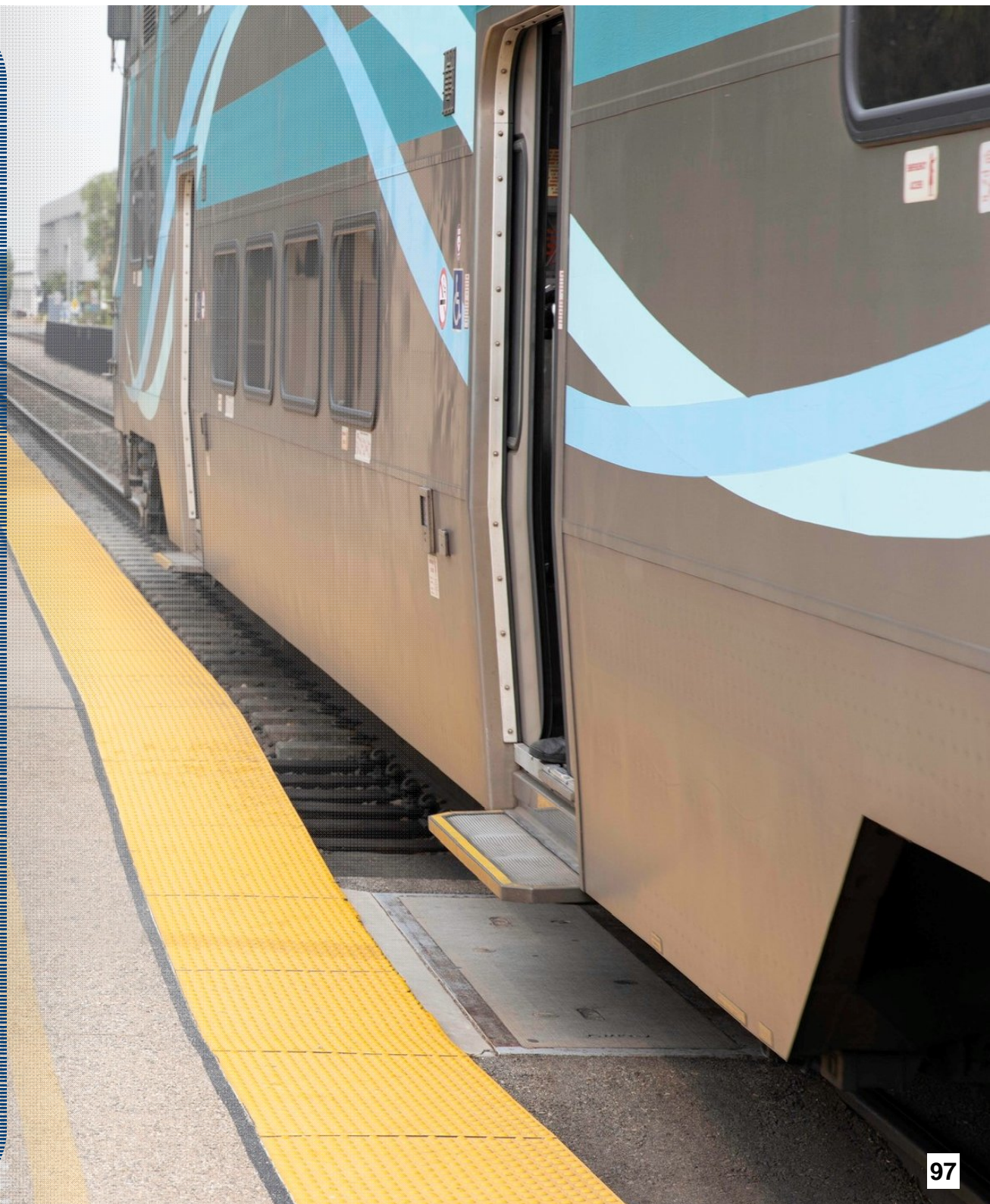
Variance

	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
Total w/o Working Capital	\$ 61,473,145	\$ 33,775,892	\$ 4,904,270	\$ 8,344,178	\$ 9,153,115	\$ 5,810,690
variance	18.3%	20.4%	6.5%	23.5%	24.2%	27.6%
Total w/ Working Capital	\$ 111,473,145	\$ 63,065,892	\$ 12,054,270	\$ 13,109,178	\$ 14,483,115	\$ 9,275,690
variance	33.1%	38.0%	16.0%	36.8%	38.3%	44.1%

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Back Up

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FY24 Operating Budget Summary of Support by Member Agency

FY24 Proposed Budget (CURRENT)

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Revenues	28,214,617	12,138,405	4,116,866	6,855,364	1,454,046	52,779,298
Total Expenses	154,625,089	62,889,254	32,348,629	35,747,670	17,827,538	303,438,180
FY24 Member Agency Support (Loss)	(126,410,472)	(50,750,849)	(28,231,763)	(28,892,306)	(16,373,492)	(250,658,882)

FY23 Amended Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Revenues	33,640,404	16,195,954	5,872,140	9,013,543	1,801,441	66,523,481
Total Expenses	151,591,831	62,184,118	31,762,948	34,238,286	16,547,034	296,324,218
FY23 Member Agency Support (Loss)	(117,951,427)	(45,988,164)	(25,890,809)	(25,224,743)	(14,745,594)	(229,800,737)

Year-Over-Year Variance

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenues	(5,425,787)	(4,057,549)	(1,755,274)	(2,158,179)	(347,395)	(13,744,183)
variance	-16.1%	-25.1%	-29.9%	-23.9%	-19.3%	-20.7%
Expenses	3,033,258	705,136	585,681	1,509,384	1,280,504	7,113,962
variance	2.0%	1.1%	1.8%	4.4%	7.7%	2.4%
Member Agency Support (increase) / decrease	(8,459,045)	(4,762,685)	(2,340,954)	(3,667,563)	(1,627,898)	(20,858,145)
variance	-7.2%	-10.4%	-9.0%	-14.5%	-11.0%	-9.1%

FY24 Operating Budget

Summary of Member Agency Support by Line

FY24 Proposed Budget (CURRENT)

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Total Operating Revenues	15,677,747	4,018,862	10,285,337	2,798,005	10,627,540	4,926,708	4,445,098	52,779,297
Total Expenses	69,833,421	38,871,891	60,245,890	24,071,887	44,645,408	35,314,956	30,454,727	303,438,180
FY24 Member Agency Support (Loss)	(54,155,674)	(34,853,029)	(49,960,553)	(21,273,882)	(34,017,868)	(30,388,248)	(26,009,629)	(250,658,883)

FY23 Amended Budget

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Total Operating Revenues	19,508,547	4,934,705	12,286,922	3,201,774	12,728,840	7,919,490	5,943,203	66,523,481
Total Expenses	66,439,127	37,378,986	59,156,166	23,717,633	44,676,744	35,279,114	29,676,450	296,324,218
FY23 Member Agency Support (Loss)	(46,930,580)	(32,444,281)	(46,869,244)	(20,515,859)	(31,947,904)	(27,359,623)	(23,733,247)	(229,800,737)

Year-Over-Year Variance

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenues variance	(3,830,800) -19.6%	(915,843) -18.6%	(2,001,585) -16.3%	(403,769) -12.6%	(2,101,300) -16.5%	(2,992,782) -37.8%	(1,498,105) -25.2%	(13,744,184) -20.7%
Expenses variance	3,394,294 5.1%	1,492,905 4.0%	1,089,724 1.8%	354,254 1.5%	(31,336) -0.1%	35,842 0.1%	778,277 2.6%	7,113,962 2.4%
Member Agency Support (increase) / decrease variance	(7,225,094) -15.4%	(2,408,748) -7.4%	(3,091,309) -6.6%	(758,023) -3.7%	(2,069,964) -6.5%	(3,028,625) -11.1%	(2,276,382) -9.6%	(20,858,146) -9.1%

A photograph of a woman with blonde hair, wearing a black face mask, a black backpack, and purple leggings, standing on a train platform. She is holding a purple rolling suitcase. The platform has a yellow tactile paving strip along the edge. A Metrolink train with a grey and blue livery is stopped at the platform, with its door open. In the background, another person is walking on the platform, and there are trees and a building visible under a clear sky.

METROLINK

Thank
YOU

metrolinktrains.com/meeting

ITEM ID: 2023-191-0

TRANSMITTAL DATE: May 19, 2023

MEETING DATE: May 26, 2023

TO: Board of Directors

FROM: Paul Hubler, Chief Strategy Officer

SUBJECT: May Legislative Update

Issue

Staff provides a regular monthly update on current legislative affairs.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

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

Background

Staff continues to engage with local, state, and federal government and community relations stakeholders relating to Metrolink service and relevant policy items.

Discussion

Local

Community Outreach

As part of a larger outreach effort to communities along Metrolink service lines, staff are reaching out to communities along the San Bernardino Line. Staff held a virtual meeting with city personnel in Los Angeles and San Bernardino Counties on March 22. In the month of May roundtables will be scheduled with invited elected officials, business groups, community members and environmental justice groups. The presentation will focus on Metrolink improvements in the cities along the San Bernardino Line: City of Los Angeles, El Monte, Baldwin Park, Covina, San Dimas, La Verne, Pomona, Claremont, Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, San Bernardino and Redlands.

The information shared will include details about Metrolink's operations, current and future improvement projects, including the Southern California Optimized Rail Expansion (SCORE) program. The kick-off meeting and future roundtables will provide community members an opportunity to discuss shared interests including Maintenance of Way (MOW), Quiet Zones, State of Good Repair and sustainability or clean-air goals. The strategic goal of this outreach is to share information with local stakeholders, hear concerns and answer questions.

Staff will also be attending community sponsored events in the coming months to administer a community survey, share information about Metrolink and answer Metrolink-related questions for local residents. This outreach provides another opportunity for staff to build new partnerships with stakeholders, assess any need to resolve issues, and be a proactive partner in the communities we serve. Outreach will also inform and support future improvement opportunities.

Low-Income Fare Discount Program - Outreach

Metrolink staff are continuing to support outreach for the Low-Income Fare Discount Program. The continued goal of this outreach is to ensure that all eligible participants are aware of the program. Participation in the program continues to increase while staff are conducting outreach.

Examples of outreach in Los Angeles County include distributing information to cities that meet Title VI criteria and all County Supervisors posting program information in their weekly newsletters. To date the Department of Public Social Services for Los Angeles and San Bernardino Counties have posted information for greater visibility. We are conducting similar outreach with the appropriate departments in Orange, Riverside and Ventura Counties. Staff have coordinated a door-to-door literature drop to provide information to homes in Los Angeles and San Bernardino County with plans to continue this effort in all service-area counties. Staff are identifying future opportunities to connect with eligible program participants in partnership with the Customer Experience Team. We appreciate the support of Metrolink Board Members and local partners in distributing information.

Low-Income Fare Discount Program - Title VI Outreach

Staff are coordinating with the Customer Experience Team to complete a Title VI analysis. The Proposed Public Participation Objectives require that Metrolink:

- Conduct Title VI outreach for the purpose of promoting inclusive public participation in accordance with Federal Transit Administration (FTA) guidelines;
- Gather feedback that the Board can use to make decisions that benefit the communities that Metrolink serves;
- Build relationships with customers, communities and other stakeholders for this and future Metrolink initiatives;
- Inform the community about the proposed changes.

The public outreach process will begin May 26, 2023 with a Public Hearing scheduled for July 14, 2023. More information regarding comments received will be provided to the Board at a future date.

State

Oversight Hearings

The Legislature returned on April 10 from Spring Recess. Oversight hearings continued before fiscal and policy committee deadlines in April and May. Of note, the Assembly Transportation Committee and Assembly Budget Subcommittee No. 3 - Climate Crisis, Resources, Energy, and Transportation held an oversight hearing on the California High-Speed Rail Authority's 2023 Project Update Report. During the hearing, the Legislative Analyst's Office (LAO) noted that overall cost estimates have increased by \$13.4 billion - resulting in a \$10 or \$12 billion funding gap depending on revenues from the Cap-and-Trade Program auctions. The Authority underscored the importance of federal funding in completing the first phase.

The Senate Budget Subcommittee No. 5 - Corrections, Public Safety, Judiciary, Labor and Transportation held a hearing on April 27 to discuss transportation components of the state's budget. The hearing consisted of the California Transit Association, LAO, Department of Finance and California State Transportation Agency (CalSTA) discussing state resources to support transit operations. A summary of hearings will be provided to the Board at the Committee meeting.

Bills and Legislative Timelines

The Assembly and Senate must pass bills out of their originating legislative chamber by June 2. The State Budget must be passed by June 15. A summary of bills of note being tracked is provided below. A full summary of legislation is provided in the attached Bill Matrix.

1. Assembly Bill 6 (Friedman): Among other provisions, would require nominations to the Solutions for Congested Corridors Program (SCCP) to demonstrate how a project achieves the state's Greenhouse Gas emission target.
2. Assembly Bill 7 (Friedman): Requires asset management, safety, environmental resiliency, and emerging technology project selection guidelines for projects funded by the State Highway Account, Road Maintenance and Rehabilitation Account, a local transportation fund, the Trade Corridor Enhancement Account, among others.
3. Assembly Bill 610 (Holden): Creates a new Youth Transit Pass Pilot Program.
4. Assembly Bill 761 (Friedman): Establishes a new Transit Transformation Task Force to grow transit ridership and improve the customer experience.

5. Assembly Bill 819 (Bryan): Removes the categorization of a 3rd or subsequent fare violation as a misdemeanor and makes such violations punishable only by a fine of up to \$400.
6. Senate Bill 617 (Newman): Authorizes a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, as described, to use the progressive design-build process.

Transit Operations Funding - Budget Solvency

Staff continue to participate in the consensus process led by the California Transit Association (CTA) to identify a transit operations funding request. The process is guided by the principle of ensuring diverse stakeholders across the state are eligible to receive the resources they need. Staff will continue to support and participate in the CTA-led process. These discussions are occurring in an environment of budget uncertainty for public transit operators and the state.

The Legislature must balance the 2023-24 Budget and address the state's medium-term fiscal outlook. California has an estimated \$27 billion deficit - approximately the size of the state's discretionary reserve balances. An additional \$10 billion may be used toward constitutional required spending. The Legislative Analyst's Office (LAO) remains concerned about the risk of recession. This fiscal situation is occurring after two years of General Fund growth in 2020-21 and 2021-22 by nearly 30 and 20 percent respectively. It is the LAO's assessment that General Fund spending remains too high relative to revenues. A recession could cause sharper declines in state revenues - upwards of \$30 to \$50 billion. Delayed tax filings increase the likelihood that year-to-year budget corrections will be necessary. The Governor is expected to release updated budget information on May 12.

The State will need to consider creative and innovative solutions. For example, the LAO estimates that the Green House Gas Reduction Fund - which is funded by the Cap-and-Trade Program, may have an additional \$800 million in revenues above what the Governor proposed in the 2022-23 and 2023-24 Fiscal Years.

In-Use Locomotive Public Hearing

The California Air Resources Board (CARB) met on April 27 to consider and adopt the proposed In-Use Locomotive Rule. Metrolink staff and Board Directors have been coordinating with CARB staff, CARB Board Members, and the CTA over the last two years in the development of the proposed rule. Staff support the Board's adoption of the modified text and appreciate the inclusion of the Alternative Compliance Plan (ACP). Additional information will be provided in the months ahead as the ACP is finalized and presented to CARB. Staff appreciate the Board Members and Member Agency staff who supported Metrolink throughout the process.

Transit and Intercity Rail Capital Program (TIRCP) Award

On April 24 the California State Transportation Agency (CalSTA) awarded Metrolink \$10 million in grant funding toward the Locomotive Modernization Study, Pilot and Implementation Project that will reduce fuel consumption and emissions. Additionally, \$15.5 million was awarded toward the Double Track Project: Moreno Valley to Perris in collaboration with the Riverside County Transportation Commission (RCTC). These improvement projects are part of Metrolink's ongoing mission to improve the accessibility and sustainability of services throughout the Southern California region. The state's continued partnership is essential

toward meeting those goals.

Federal

Debt Limit Negotiations

Congress is continuing negotiations on a debt limit proposal that can be passed in Congress and signed by the President. While the White House and Senate are seeking a debt limit increase without conditions, the House of Representatives released a debt limit framework on April 19. This framework would raise the debt limit by \$1.5 trillion or through March 2024 (whichever comes first), limits discretionary spending to FY 2022 level - reducing federal spending by approximately \$130 billion, rescinds Inflation Reduction Act climate tax credits and unspent COVID-19 pandemic funding, among other proposals. Staff will continue to monitor the debt limit negotiations for potential impacts to Department of Transportation or other relevant funding programs.

Federal Grant Programs and Projects - Eligibility for Funding

Staff continue to coordinate through the Commuter Rail Coalition (CRC) in seeking full eligibility for commuter railroad projects for Department of Transportation funding programs, such as the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. Additionally, there may be opportunities for specific projects to be eligible for program funding through the Federal Railroad Administration (FRA) Corridor Identification Program. Staff are encouraging Metrolink's federal delegation offices to support eligibility for regional rail operators like Metrolink to access these critical funding programs.

Rail Safety Bill

Congress is continuing discussions and deliberations over a federal rail safety bill. Of note, staff continue to monitor for area of relevance for regional rail operators and the Southern California region. The agency is part of the industry response led by the Commuter Rail Coalition (CRC). Staff are encouraging shared goals of supporting rail safety, avoiding unintended consequences and advancing opportunities to accelerate rail safety projects or funding programs.

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

Approved by: Paul Hubler, Chief Strategy Officer

Attachment(s)

[Appendix A - May 2023 Bill Matrix](#)

Appendix A: Legislative Matrix

Bill Number	Bill Status	Action
Federal		
S. 576 - Railway Safety Act of 2023 (Brown): The bill enhances safety procedures for trains carrying hazardous materials, establishes requirements for wayside defect detectors, creates a permanent requirement for railroads to operate with at least two-person crews, and increases fines for wrongdoing committed by rail carriers.	Introduced in Senate	Monitor
H.R. 1674 - Rail Safety Act of 2023 (Deluzio): The bill enhances safety procedures for trains carrying hazardous materials, establishes requirements for wayside defect detectors, creates a permanent requirement for railroads to operate with at least two-person crews, and increases fines for wrongdoing committed by rail carriers.	Introduced in House	Monitor
State		
<i>Constitutional Amendments</i>		
Assembly Constitutional Amendment 1 (Aguilar-Curry): Lowers the voting threshold for local affordable housing and public infrastructure projects from 2/3 of voters to 55%.	May be heard in Committee after January 5	Monitor
<i>Climate Related Bills</i>		
Assembly Bill 6 (Friedman): Among other provisions, would require nominations to the Solutions for Congested Corridors Program (SCCP) demonstrate how a project achieves the state's Greenhouse Gas emission target.	4/24, Asm. Natural Committee	Monitor
Assembly Bill 9 (Muratsuchi) and Senate Bill 12 (Stern): These bills would require CARB to ensure that statewide greenhouse gas emissions are reduced to at least 55% below, raised from 40%, the 1990 level by no later than December 31, 2030.	AB 9 will be heard on 4/24 at Asm. Natural Resources Committee. Hearing for SB 12 on 4/10 at Sen. Appropriations was canceled.	Monitor

Senate Bill 2 (Skinner): Establishes a top be determined maximum gross gasoline refining margin.	Signed by the Governor on 3/28	Monitor
<i>Project Delivery and Utilities Related Bills</i>		
Assembly Bill 400 (Rubio): Permanently extends the existing authority for local agencies to utilize Design-Build procurement processes.	May be heard in Committee after March 5	Monitor
Assembly Bill 463 (Hart): Requires the Public Utilities Commission (CPUC) to prioritize transit vehicle charging infrastructure as a priority user for service restoration. <i>Co-Sponsored by the California Transit Association (CTA)</i>	4/26, Asm. Local Government	Monitor
Assembly Bill 557 (Hart): Extends indefinitely previous authorization for a local agency to use teleconferencing without complying with specific Brown Act requirements during a declared state of emergency. Extends the period of time for a legislative body to make the described finding to not later than 45 days and every 45 days thereafter.	4/26, Asm. Local Government	Monitor
Senate Bill 617 (Newman): Expands Progressive Design Build Authority to regional transportation agencies for non-state highway roadways.	4/24, Sen. Appropriations Committee	Monitor
Senate Bill 706 (Caballero): Removes the 15-project maximum and restriction to water-related projects for cities, counties, or special districts to use Progressive Design Build Authority.	Senate Third Reading	Monitor
Assembly Bill 817 (Pacheco): Non-decision-making legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location.	4/26, Asm. Local Government Committee	Monitor
<i>Transit Bills</i>		
Assembly Bill 7 (Friedman): Requires asset management, safety, environmental resiliency, and emerging technology project selection guidelines for projects funded by the State Highway Account,	5/3, Asm. Appropriations Committee	Monitor

Road Maintenance and Rehabilitation Account, a local transportation fund, the Trade Corridor Enhancement Account, among others.		
Assembly Bill 610 (Holden): Creates the Youth Transit Pass Pilot Program for the purpose of awarding grants to transit agencies for the cost of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending a California Community College, State University and the University of California.	5/3, Asm. Appropriations Committee	Monitor
Assembly Bill 761 (Friedman/Gonzalez): Establishes the Transit Transformation Task Force, which would report to the Legislature how to grow public transit ridership and improve the public transit experience, among other recommendations.	5/3, Asm. Appropriations Committee	Monitor
Assembly Bill 819 (Bryan): Reduces existing penalties from a misdemeanor and fine to only a maximum \$400 fine for fare evasion and unauthorized use of discount tickets.	4/26, Asm. Appropriations Committee	Monitor
Assembly Bill 832 (Cervantes): Revises requirement for the Governor's appointments to the California Transportation Commission to include that they have expertise in transportation issues and professional experience that includes experience working in, or representing, disadvantaged communities.	4/26, Asm. Appropriations Committee	Monitor


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ITEM ID: 2023-173-0
TRANSMITTAL DATE: May 19, 2023
MEETING DATE: May 26, 2023
TO: Board of Directors
FROM: Paul Hubler, Chief Strategy Officer
SUBJECT: Service Growth Development Plan Update

Issue

This report presents an introduction to, update on, and early results from the Service Growth Development Plan (SGDP) project. The SGDP seeks to establish a consensus plan, developed with input from Member Agencies, for Metrolink growth ranging from short-term optimization opportunities for implementation as early as this fall to target growth circa 2028 and potential growth in later years.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- Customers are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to delight them. The service plans being developed as a part of the Service Growth Development Plan are being crafted to make it simpler and easier for passengers to choose to ride Metrolink. These customer-centric endeavors will connect more passengers to more places in a way that is intuitive and easy for new riders to navigate the system.
- Modernizing Business Practices:** We will improve our operational efficiency, through transparency, objective metrics, and streamlined governance, reducing reliance on subsidy while bringing our system into a state of good repair and investing in the

development of our employees. The service plans being developed as a part of the Service Growth Development Plan are carefully fashioned to unlock economies of scale and provide cost-effective service (and ridership) growth.

Background

The Strategic Business Plan called for serving a broader set of markets such as leisure travelers and non-office commuters, running more cost-effective service, and leveraging targeted capital investment. Since then, as the region has recovered from the pandemic, the Authority has observed stronger recovery among these new target markets than in its traditional white-collar office commuter base. Prior work in service planning has been completed to support the SCORE Program, including the 2020 SCORE Cost/Benefit Operations Analysis (CBOA). The SGDP builds on these strategic objectives by adapting them to the lasting impacts of COVID, incorporating feedback from member agencies and other partners, and refining operational and fiscal modeling.

The SGDP does this with the goal of setting a concrete and actionable program for service transformation and growth, to be presented for consideration by the Board.

Discussion

Metrolink's ridership in the second half of 2022 was slightly more than 40% of the same period in 2019. However, different markets have recovered at different rates. Whereas weekday peak period travel remains below 40%, midday ridership has reached 50% and weekend ridership around 65%. Furthermore, most of the trains that Metrolink suspended in March 2020 that have not yet been brought back operated during the midday, dragging the midday recovery number down. On a per-train basis, midday ridership is around 80% of 2019. These ridership values, on the main, continue to inch upwards, consistent with other data illustrating that riders are coming back, but not as strongly in a key demographic: the white-collar traditional office commuter. Remote work and hybrid work schedules remain common, and the white-collar commuter customer group – Metrolink's historic core market – may never fully ride in the same patterns or at the same frequency as they did before the pandemic.

Most of Metrolink's pre-pandemic service was built around the needs of that white-collar commuter customer group, but its expansion plans were not tied to that market segment. The SCORE Phase 1 program primarily focuses on filling in the midday and reverse-peak markets, to make Metrolink a better option for a greater variety of new travelers and travel purposes.

Midday travelers are fewer in number per hour than peak commuters, but not by much. Streetlight Data from Spring 2022 indicates that all-mode travel between Metrolink station pairs more than 10 miles apart during the midday is only 1/3 less than the level seen during the peak morning commute hours. In aggregate, it's still a sizeable market, and the cost to service it is typically less than commuter service due to operating economies of scale.

Furthermore, the SCORE Phase 1 program calls for customer-friendly schedules that are regular, repeating, bidirectional, and synced across lines in a way that not only makes it easier to ride, but also connects more station pairs through timed transfers. The Streetlight mobile device data indicates that only 62% of all-mode travel between Metrolink station pairs is

between stations connected by a single line. 38% of all demand is between station pairs that would require a transfer. That would represent an over 60% increase in the size of the market Metrolink could tap if it could effectively serve cross-line markets.

Both opportunities – serving more time-of-day markets and more geographic markets – remain strong. Better serving them involves evolving Metrolink to a service profile that is more balanced and regular across the day. Such a profile would be more cost effective, increasing utilization rates for fleet, facilities, and train crews. It may allow the use of shorter or lower-capacity train consists in some cases.

The SGDP team is currently working on several service plan variations and will return to the Board with updates over the next few months.

Next Steps

Staff will return to the Board with updates over the next few months and will present a scenario of service growth produced with member agency input.

Prepared by: Rory Vaughn, Manager, Planning and Development
 Roderick Diaz, Director, Planning and Development

Approved by: Paul Hubler, Chief Strategy Officer

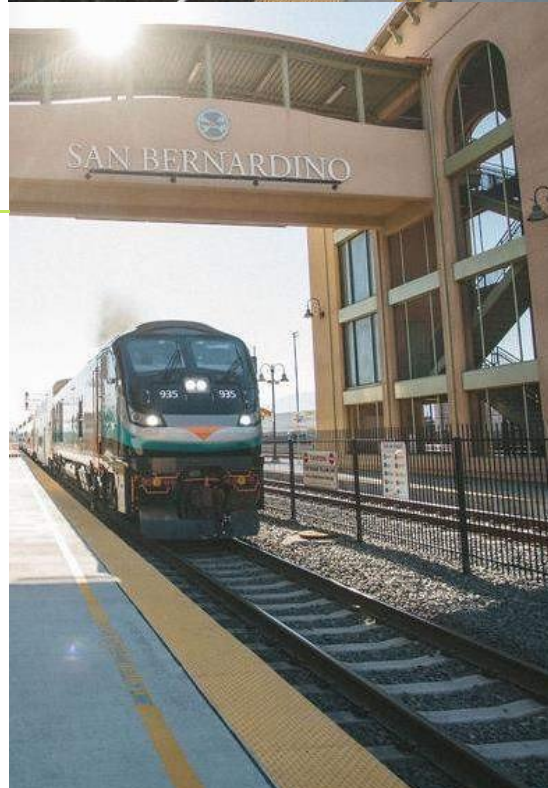
Attachment(s)

[Presentation - Service Growth Development Plan Update](#)

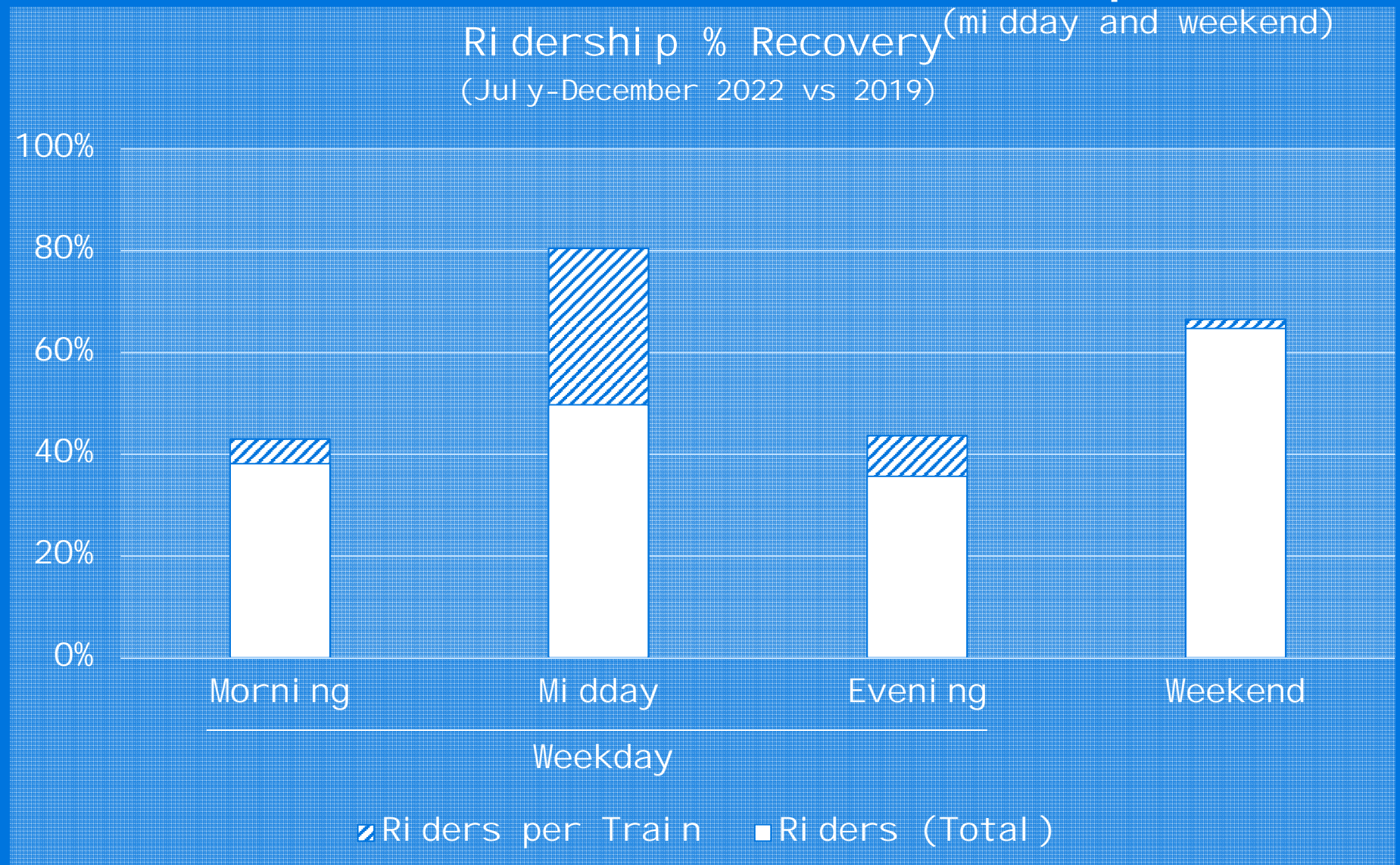
Service Growth Development Plan Update

Receive and file.

METROLINK



Recovery is stronger in "off-peak"



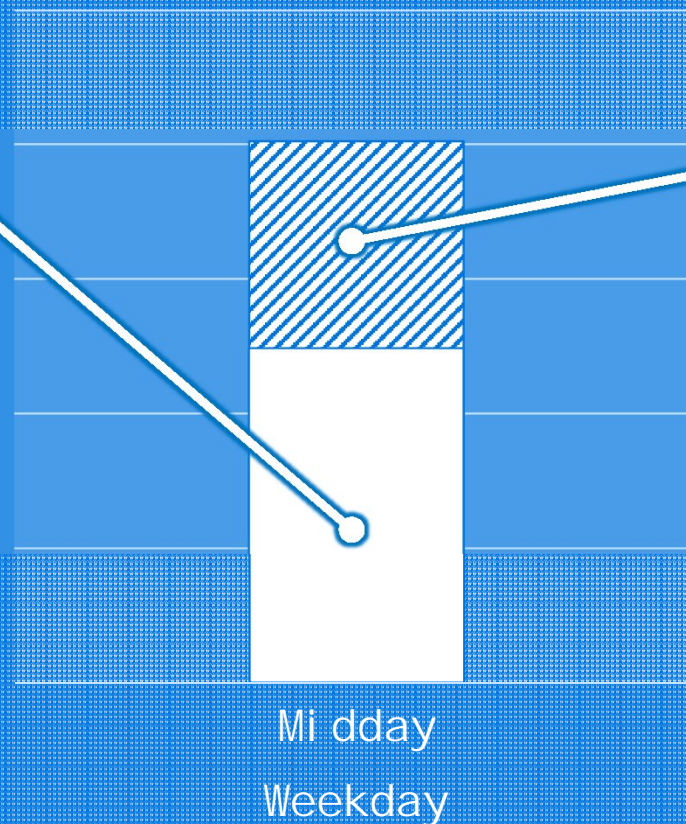
Recovery is stronger in "off-peak"

Ridership % Recovery (midday and weekend)
(July-December 2022 vs 2019)

Total Ridership

Total midday ridership, on a % basis, has recovered better than traditional commuter periods.

This is consistent with significant changes in office commute patterns.



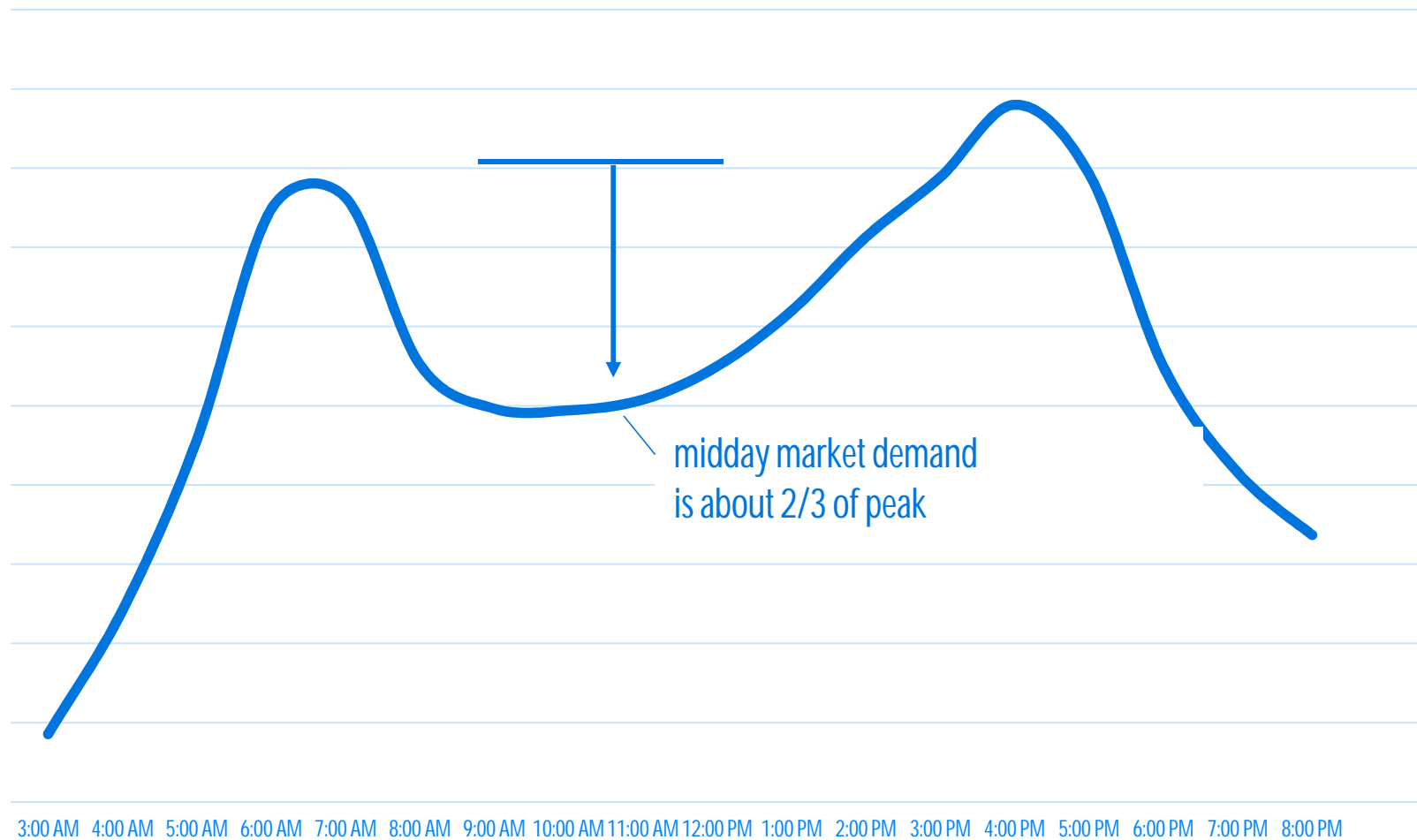
Riders per Train

Since fewer trains are operated than in 2019, ridership per train has recovered more (as a %) than total ridership.

An implication of this may be that a part of the decline in ridership may be due to the reduction in trains operated.

Also, some riders of suspended

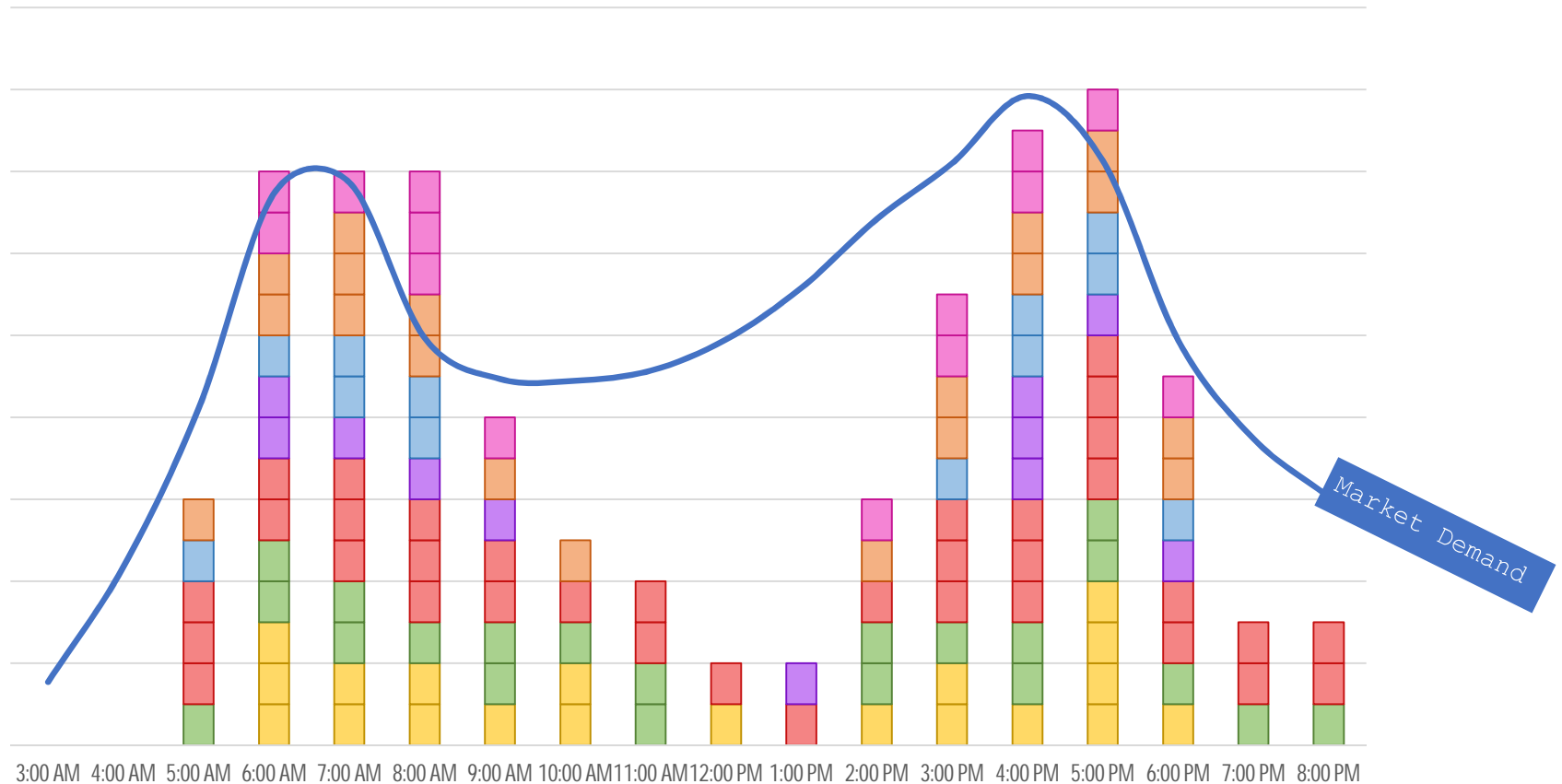
There is significant demand in the midday



"Market Demand" = Streetlight all-purpose trips >10 miles between station pairs (2-mile catchment zones)

Spring 2022

Metrolink has a gap in midday service

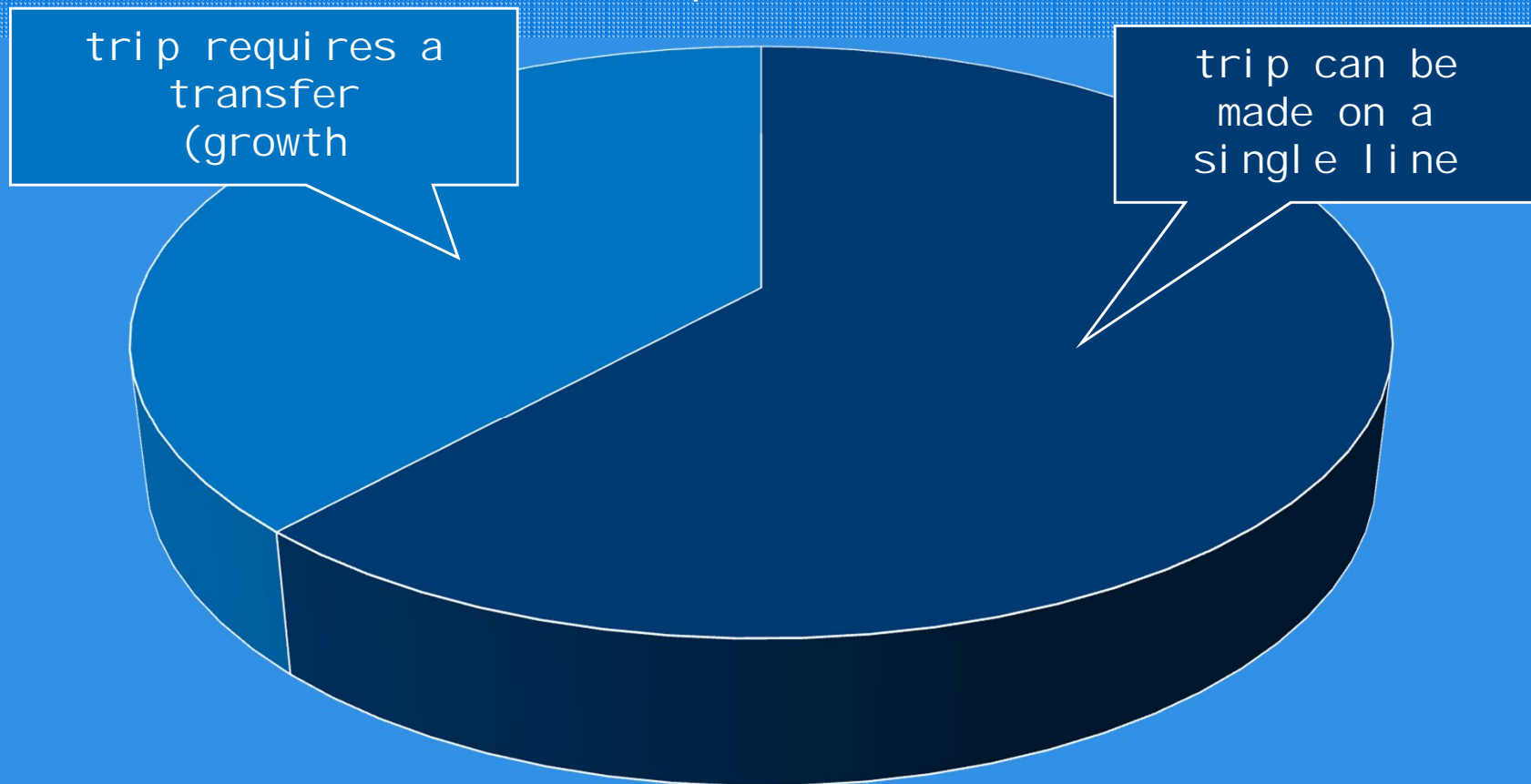


"Market Demand" = Streetlight all-purpose trips >10 miles between station pairs (2-mile catchment zones)

Each 'box' represents a single one-way train on the Metrolink schedule

Metrolink can serve more riders by timing transfers between lines

% of market demand between Metrolink station pairs



"Market Demand" = Streetlight all-purpose trips >10 miles between station pairs (2-mile catchment zones)
Spring 2022

Thank
you.

METROLINK





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ITEM ID: 2023-240-0

TRANSMITTAL DATE: May 19, 2023

MEETING DATE: May 26, 2023

TO: Board of Directors

FROM: Michelle Pena, Board Secretary

SUBJECT: Approval of Meeting Minutes - April 28, 2023 Regular Board Meeting

Recommendation

It is recommended that the Board approve the Minutes of the April 28, 2023 Regular Board Meeting.

Prepared by: Michelle Pena, Board Secretary

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

Attachment(s)

[Attachment A - DRAFT 04.28.23 Board of Directors Minutes](#)

DRAFT MINUTES OF THE BOARD OF DIRECTORS MEETING

Friday, April 28, 2023

BOARD MEMBERS/ALTERNATES IN ATTENDANCE:

SBCTA: ALAN D. WAPNER
(2 votes) Ray Marquez

OCTA: DOUG CHAFFEE (*Vice-Chair*)
(2 votes) TAM NGUYEN*

RCTC: BRIAN BERKSON (*2nd Vice-Chair*)
(2 votes) KAREN SPIEGEL

VCTC: TONY TREMBLEY
(1 vote)

METRO: KATHRYN BARGER**
(4 votes) ARA NAJARIAN
Lauren Hughes-Leslie

EX-OFFICIO MEMBERS

State of California Paul Marquez

*Director Nguyen left the meeting at 11:55 a.m.

**Director Barger left the meeting at 11:36 a.m.

STAFF/PRESENTERS:

DARREN KETTLE, Chief Executive Officer

DON O. DEL RIO, General Counsel

FRANK CASTELLON, Chief Safety, Security and Compliance Officer

LISA COLICCHIO, Director Special Projects, Sustainability Initiatives

ILYSSA DECASPERIS, Chief People Officer

RODERICK DIAZ, Director, Planning & Development

HENNING EICHLER, Market Insights and Analytics Manager

JERRY MIRELES, Assistant Board Secretary

MICHELLE PENA, Board Secretary

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

1. Call to Order

The April 28, 2023 Board of Directors meeting was called to order at 10:00 a.m. by Vice-Chair Chaffee in the Metro Board Room, One Gateway Plaza, 3rd Floor, Los Angeles, CA 90012.

2. Safety Briefing

Chief Safety, Security and Compliance Officer Frank Castellon conducted the safety briefing.

3. Pledge of Allegiance

Director Nguyen led the group in the pledge of allegiance.

4. Roll Call

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

5. Public Comment

The Board Secretary read a summary of a public comment received by Paul Dyson and informed the Board a map he sent would be emailed after the meeting.

6. Approval of Consent Calendar Items: 12.A-12.I

ACTION: Upon a single motion by Director Barger and seconded by Director Wapner, the Board unanimously approved the Consent Calendar.

Consent calendar items are listed on page 9.

Item 11A was considered out of order.

11. Closed Session

The Board convened in Closed Session at 10:05 a.m. to discuss Item 11A and reconvened in Open Session at 10:17 a.m., at which time Counsel reported based on the Board's discussions related to the negotiation with the ATU, the Board is prepared to consider Item 7.A on the agenda.

A. CONFERENCE WITH LABOR NEGOTIATOR – Pursuant to Government Code Section 54957.6

Agency Designated Representatives: Ilyssa DeCasperis and Irma Rodriguez Moisa
Employee Organization: Amalgamated Transit Union Local 1277

7. REGULAR CALENDAR

7.A **Successor Collective Bargaining Agreement with the Amalgamated Transit Union Local 1277**

Chief People Officer Ilyssa DeCasperis provided an overview of the successor multi-year collective bargaining agreement covering wages, benefits, and working conditions with the Amalgamated Transit Union Local 1277. The increased amounts for which approval is requested are included in the Adopted Operating Budget for March 5, 2023 through June 30, 2023 in FY2022-23 and is included in the Proposed Budget for FY2023-24.

ACTION: Upon a motion by Director Berkson and seconded by Director Barger, the Board unanimously approved the ATU 1277 and Metrolink/SCRRA Collective Bargaining Agreement for the period of January 1, 2023 through June 30, 2026.

7.B **Update on Cooperative Planning Initiatives between SCRRA and DesertXpress Enterprises, LLC, a Nevada limited liability company d/b/a Brightline West ("BLW")**

CEO Darren Kettle introduced the item, noting Chair McCallon requested it be placed on the agenda. He explained staff has been working closely with Brightline West (BLW) on a number of areas to bring the systems together.

Sarah Watterson, Brightline West representative, showed a brief video outlining the current high-speed rail in Florida along with the plans to connect Rancho Cucamonga to Las Vegas. She provided an overview of the system and explained the trains would remove 20% of I-15 traffic and will go 186 miles or higher. She furthered Brightline West has invested \$600M since 2019 and has worked with various partners to acquire all the critical station land, alignment right-of-way, permits, and environmental approvals. It is a \$12B project with 218 miles of infrastructure, 70% of which will be paid for with private funds. She stated if the project can break ground by the end of 2023, it would allow the project to open by June 2028, ahead of the Los Angeles Olympics. The system is fully electric, emission free, and powered by Southern California Edison (SCE) and will be proof of concept for high-speed rail on the west coast.

Roderick Diaz, Director, Planning and Development, explained the areas of coordination that have been undertaken recently. He touched on schedule alignment between Metrolink and Brightline West trains and showed proposed station plans.

Director Spiegel asked if Brightline West has talked to the airlines to make sure there is no controversy regarding fewer short flights in addition to removing cars off the road.

Ms. Watterson stated it is a negligible amount of airline flights – less than 10% – and noted airports are reaching capacities. She furthered airplane passengers typically have more price choice and will choose purely based on what is most convenient versus a rider who will be looking for utility, convenience, price, and schedules ahead of time. In response to a follow-up question from Director Spiegel, Ms. Watterson clarified that aligning schedules is in relation to the number of trains. She explained headways were originally 45 minutes but Brightline West changed the headways to 60 minutes once working with Metrolink. She added there will be 35 trains per day, 17 in one direction and 18 in the other.

Director Spiegel voiced concern about support from the state of California since the governor is not in the video while the Nevada governor is included.

Ms. Watterson explained there was a press release where Governor Newsom gave a quote in support of BLW and its three wildlife overpass projects in the high desert corridor. When the Infrastructure Investment and Jobs Act (IIJA) first came out, Governor Lombardo was recently elected and this project is incredibly impactful for Nevada, so it made a lot of sense to apply for the IIJA funding with them as a partner.

Director Spiegel agreed the most successful projects are done in partnerships but reiterated the optics of pushing a project by two states and not having one governor in the video.

Ms. Watterson opined it is not for a lack of support; Treasurer Fiona Ma was the first person who reached out to BLW, came to visit Florida, and put the time in to make sure it's a viable company and viable project so she deserves a lot of credit for being a supporter since day one.

Mr. Kettle clarified this is a video that's describing what BLW is doing; BLW has agreements with the State of California for use of the right of way on I-15 that were all negotiated and approved by the current administration.

Ms. Watterson stated in any coordination with a federal or state partnership grant, BLW submitted letters with over 200 signatures, most of which were from California and state agencies so there was a lot of support throughout the entire process.

Director Marquez asked if there is going to be security set up like airport TSA.

Ms. Watterson explained it is not as much security as in an airport but there are magnetic detectors and an area where baggage is screened. There are bag size limits and prohibited items. In response to Director Marquez's question about the high desert project, Ms. Watterson shared there is a wildlife overpasses project underway in collaboration with the State as well as working with them on the middle mile broadband initiative of increasing project trenches to run fiber through more rural areas of San Bernardino County.

Director Wapner asked if the timing of getting off and transferring between trains is going to delay headways.

Mr. Diaz explained the act of connecting to the San Bernardino Line (SBL) and the timing of the trains does not affect headway, however the luggage configuration still needs to be decided and will determine the amount of dwell time that the SBL trains take at the station, possibly adding a minute of dwell time.

Ms. Watterson reiterated BLW is amending its schedule to meet Metrolink's schedule. As a single user system BLW can change its system more readily.

Director Wapner shared SBCTA is very supportive because it will probably eliminate the money required to add capacity to I-15. He added there is going to be a tunnel between the Rancho Cucamonga station and Ontario airport, creating a direct connection between Las Vegas, Los Angeles, and the Ontario airport. He has visited Miami and described BLW as a development company that also runs a railroad. He touched on the Class A offices, retail, and apartments in Miami and added it will have a huge economic development impact on the Rancho Cucamonga station as well as a new mode of transportation.

Second Vice-Chair Berkson received confirmation this will be a single track with 30-plus miles of passing sidings where the trains do not have to slow down to pass each other. He inquired about being reliant on SCE for power and accommodating for power outages as there are multiple times a year power gets shut off for PSPS events.

Ms. Watterson stated BLW would be critical infrastructure and is working to make sure if there is ever an issue that trains have power and air conditioning for long periods of time. In the area where the trains will be running SCE hasn't had an outage in the recent past. In response to a question about the fare, she explained through feasibility studies it will cost about \$90 each way and there will be varying classes and prices as well.

Director Barger spoke to Director Spiegel's comments, explaining California is very engaged on this rail project because the state fully funded the BLW-supported application for Transit and Intercity Rail Capital Program (TIRCP) funds for the design and they're helping with an application for the rail corridor.

Director Nguyen asked how this project will differ from the Florida high-speed rail.

Ms. Watterson emphasized the environmental differences, noting in Florida the trains use bio-diesel and are not fully electric or emission-free. She added they are not true high speed, hitting top speeds of 125 mph whereas California trains will hit top speeds of 186 mph. She explained there are 300-plus grade crossings in Florida which won't allow for hitting top speeds and present more safety parameters to worry about. The west coast high-speed rail will be a fully protected single user corridor with having no at-grade crossings.

The Board received and filed this report.

7.C Status of Olympic Games 2028 Preparation and Coordination

Mr. Diaz presented the plans for the transportation needs of the region in concert with the Los Angeles Olympic Games Organizing Committee (LA28) and the Games Management Executives (GME) who represent the transportation agencies of LA Metro, Metrolink, City of Los Angeles, and Caltrans. He explained the target goal is 30-minute segments for trains serving venues. Phase 1 of the SCORE program will achieve the Olympics vision in terms of service but there is a big gap in the necessity of equipment, trains, and maintenance facilities to support that level of service. Fleet need is significant and includes rehabilitation of existing cars and locomotives, adjustment of maintenance facilities, and new fleet associated with expansion of service. He noted the biggest challenge is fleet readiness, with a need to rehabilitate 15 locomotives and 71 cars and acquire 13 new trainsets. Mr. Diaz explained the agency is getting close to the end of the window to acquire new trains in time for Olympics and staff is exploring other options such as purchasing retired vehicles or borrowing vehicles from other entities.

Director Marquez asked about the deadline to buy new equipment.

Mr. Diaz explained in order to purchase new equipment, the agency needs to enter into those types of decisions within the next year and borrowing equipment would be a much lower timeframe.

Director Spiegel wondered if there has been consideration of reducing other trains on the system or other outside the box thinking. She clarified she is not advocating for the reduction and wants to maintain the integrity of the system.

Mr. Diaz confirmed Metrolink wants to maintain its status as a functioning railroad that has value for all people in all parts of the network.

Director Trembley requested more details on the effort, cost, and any impediments relative to procuring cars from Caltrain.

Mr. Diaz clarified staff is barely at the beginning stages of that exploration, so he hesitated to indicate any concrete costs.

Mr. Kettle added Caltrain is completely upgrading to an electrified fleet so they will have a significant amount of surplus equipment over the next several years. Caltrain will probably be the best option to lease or borrow from as it will be difficult to find equipment from other commuter railroads because they typically run very lean and don't have high spare ratios.

Director Trembley requested a matrix in six months or so outlining pros, cons, costing elements, and impediments with a presentation on buying versus borrowing cars.

Second Vice-Chair Berkson noted the Olympics are 2½ weeks long and the agency shouldn't buy equipment for just 2½ weeks, adding the consideration that BLW and additional service to Rancho Cucamonga requires more trains on the SBL.

Mr. Kettle shared his time in Washington DC with the GME was spent meeting with US Department of Transportation officials and emphasizing the need for those 13 additional trainsets because that equipment can have a legacy beyond the Olympics and long into the future.

Mr. Diaz affirmed these 13 trains are not just for the Olympics efforts and would supply the trains necessary to fulfill the SCORE Phase 1 service levels.

Second Vice-Chair Berkson noted at some point those trains will be short lived with the CARB In-Use requirements and emphasized the need to capitalize on the Olympics to get the government to provide electric vehicles.

Director Trembley clarified he would like to see a comprehensive cost analysis of not just capital, but operational needs moving forward, particularly if Metrolink is going to utilize those additional train sets.

The Board received and filed this report.

7.D Sustainability Initiatives Update for 3rd Quarter FY 23

Lisa Colicchio, Director Special Projects, Sustainability Initiatives, explained the CARB Board meeting was the previous day and CARB staff presented the recent updates to the regulations, including additional details on the Alternative Compliance Plan (ACP) provision. Any rail agency that opts into the ACP would not be required to set aside funds into a spending account. With the plan to transition the remaining trains to Tier 4, the agency's projected emissions will be below the CARB regulated limits through 2040. Ms. Colicchio highlighted Metrolink's ACP, noting it is in line with the Board-approved Climate Action Plan, covers a five-year period, and clarified Tier 4s can be purchased through December 31, 2029. If Zero Emission locomotives are not readily available by 2027, the regulation will be amended, and implementation will be delayed.

Director Trembley asked why the five-year period was selected as it seems awfully short.

Ms. Colicchio explained at this time the technology CARB is asking agencies to transition to is not readily available and there are many unknowns so they feel it's easier to manage a transition to zero emissions in five-year blocks.

Director Trembley voiced concerns about having an approved five-year plan and then within the next 18-24 months immediately returning to the application process for the next five-year cycle. He compared it to the five-year NPDES permits where new requirements add costs to compliance and then goal posts change. He was concerned that CARB will turn around and require new goal posts in the next five-year iteration and asked if there was any discussion surrounding this concern when the ACP was being adopted.

Ms. Colicchio confirmed there is an annual reporting mechanism and an ongoing relationship with CARB working closely together every year. She explained the ACP isn't due until six months before the next cycle.

Director Trembley clarified he is not concerned about reporting to CARB. He urged staff to underline all the investment the agency has done in each annual report and each five-year iteration because he would hate to see the goal posts changed.

Ms. Colicchio emphasized Metrolink runs the cleanest fleet in the state and is way below CARB's requirements, noting how long the regulation took to put in place and how difficult it will be for CARB to make changes.

Director Spiegel stated the focus is on getting the Olympics up and running before 2030 when the regulation kicks in but there are 15 Tier 2 locomotives that need to be replaced. She asked if these projects are being looked at together rather than operating in silos.

Ms. Colicchio explained staff has a very holistic about the future. The agency wants to grow ridership beyond pre-pandemic levels but will also take the 2028 Olympics into account as well as Brightline West. All these things are coming together, and staff will need to have a macro view on everything.

Director Spiegel asked what the Caltrain locomotives are.

Mr. Kettle stated the existing Caltrain locomotives are going to be Tier 2 and will most likely be borrowed.

Ms. Colicchio introduced a group of USC students to present their research into how a hybrid workforce will impact future transit ridership growth, especially for Generation Z riders.

USC students Celine De Villa and Chelsey Nguyen posed the question how their group's research might help Metrolink grow its ridership among Generation Z. They shared their methodology of focus groups and survey responses to learn about perception surrounding public transportation and why students don't utilize it. Findings showed most respondents couldn't differentiate between Metrolink and LA Metro, most college students' priorities are affordability and safety, most Gen Z students couldn't find advertisements on social media platforms, and many Gen Z riders perceive Metrolink as dangerous because of their experience with LA Metro. Ms. De Villa shared Gen Z riders who have taken Metrolink felt it is safe but unreliable, and feel the website is not user friendly. Ms. Nguyen recommended the following to grow ridership among Gen Z: expanding the SoCal Explorers program to include more partnerships; obtaining Instagram verification for brand protection and discoverability; collaborating with more micro influencers; hiring more Gen Z employees; utilizing advertising space on trains; improving merchandise designs in Metrolink products; adding more trains; redesigning the desktop website to make it more streamlined to reduce visual overload; investing in a comprehensive mobile app.

Vice-Chair Chaffee thanked the students, noting the presentation provides answers to some questions he has had, and something Metrolink can use moving forward.

8. Chief Executive Officer's Report

Mr. Kettle shared the location above the tracks in San Clemente is unstable and for safety, service has ceased through that area. He shared Earth Day broke a new record with over

21,000 riders throughout the system. He announced the latest CalSTA TIRCP awards of \$10M for the fuel efficiency project and \$15.5M for double tracking in partnership with RCTC.

Director Nguyen asked if the slide is determined to have ceased movement how agencies will know when to resume service.

Mr. Kettle stated at this moment there's been so much movement that geotechnical engineers have not been able to access the slope so it's being monitored from a distance. He added it is still unstable enough that it's hard to get information to even predict that next phase.

9. Board Members' Comments – None.

10. Chair's Comments – None.

11. Closed Session

The Board convened in Closed Session at 11:42 a.m. to discuss Item B and reconvened in Open Session at 12:24 p.m., at which time Counsel indicated there was nothing to report.

B. PUBLIC EMPLOYEE PERFORMANCE EVALUATION – Pursuant to Government Code Section 54957(b)(1)
Title: Chief Executive Officer

CONFERENCE WITH LABOR NEGOTIATOR – Pursuant to Government Code Section 54957.6

Agency Designated Representative: Chair Larry McCallon
Unrepresented Employee: Chief Executive Officer

12. CONSENT CALENDAR

12.A Approval of Meeting Minutes - March 24, 2023 Regular Board Meeting

The Board approved (11-0) the Minutes of the March 24, 2023 Regular Board Meeting.

12.B Request for Deferral of Transmittal of Proposed FY24 Budget

The Southern California Regional Rail Authority (SCRRA) Joint Powers Authority (JPA) requires that the "Governing Board shall approve a preliminary administrative budget and capital improvement program for the succeeding fiscal year no later than May 1 of each year. The Board shall adopt a final budget no later than June 30 of each year...Decisions dealing with capital and operating fund allocations, as well as annual approval of each Member Agency's share of the Authority's annual budget, shall be approved by the Member Agencies themselves."

The Board approved (11-0) deferral of the Transmission of the FY24 Budget to Member Agencies until May 26, 2023.

Deferral of the transmission of the preliminary FY24 Budget will have no impact on the budget.

12.C Financial Results for the Eight Months Ending February 2023 - Ridership and Revenue Recovery and Operating Statements

In 2020, in response to the effects of the COVID-19 pandemic and the related decline in Metrolink ridership, the Authority developed a forecast for ridership and associated revenue recovery for FY21. This forecast has subsequently been updated, informed by economic data gathered from federal, state and private sources, with the most recent update produced in November 2021. This November 2021 update was the forecast used to produce the FY23 Budget.

Monthly reports to the Board will continue for as long as the effects of the pandemic and post pandemic issues significantly impact the financial position of the Authority.

The Board received and filed this report.

12.D Grants Update - April 2022 through December 2022

Staff is providing an update of grant acquisition, reprogramming and closeout activity for the past three quarters covering the period from April 1, 2022 to December 31, 2022.

The Board received and filed this report.

12.E Internal Audit Department's External Quality Control Review Report

The Association of Local Government Auditors (ALGA) performed an external quality control review of the Internal Audit Department (Internal Audit or the Department), as required by the auditing standards the Department follows.

The Board received and filed this report.

12.F April Legislative Update

Staff provides a regular update on current legislative affairs.

The Board received and filed this report.

12.G Contract MS320-23 - Communication and Signal Systems Installation Services - Recommendation to Award - Balfour Beatty Infrastructure, Inc.

The Authority requires a contractor to provide railroad communication and signal systems installation services to support new capital, third party reimbursable, and various rehabilitation projects. This effort is to be provided through an on-call contract.

The Board authorized (11-0) the Chief Executive Officer to:

1. Award Contract No. MS320-23, Communication & Signal Systems Installation Services, subject to resolution of any protest timely filed, to the highest ranked firm, Balfour Beatty Infrastructure, Inc. (BBII); and
2. Approve a not-to exceed contract funding authorization amount of \$60,000,000 for the term for the Contract. The term of the contract shall be a three-year base term

with a single two-year option that may be exercised at the sole discretion of the Authority. Work under this contract will be authorized through the Contract Task Order (CTO) process on an as needed basis.

There is no financial commitment with respect to approving the master contract, work will be issued and authorized on a Contract Task Order basis only if funding is approved and available through the annual budget or an equivalent process.

12.H Contract No. OP154-22 - Arrow Train Operator Services - TransitAmerica Services, Inc. - Exercise Option and Extend Contract Term

To continue operating the Arrow service, the Authority needs to exercise the extension option for Contract No. OP154-22 with TransitAmerica Services, Inc. (TASI) for Train Operator Services. The contract's base term expires on June 30, 2023, with an existing available option extending the term to June 30, 2024.

An additional one-year contract option is needed to align this contract term with that of the existing contracts for Metrolink Train Operator Services (currently provided by Amtrak under Contract No. OP151-21) and Maintenance of Equipment Services (currently provided by Alstom under Contract No. OP137-17 to accommodate a future bundled contract for train operations and maintenance of equipment.

The Board authorized (11-0) the Chief Executive Officer to:

1. Exercise the existing one-year option of Contract No. OP154-22 with TransitAmerica Services, Inc. (TASI) for Arrow Diesel Multiple Unit Train Operator Services from July 1, 2023 through June 30, 2024 at a cost of \$4,356,020.57; and
2. Amend the Contract to include an additional option year, from July 1, 2024 through June 30, 2025.

Funding of \$4,356,020.57 for the existing one-year option is included in the FY24 Proposed Budget and any amounts under this executed agreement will be contingent upon the FY24 Budget being approved by the SCRRA Board of Directors. Funding for the additional option year would be requested through the FY25 annual budget process.

12.I Single Source Contract with Jacobs Engineering Group Inc. for Design Support During Construction of the San Juan Creek Bridge

Staff is requesting approval to execute a single source contract for Design Support During Construction (DSDC) for the San Juan Creek Bridge Replacement project with Jacobs Engineering Group, Inc. (Jacobs). Jacobs is not on the Authority's current on-call engineering bench, thus necessitating a sole source contract to provide DSDC for the Project.

The Board authorized (11-0) the Chief Executive Officer to execute Single Source Contract No. E752-23 for Design Support During Construction of the San Juan Creek Bridge with Jacobs Engineering Group, Inc. for a five-year base term and a not-to-exceed contract authorization of \$940,547.11.

The amounts for which contract authority is requested are included in Cooperative Agreement No. C-0-2540, between OCTA & the Authority, which fully funds the project through FTA grants and State funding sources. The San Juan Creek Bridge Project was approved for \$38,261,522 in the FY2018-2019 Adopted Capital Budget.

13. ADJOURNMENT

There being no further business for consideration by the Board, the meeting was adjourned at 12:25 p.m.

Prepared by,



Michelle Peña
Board Secretary



ITEM ID: 2023-207-0

TRANSMITTAL DATE: May 19, 2023

MEETING DATE: May 26, 2023

TO: Board of Directors

FROM: Arnold Hackett, Chief Financial Officer

SUBJECT: Financial Results for the Nine Months Ending March 2023 - Ridership and Revenue Recovery and Operating Statements

Issue

In response to the effects of the COVID-19 pandemic and the related decline in Metrolink ridership, the Authority developed and updated forecasts for ridership and associated revenue recovery. A forecast was updated in November 2021. This November 2021 update was the forecast used to produce the FY23 Budget and is used in this report for all comparisons to Budget.

Monthly reports to the Board will continue for as long as the effects of the pandemic and post pandemic issues significantly impact the financial position of the Authority.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over- reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. Staff has reduced the monthly cycle time to bring financial information to our stakeholders and will keep striving to continue process cycle time reductions and improved presentations of financial data.

Background

On June 25, 2022, the SCRRA Board of Directors adopted the FY23 Operating Budget. On October 28, 2022, that budget was amended by the Board to reflect Revenue of \$66.5M, Expense of \$296.3M, and Support of \$229.8M.

This item will report on the ridership and revenue recovery as measured against FY2018-19 Revenue, which was the last full year of operations pre-pandemic. Comparisons and variance are shown between the forecast and actual recovery. As stated, the November 2021 Ridership Recovery Forecast is the basis on which Farebox Revenue was budgeted for FY23.

When the November 2021 Forecast was produced, the continuing seismic effect on traditional work patterns and Metrolink ridership was little understood. The lack of historical data of these new patterns led to staff engaging Sperry Capital and KPMG to lend assistance and additional expertise to our ridership forecasting.

Sperry Capital and KPMG provided an analysis depicting best-case, mid-case, and worse-case scenarios. The analysis was presented to the Board on February 24, 2023, with a conservative staff recommendation that the worse-case scenario be used in the creation of the FY24 Budget.

For FY23, staff will continue to report the status of the ridership recovery forecast and revenue plan as adopted in the FY23 Budget versus actual.

Discussion

Revenue

Through March 2023, the Authority's Farebox Revenue actuals lagged the Revenue as Budgeted for FY23.

Fiscal Year-to-Date through March, revenue is budgeted at \$33.9M or 67% recovery, while the actual revenue is \$23.2M, a 40% recovery. The fiscal year-to-date variance creates a year-to-date Farebox Revenue shortfall from budget of \$10.7M.

A chart of Revenue by Line through March 2023 is included as Attachment A. The chart displays the percent of the total Farebox Revenue contributed by each of the Operating Lines, and the percentage by which each line is unfavorable from Budget.

Ridership

Fiscal Year-to-Date through March, ridership recovery was forecast at 66% or 5.2M boardings, while the actual recovery fiscal Year-to-Date is 42% or 3.7M boardings, creating a ridership shortfall of 1.5M boardings.

A chart of Ridership by Line through March 2023 is included as Attachment B. The chart displays the percent of the total Ridership achieved by each of the Operating Lines, and the

percentage by which each line is unfavorable from Forecast.

An Operating Statement for the nine months ended March 2023 is included in this package as Attachment C. This operating statement is based on accruals.

Operating Revenue is \$37.3M, under budget \$11.1M. Expenses are \$190.2M, under budget by \$30.4M (based on accruals). Support required is \$152.8M, under budget by \$19.3M.

Arrow Service

Revenue

Through March 2023, which includes five months of fiscal FY23 revenue service, the Arrow Service has a shortfall from the Budgeted Farebox Revenue.

Fiscal Year-to-date through March 2023 revenue is budgeted at \$537K, while the actual revenue is \$106K. The fiscal Year-to-Date Farebox Revenue shortfall from budget is \$432K.

Ridership

Fiscal Year-to-date through March ridership is forecast at 191K, while the actual boardings are 44K.

Staff has met with SBCTA to determine a method and assumptions which will produce a more accurate ridership and revenue forecast for use in the FY24 Budget.

An Operating Statement through fiscal March 2023 shown on Attachment D reflects:
Revenue totals \$106K, under budget by \$432K.
Expenses are \$7.1M, under budget by \$4.0M.
Support required is under budget by \$3.6M.

Next Steps

Staff will continue to report monthly on the Revenue and Ridership Recovery and Financial Results.

Prepared by: Christine Wilson, Senior Manager, Finance

Approved by: Arnold Hackett, Chief Executive Officer

Attachment(s)

[Attachment A - March FY23 Revenue by Line](#)
[Attachment B - March FY23 Ridership by Line](#)
[Attachment C - March FY23 Operating Statement](#)
[Attachment D - Arrow March FY23 Operating Statement](#)

FY23 Budget vs Actual Farebox Revenue by Line

Year to Date through MAR 2023

LINE	BUDGET	% of Total Budgeted Revenue	ACTUAL	% of Total Actual Revenue	VARIANCE FAV/(UNFAV)	% Variance from Budget
San Bernardino County	\$ 9,546,022	28%	\$ 6,529,136	28%	\$ (3,016,886)	-32%
Ventura County	2,050,257	6%	1,691,776	7%	(358,481)	-17%
Antelope Valley	5,683,981	17%	3,702,135	16%	(1,981,846)	-35%
Riverside County	2,055,924	6%	1,596,512	7%	(459,412)	-22%
Orange County	6,432,700	19%	5,213,246	22%	(1,219,454)	-19%
Inland-Empire/OC	4,638,026	14%	2,256,914	10%	(2,381,112)	-51%
91 Line	3,533,654	10%	2,220,413	10%	(1,313,241)	-37%
TOTAL	\$ 33,940,564	100%	\$ 23,210,133	100%	\$ (10,730,431)	-32%

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FY23 Forecast vs Actual Ridership by Line

Year to Date through MAR 2023

LINE	Forecasted Boardings	% of Forecasted Boardings	ACTUAL Boardings	% of Total Actual Boardings	VARIANCE FAV/(UNFAV)	% Variance from Budget
San Bernardino County	1,622,105	31%	1,155,921	31%	(466,184)	-29%
Ventura County	320,377	6%	296,659	8%	(23,719)	-7%
Antelope Valley	960,006	18%	629,267	17%	(330,739)	-34%
Riverside County	263,697	5%	190,158	5%	(73,539)	-28%
Orange County	892,308	17%	722,098	19%	(170,210)	-19%
Inland-Empire/OC	690,457	13%	401,556	11%	(288,901)	-42%
91 Line	457,313	9%	340,930	9%	(116,383)	-25%
TOTAL	5,206,263	100%	3,736,588	100%	(1,469,675)	-28%

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Operating Statement Revenue

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY PRELIMINARY OPERATING STATEMENT FOR THE NINE MONTHS ENDING MARCH 31, 2023				
	<u>2023 BUDGET</u>	<u>FY23 ACTUAL</u>	<u>VARIANCE FROM ADJUSTED BUDGET OVER/(UNDER)</u>	
			<u>AMOUNT</u>	<u>%</u>
Operating Revenue				
Farebox Revenue	33,940,564	23,210,133	(10,730,431)	(31.62%)
Farebox Reduction Subsidy	1,043,760	557,106	(486,654)	(46.63%)
Other Train Subsidies	1,875,000	1,832,444	(42,556)	(2.27%)
Special Trains	0	29,200	29,200	0
Subtotal Pro Forma Farebox	36,859,325	25,628,883	(11,230,442)	(30.47%)
Dispatching	2,082,618	1,649,561	(433,057)	(20.79%)
Other Revenues	579,384	675,062	95,678	16.51%
MOW Revenues	8,909,091	9,372,641	463,550	5.20%
Total Operating Revenues	48,430,418	37,326,148	(11,104,270)	(22.93%)

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Operating Statement Expense

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY PRELIMINARY OPERATING STATEMENT FOR THE NINE MONTHS ENDING MARCH 31, 2023				
	<u>2023 BUDGET</u>	<u>FY23 ACTUAL</u>	<u>VARIANCE FROM ADJUSTED BUDGET</u>	
			<u>OVER/(UNDER)</u>	
			<u>AMOUNT</u>	<u>%</u>
Operating Expenses				
Operations & Services				
Train Operations	38,150,260	29,387,214	(8,763,046)	(22.97%)
Equipment Maintenance	30,468,244	31,164,551	696,307	2.29%
Fuel	24,521,047	25,258,628	737,581	3.01%
Non-Sched Rolling Stock Repairs	74,997	46,351	(28,646)	(38.20%)
Operating Facilities Maintenance	1,809,603	1,495,098	(314,505)	(17.38%)
Other Operating Train Services	702,460	372,906	(329,554)	(46.91%)
Security	11,803,873	10,910,952	(892,921)	(7.56%)
Public Safety Program	70,498	6,694	(63,804)	(90.50%)
Passenger Relations	1,434,604	1,233,079	(201,525)	(14.05%)
TVM Maint/Revenue Collection	3,958,972	3,241,567	(717,405)	(18.12%)
Marketing	2,340,568	1,472,768	(867,800)	(37.08%)
Media & External Communications	307,199	118,900	(188,299)	(61.30%)
Utilities / Leases	2,899,728	1,946,536	(953,192)	(32.87%)
Transfers to Other Operators	2,457,324	1,543,935	(913,389)	(37.17%)
Amtrak Transfers	617,679	247,639	(370,040)	(59.91%)
Station Maintenance	1,638,567	1,521,822	(116,745)	(7.12%)
Rail Agreements	3,978,768	3,603,003	(375,765)	(9.44%)
Holiday Trains	0	0	0	0
Special Trains	375,003	0	(375,003)	(100.00%)
Subtotal Operations & Services	127,609,394	113,571,641	(14,037,753)	(11.00%)

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Operating Statement Expense / Support

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY PRELIMINARY OPERATING STATEMENT FOR THE NINE MONTHS ENDING MARCH 31, 2023				
	<u>2023 BUDGET</u>	<u>FY23 ACTUAL</u>	<u>VARIANCE FROM ADJUSTED BUDGET OVER/(UNDER)</u>	
			<u>AMOUNT</u>	<u>%</u>
<u>Maintenance-of-Way</u>				
MoW - Line Segments	38,553,386	35,078,420	(3,474,966)	(9.01%)
MoW - Extraordinary Maintenance	783,952	535,927	(248,025)	(31.64%)
Subtotal Maintenance-of-Way	39,337,338	35,614,347	(3,722,991)	(9.46%)
<u>Administration & Services</u>				
Ops Salaries & Benefits	12,908,876	10,548,313	(2,360,563)	(18.29%)
Ops Non-Labor Expenses	8,979,148	6,085,317	(2,893,831)	(32.23%)
Indirect Administrative Expenses	15,615,632	12,561,650	(3,053,981)	(19.56%)
Ops Professional Services	1,818,495	1,010,272	(808,223)	(44.44%)
Subtotal Administration & Services	39,322,150	30,205,551	(9,116,599)	(23.18%)
Contingency	40,069	0	(40,069)	(100.00%)
Total Operating Expenses	206,308,950	179,391,539	(26,917,411)	(13.05%)
<u>Insurance Expense (Recoveries)</u>				
Liability/Property/Auto/Misc	11,934,636	10,054,340	(1,880,296)	(15.75%)
Net Claims / SI	749,997	38,568	(711,429)	(94.86%)
Claims Administration	1,523,262	674,745	(848,517)	(55.70%)
Subtotal Insurance Expense (Recoveries)	14,207,895	10,767,653	(3,440,242)	(24.21%)
Total Expenses	220,516,845	190,159,193	(30,357,652)	(13.77%)
Net Loss before San Clemente	(172,086,427)	(152,833,045)	19,253,382	(11.19%)
Member Support before San Clemente	172,086,427	172,086,427	0	0.00%
Surplus / (Deficit) before San Clemente	(0)	19,253,382	19,253,382	N/A

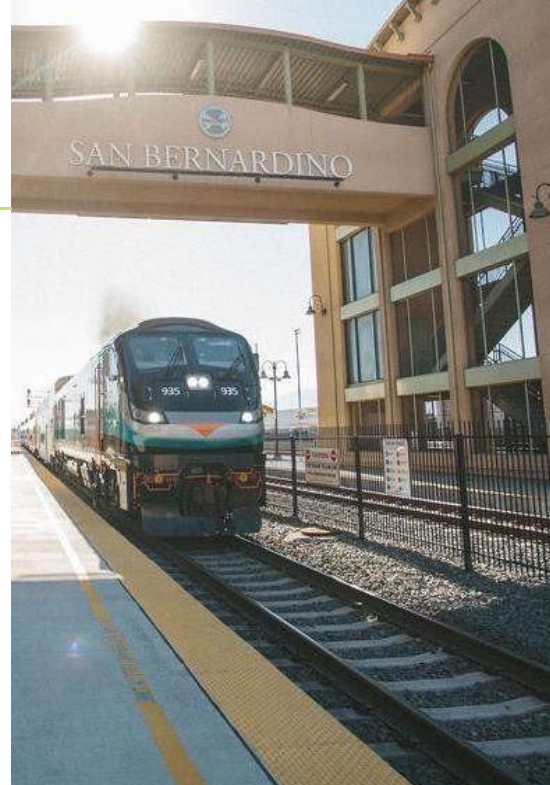
**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
PRELIMINARY OPERATING STATEMENT
FOR THE NINE MONTHS ENDING MARCH 31, 2023
ARROW SERVICE**

	<u>2023</u> <u>BUDGET</u>	<u>FY23</u> <u>ACTUAL</u>	<u>VARIANCE FROM</u> <u>ADJUSTED BUDGET</u> <u>OVER/(UNDER)</u>	
			<u>AMOUNT</u>	<u>%</u>
Operating Revenue				
Farebox Revenue	537,143	105,556	(431,587)	(80.35%)
Subtotal Pro Forma Farebox	537,143	105,556	(431,587)	(80.35%)
Total Operating Revenues	537,143	105,556	(431,587)	(80.35%)
Operating Expenses				
<u>Operations & Services</u>				
Train Operations	3,154,963	1,863,222	(1,291,741)	(40.94%)
Equipment Maintenance	2,718,027	1,730,796	(987,231)	(36.32%)
Fuel	420,467	176,125	(244,342)	(58.11%)
Operating Facilities Maintenance	146,100	43,317	(102,783)	(70.35%)
Other Operating Train Services	30,000	1,513	(28,487)	(94.96%)
Security	1,095,141	1,128,433	33,293	3.04%
Public Safety Program	29,997	0	(29,997)	(100.00%)
Passenger Relations	36,149	25,030	(11,120)	(30.76%)
TVM Maint/Revenue Collection	133,038	11,765	(121,273)	(91.16%)
Marketing	138,750	69,943	(68,807)	(49.59%)
Media & External Communications	11,250	10,000	(1,250)	(11.11%)
Utilities / Leases	207,300	133,518	(73,782)	(35.59%)
Subtotal Operations & Services	8,121,181	5,193,662	(2,927,519)	(36.05%)
<u>Maintenance-of-Way</u>				
MoW - Line Segments	1,351,877	708,128	(643,749)	(47.62%)
MoW - Extraordinary Maintenance	0	0	0	0
Subtotal Maintenance-of-Way	1,351,877	708,128	(643,749)	(47.62%)
<u>Administration & Services</u>				
Ops Salaries & Benefits	806,969	624,716	(182,253)	(22.58%)
Ops Non-Labor Expenses	19,265	14,504	(4,761)	(24.71%)
Indirect Administrative Expenses	661,919	383,580	(278,339)	(42.05%)
Ops Professional Services	0	0	0	0
Subtotal Administration & Services	1,488,153	1,022,800	(465,353)	(31.27%)
Contingency	0	0	0	0
Total Operating Expenses	10,961,211	6,924,590	(4,036,621)	(36.83%)
<u>Insurance Expense (Recoveries)</u>				
Liability/Property/Auto/Misc	171,698	171,698	0	0.00%
Net Claims / SI	7,500	0	(7,500)	(100.00%)
Claims Administration	4,125	0	(4,125)	(100.00%)
Subtotal Insurance Expense (Recoveries)	183,322	171,698	(11,625)	(6.34%)
Total Expenses	11,144,534	7,096,288	(4,048,246)	(36.32%)
Net Loss	(10,607,391)	(6,990,731)	3,616,660	(34.10%)
Member Support	10,607,391	10,607,391	0	0.00%
Surplus / (Deficit)	(0)	3,616,660	3,616,660	N/A

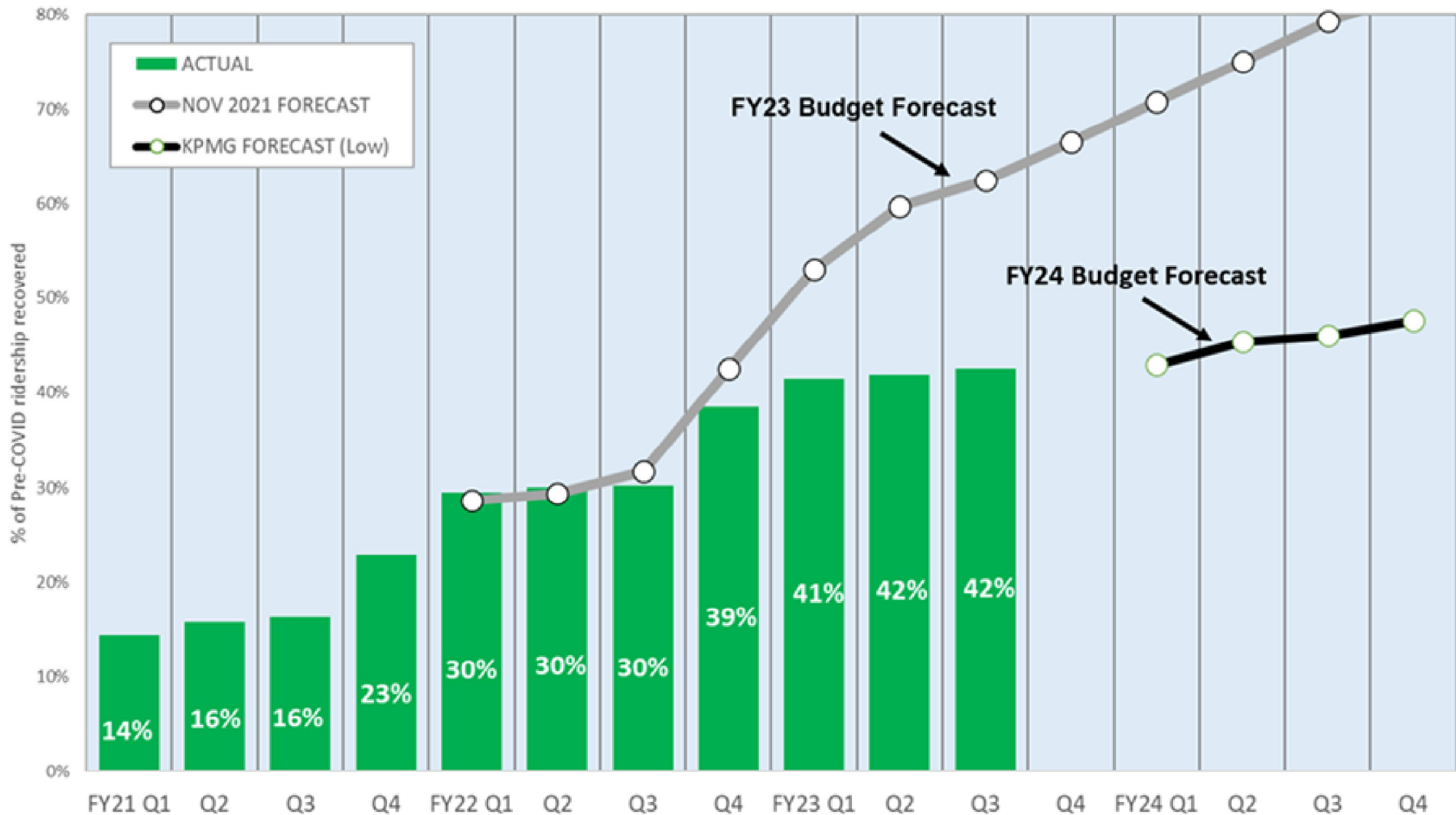
Financial Results for the Nine Months Ending March 2023

Ridership and Revenue Recovery and Operating Statements

METROLINK

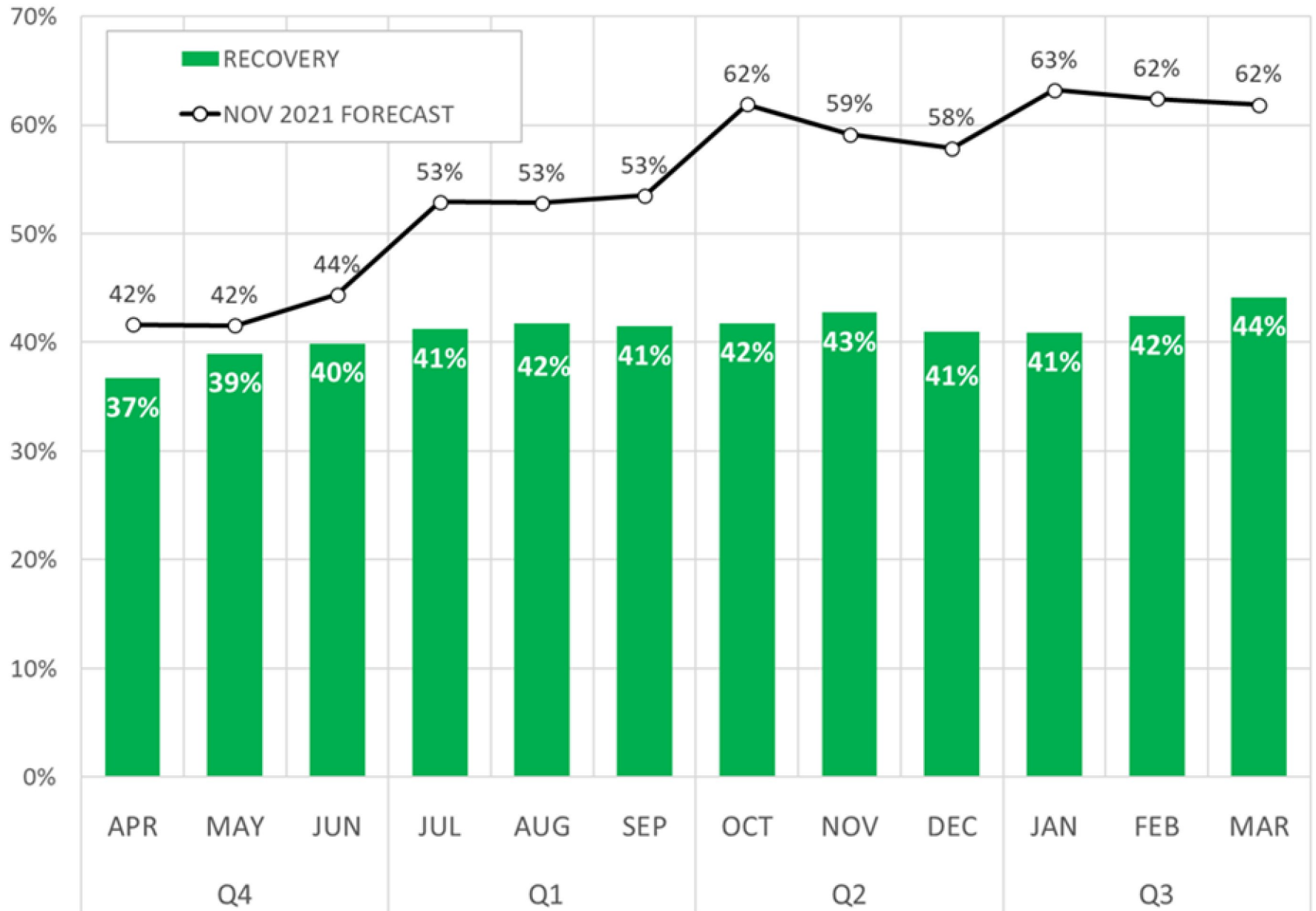


RIDERSHIP RECOVERY - PROJECTIONS



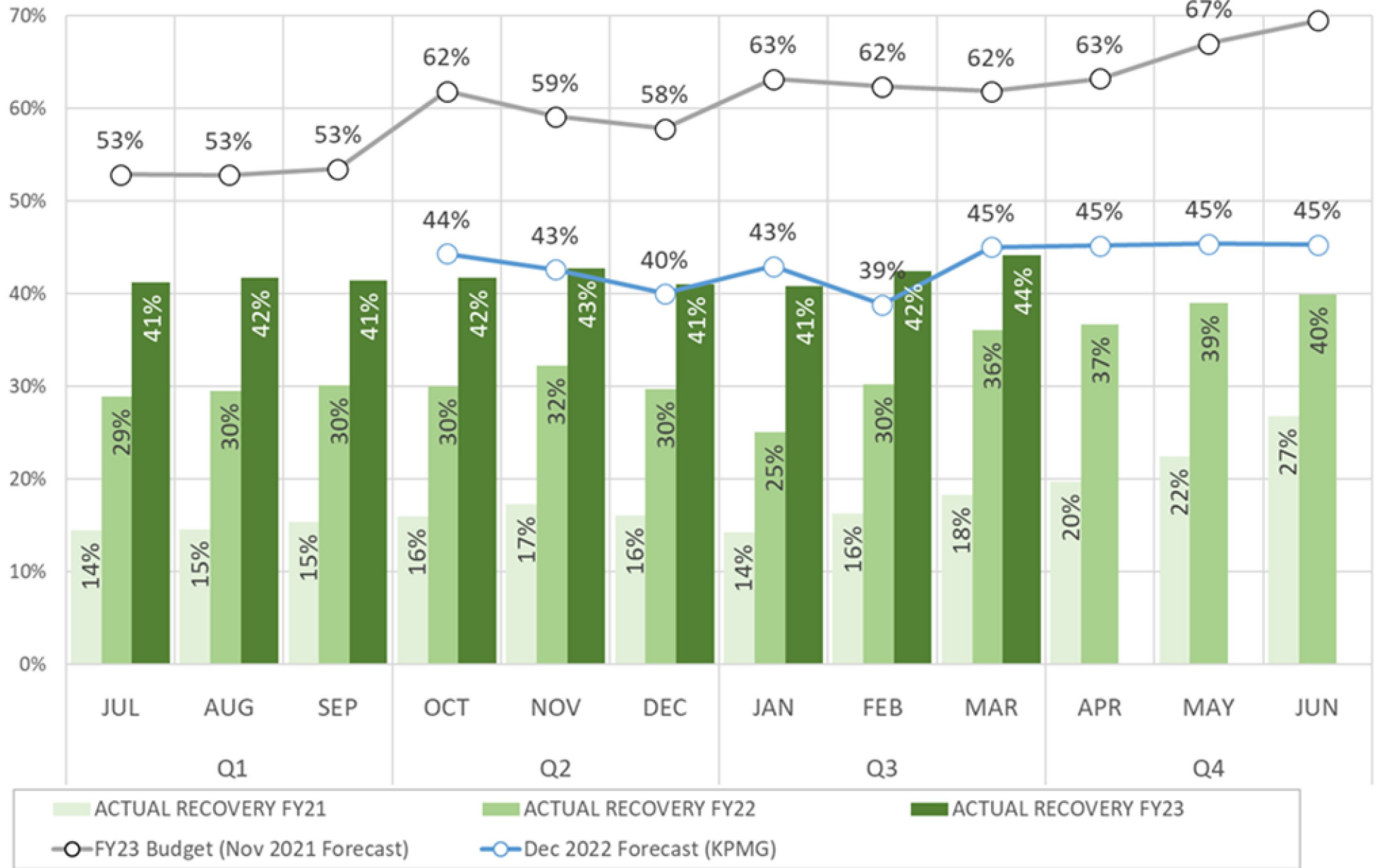
Source: Metrolink ticket sales, excl. Arrow

Actual vs Forecasted Ridership Recovery by Month



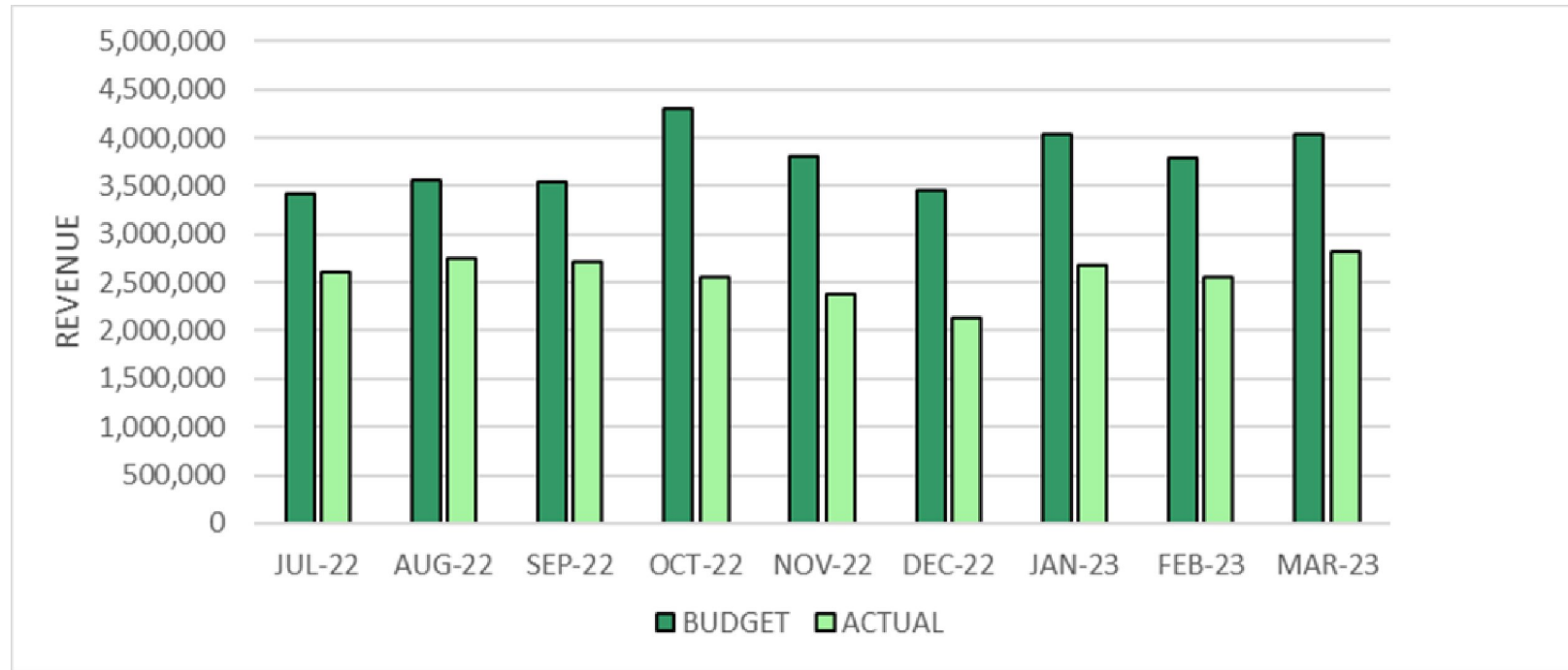
Source: Ticket-based ridership, excl. Arrow

Actual vs Forecasted Ridership Recovery by Month



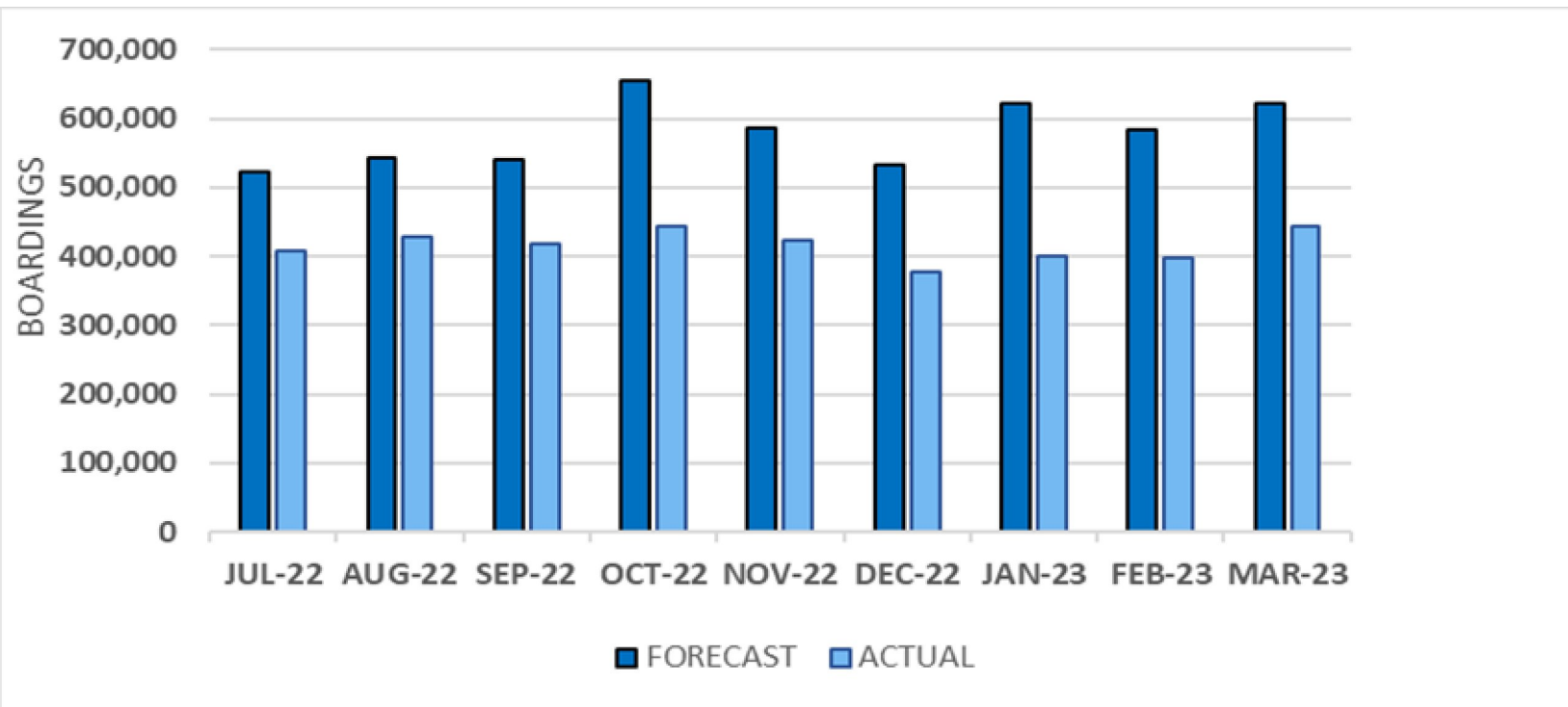
Source: Ticket-based ridership, excl. Arrow

FY23 Farebox Revenue Budget vs Actual



PERIOD	BUDGET		ACTUAL		
	REVENUE	RECOVERY	REVENUE	VARIANCE	RECOVERY
JULY-22	\$ 3,411,270	53%	\$2,615,069	(\$796,201)	41%
AUGUST-22	\$ 3,552,706	53%	\$2,755,957	(\$796,749)	42%
SEPTEMBER-22	\$ 3,542,326	51%	\$2,722,069	(\$820,257)	42%
FY23 Q1 TOTAL	\$10,506,303	53%	\$8,093,095	\$ (2,413,208)	42%
OCTOBER-22	\$ 4,297,839	63%	\$2,555,265	(\$1,742,574)	38%
NOVEMBER-22	3,811,445	59%	\$2,377,948	(\$1,433,497)	37%
DECEMBER-22	3,456,900	58%	\$2,127,956	(\$1,328,944)	36%
FY23 YTD Q2 TOTAL	\$22,072,487	57%	\$15,154,264	(6,918,223)	39%
JANUARY-23	4,030,252	64%	\$2,681,387	(\$1,348,865)	42%
FEBRUARY-23	3,797,325	63%	\$2,547,259	(\$1,250,066)	42%
MARCH-23	4,040,499	63%	\$2,827,223	(\$1,213,276)	44%
FY23 Q3 YTD TOTAL	\$33,940,564	59%	\$23,210,133	(10,730,431)	40%
Fiscal Year to Date	\$33,940,564	67%	\$23,210,133	\$ 10,730,431	40%

FY23 Ridership Forecast vs



PERIOD	FORECAST		ACTUAL		
	BOARDINGS	RECOVERY	BOARDINGS	VARIANCE	RECOVERY
JULY-22	522,746	53%	407,114	(115,632)	41%
AUGUST-22	542,337	53%	428,419	(113,918)	42%
SEPTEMBER-22	540,610	53%	418,991	(121,619)	41%
FY23 Q1 TOTAL	1,605,693	53%	1,254,524	(351,169)	41%
OCTOBER-22	656,090	62%	442,162	(213,928)	42%
NOVEMBER-22	585,242	59%	422,273	(162,969)	43%
DECEMBER-22	532,107	58%	376,660	(155,447)	41%
FY23 YTD Q2 TOTAL	3,379,132	56%	2,495,619	(883,513)	42%
JANUARY-23	621,210	63%	401,264	(219,946)	41%
FEBRUARY-23	584,712	62%	396,814	(187,898)	42%
MARCH-23	621,210	62%	442,891	(178,319)	44%
FY23 Q3 YTD TOTAL	5,206,263	58%	3,736,588	(1,469,675)	42%
Fiscal Year to Date	5,206,263	66%	3,736,588	(1,469,675)	42%

Operating Statement

- Total Operating Revenue \$11.2M Below Plan
- Total Expenses \$30.4M below plan
 - Admin & Services under \$9.1M
 - Train Ops under \$8.8M
 - MOW under \$3.5M
 - Indirect Adm under \$3.1M
 - Insurance under \$1.9M
 - Fuel over \$0.8M

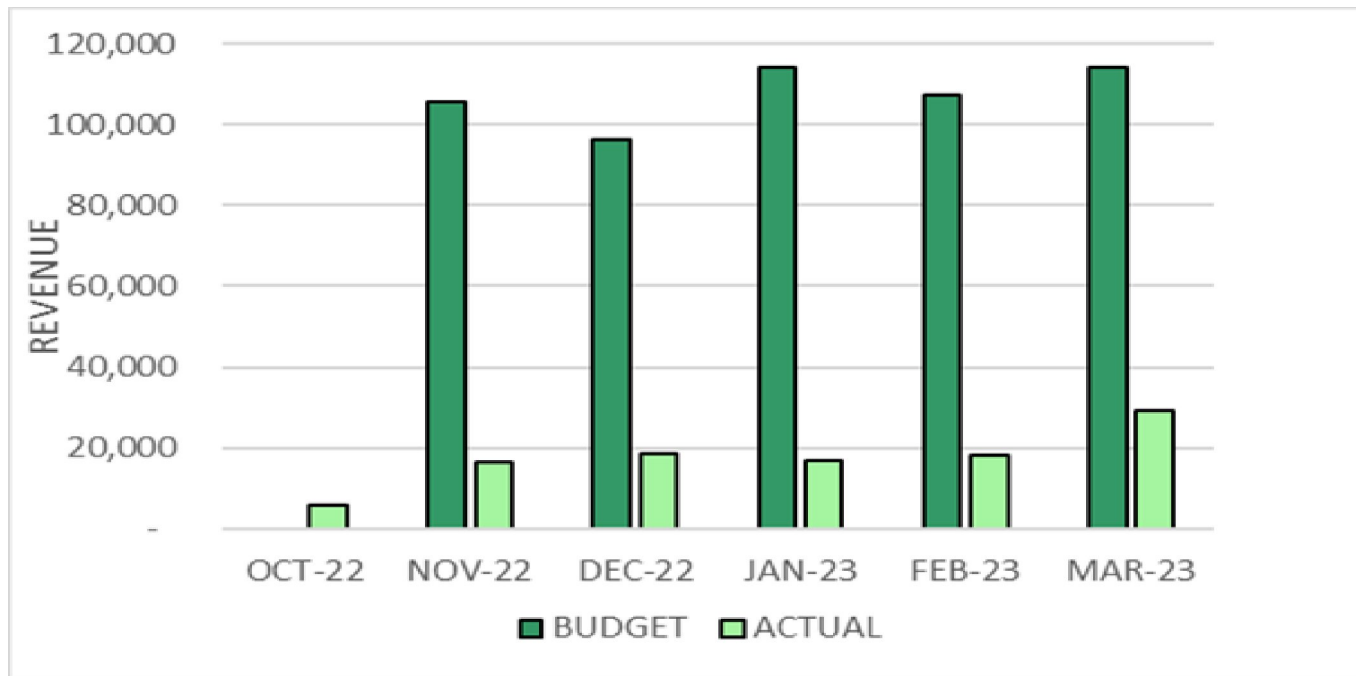
Note: The Expenses are based on Accruals not Actuals

METROLINK



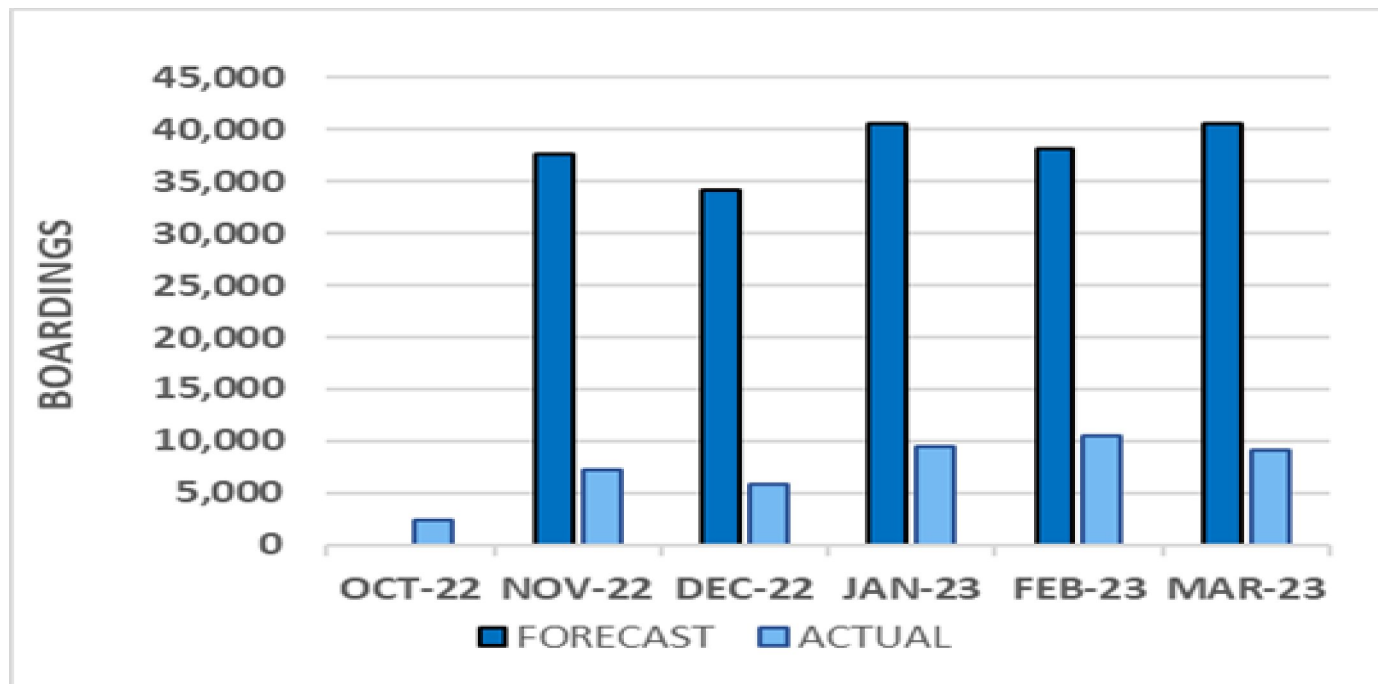
Arrow Service

FY23 Farebox Revenue Budget vs Actual



	BUDGET		ACTUAL	
PERIOD	REVENUE		REVENUE	VARIANCE
JULY-22	\$ -		\$0	\$0
AUGUST-22	\$ -		\$0	\$0
SEPTEMBER-22	\$ -		\$0	\$0
FY23 Q1 TOTAL	\$0		\$0	\$ -
OCTOBER-22	\$ -		\$5,998	\$5,998
NOVEMBER-22	\$ 105,789		\$16,688	(\$89,101)
DECEMBER-22	\$ 96,174		\$18,749	(\$77,425)
FY23 YTD Q2 TOTAL	\$201,963		\$41,436	(160,527)
JANUARY-23	113,961		\$16,738	(\$97,223)
FEBRUARY-23	107,258		\$18,317	(\$88,940)
MARCH-23	113,961		\$29,066	(\$84,895)
FY23 Q3 YTD TOTAL	\$537,143		\$105,557	(431,586)
Fiscal Year to Date	\$ 537,143		\$ 105,557	\$ (431,586)

Arrow Service FY23 Ridership Forecast vs Actual



	FORECAST	ACTUAL	
PERIOD	BOARDINGS	BOARDINGS	VARIANCE
JULY-22	0	0	-
AUGUST-22	0	0	-
SEPTEMBER-22	0	0	-
FY23 Q1 TOTAL	-	-	-
OCTOBER-22	0	2,312	2,312
NOVEMBER-22	37,605	7,294	(30,311)
DECEMBER-22	34,187	5,751	(28,436)
FY23 YTD Q2 TOTAL	71,792	15,357	(56,435)
JANUARY-23	40,510	9,488	(31,022)
FEBRUARY-23	38,127	10,555	(27,572)
MARCH-23	40,510	9,033	(31,477)
FY23 Q3 YTD TOTAL	190,939	44,433	(146,506)
Fiscal Year to Date	190,939	44,433	(146,506)

Arrow Service Operating Statement

- Revenue is below plan by \$432K
- Total Expenses are \$4.0M below plan
- Support is \$3.6M below plan

METROLINK



Thank
you.

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ITEM ID: 2023-204-0

TRANSMITTAL DATE: May 19, 2023

MEETING DATE: May 26, 2023

TO: Board of Directors

FROM: Elisabeth Lazuardi, Senior Manager, Audit

SUBJECT: Corrective Action Status Update - Third Quarter Ended March 31, 2023

Issue

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

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

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

Background

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

Discussion

For the third quarter ended March 31, 2023, there were 5 items implemented and verified, 1 item implemented pending verification, no item past due, and 20 items not yet due.

The reporting of the corrective actions contains two attachments:

Attachment A: Corrective Action Outstanding Items. The attachment includes corrective actions that were not yet due, past due, or implemented pending verification as of March 31, 2023. Corrective actions related to external audit findings will remain on Attachment A until the external auditors clear those findings.

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

Attachments A and B reflect all internal and external audits completed through March 31, 2023. The status of the corrective actions for these audits have been updated through the transmittal date of this report.

Table 1 below summarizes the activities from Attachments A and B up through the Third Quarter of FY 2023.

Table 1. Corrective Action Activities for Q3 FY 2023

Report Name	Implemented Verified or Closed	Implemented Pending Verification	Past Due	Not Yet Due
(Audit Reports Issued Prior to Q3 FY 2023)				
2022-06-IA Tax Exemption and Exclusion Processes				2
2022-03-IA Inventory Tracking and Monitoring	1			2
2022-05-IA Fuel Purchase Policy FIN 11.1 Rev. 2	1			
2022-04-IA DBE LC Monitoring Service		1		2
2021-12-CA Bench Contract – Vendor Selection Process	1			10
2021-07-IA HR Onboarding				1
2023-01-EA ACFR & Single Audit				3
2021-04-IA Policy FIN 11.1 Fuel Management & Hedging	2			
Total Q3 FY 2023	5	1		20

Prepared by: Claudia Casasola, Auditor II

Approved by: Elisabeth Lazuardi, Senior Manager, Audit

Attachment(s)

[Attachment A - Corrective Action Outstanding Items](#)

[Attachment B - Corrective Action Closed Items](#)

CORRECTIVE ACTION - OUTSTANDING ITEMS (as of 3/31/2023)

PROJECT #	PROJECT NAME	REC#	RECOMMENDATION	CORRECTIVE ACTION PLAN	DEPT	QTRLY DUE DATE	STATUS
INTERNAL AUDITS							
2022-06-IA	Performance Audit: Tax Exemption and Exclusion Processes	1	We recommend formally documenting the processes over the treatment of Tax- Exempt Items. The process should include: a. Standardization of the distribution of Tax Exemption letters to suppliers. b. Secondary controls in place, such as invoice review, to identify tax payments to suppliers if they occur.	Formally document the process over the treatment of tax-exempt purchases including: a. The process related to sending Tax Exempt Letter to all suppliers who provide exempt train parts. b. Semi-annual review process on invoices from all suppliers who provide exempt train parts.	Finance	a. FY23-Q2 FY23-Q3 FY24-Q1 b. FY23-Q3 FY23-Q4	Not Yet Due a. Will be included in the Administrative Assistant's FY24 IPG
2022-03-IA	Inventory Tracking and Monitoring	2	Train Operations Department, Equipment Department, and the Track & Signal Department, MM&W, and contractors work collaboratively to develop the Work Order manual, communicate, and develop training.	MM&W will develop a RACI (responsible, accountable, consulted, and informed) matrix for internal and external stakeholders. The development of Work Order manual and applicable training will be done collaboratively by Train Operations, MM&W and contractors.	CPMM (MM&W) Operations	FY23-Q2 FY24-Q2	Not Yet Due
2022-03-IA	Inventory Tracking and Monitoring	3	Train Operations, MM&W, and the Contractors collaboratively develop the Materials Maintenance Plan and implement tracking process to review materials and parts issuance against the Materials Maintenance Plan.	b. Train Operations, MM&W and Contractors will work collaboratively to develop the Materials Maintenance Plan & implement the tracking process	CPMM (MM&W) Operations	FY23-Q2 FY23-Q4	b. Not Yet Due Quarterly meeting with Herzog & Alstom to review the forecasts will start in 2023. First meeting is tentatively scheduled for May 2023
2022-04-IA	Performance Audit: External DBE and Labor Compliance Monitoring Services Invoice Processing Controls	1	Management within Finance, Program Delivery, Special Projects, DBELO, and CPMM correct current DBE/LC work order processing defects to assure that work orders are adequately priced, costs are correctly charged, and invoices are paid in a timely fashion.	Plan to address recommendation 1: d. Team to identify corrective actions for any identified defects. e. Document (Manual, SOP, etc.), implement, create training module and monitor new DBE/LC process	DBELO CPMM	d. Implemented pending verification e. FY22-Q4 FY23-Q2 FY23-Q4	d. Implemented - Pending Verification e. Not Yet Due
2022-04-IA	Performance Audit: External DBE and Labor Compliance Monitoring Services Invoice Processing Controls	3	DBE & Labor Compliance should request a due-diligence package (such as a Service Organization Controls "Report) or equivalent support from the Contractor who performs DBE/LC Monitoring Services in order to validate that data is secure and reports are accurate as required by the contract.	DBE & Labor Compliance should request a due-diligence package (such as a Service Organization Controls "Report) or equivalent support from the Contractor who performs DBE/LC Monitoring Services in order to validate that data is secure and reports are accurate as required by the contract.	DBELO	FY22-Q4 FY23-Q2 FY23-Q4	Not Yet Due Management is exploring alternative system
2021-12-CA	Contract Audit: Bench Contract – Vendor Selection Process	1	CPMM Develop a formal SOP of the CTO process for distribution to the Agency	CPMM will develop a formal SOP of the CTO process for distribution to the Agency.	CPMM	FY23-Q1 FY23-Q2 FY23-Q3 FY23-Q4	Not Yet Due

CORRECTIVE ACTION - OUTSTANDING ITEMS (as of 3/31/2023)

PROJECT #	PROJECT NAME	REC#	RECOMMENDATION	CORRECTIVE ACTION PLAN	DEPT	QTRLY DUE DATE	STATUS
2021-12-CA	Contract Audit: Bench Contract – Vendor Selection Process	2	Training be conducted on appropriate application of the SOP once executed.	Agency training will be conducted on the appropriate application of the SOP once executed.	CPMM	FY23-Q1 FY23-Q2 FY23-Q3 FY23-Q4	Not Yet Due
2021-12-CA	Contract Audit: Bench Contract – Vendor Selection Process	3	CPMM to execute plan to conduct a comprehensive analysis to determine if the “Bench Contracting” methodology is the most effective and efficient approach for future bench contract renewals.	CPMM will conduct a comprehensive analysis to determine if the “Bench Contracting” methodology is the most effective and efficient approach for future bench contract renewals.	CPMM	FY23-Q1 FY23-Q2 FY23-Q3 FY23-Q4	Not Yet Due
2021-12-CA	Contract Audit: Bench Contract – Vendor Selection Process	4	Establishment of procedures for fixed fee compliance on contract. Procedures previously established by the Project Management Office could be utilized as a guide to achieve this recommendation (i.e. PMO SOP No PC-9.0 Contract Task Order Approval).	CPMM will establish a SOP establishing procedures for fixed fee compliance on contracts.	CPMM	FY23-Q1 FY23-Q2 FY23-Q3 FY23-Q4	Not Yet Due
2021-12-CA	Contract Audit: Bench Contract – Vendor Selection Process	5	Once a procedure for fixed fee compliance on contracts is established, we recommend training on the new procedure to the Agency.	CPMM will train the Agency on the new procedures.	CPMM	FY23-Q1 FY23-Q2 FY23-Q3 FY23-Q4	Not Yet Due Work Directives for Price Analysis will be issued
2021-12-CA	Contract Audit: Bench Contract – Vendor Selection Process	6	In coordination with the Senior Management, CPMM develop appropriate amounts in which notification will be provided to Senior Management or a secondary approval by Senior Management on large CTOs. The procedures manual should be updated accordingly.	CPMM will develop the appropriate amount in which notifications will be provided to Senior Management. Furthermore, CPMM will issue a quarterly report which shows large dollar CTOs that were awarded the during the quarter. The procedures manual will be updated accordingly.	CPMM	FY23-Q1 FY23-Q2 FY23-Q3 FY23-Q4	Not Yet Due Training will be done for the Contracts Department
2021-12-CA	Contract Audit: Bench Contract – Vendor Selection Process	8	CPMM design and implement controls to monitor that work is allocated in an unbiased manner among bench contractors.	CPMM will design and implement controls to monitor that work is allocated in an unbiased manner among bench contractors.	CPMM	FY23-Q1 FY23-Q2 FY23-Q3 FY23-Q4	Not Yet Due
2021-12-CA	Contract Audit: Bench Contract – Vendor Selection Process	9	Provide training to staff for recommendations 7 and 8.	CPMM will train staff on controls process.	CPMM	FY23-Q1 FY23-Q2 FY23-Q3 FY23-Q4	Not Yet Due
2021-12-CA	Contract Audit: Bench Contract – Vendor Selection Process	10	CPMM formalize required controls over the review of the evaluation sheets. The updated process should be reflected in an SOP to be followed by the Agency.	CPMM will formalize required controls over the review of the evaluation sheets and include in the CTO SOP.	CPMM	FY23-Q1 FY23-Q2 FY23-Q3 FY23-Q4	Not Yet Due

CORRECTIVE ACTION - OUTSTANDING ITEMS (as of 3/31/2023)

PROJECT #	PROJECT NAME	REC#	RECOMMENDATION	CORRECTIVE ACTION PLAN	DEPT	QTRLY DUE DATE	STATUS
2021-12-CA	Contract Audit: Bench Contract – Vendor Selection Process	11	Train the staff on updated SOP accordingly.	CPMM will train the staff during the CTO SOP training.	CPMM	FY23-Q1 FY23-Q2 FY23-Q3 FY23-Q4	Not Yet Due
2021-07-IA	Performance Audit: Employee Onboarding Process	9	Encourage executive management to communicate and role-model desired working norms and culture in their roles and participate in culture-building events and activities	Develop executive leadership training, ensuring a consistent message, Provide executive leadership with the information and tools necessary to communicate and role model the desired working norms and organizational culture.	Human Resources	FY22-Q4 FY23-Q2 FY23-Q3 FY24-Q1	Not Yet Due
EXTERNAL AUDITS							
2023-01-EA	EXTERNAL AUDIT: ANNUAL COMPREHENSIVE FINANCIAL REPORT (ACFR)/SINGLE AUDIT	2022-001	<u>Material Weakness - Reporting of Capital Assets</u> The External Auditor identified an issue with the reporting of certain capitalizable costs associated with the Tier IV locomotive project. These costs were expensed instead of being transferred to the completed capital asset. The cause of this issue was found to be a lack of adequate review procedures over capital assets.	Finance has established communication with operations to identify capital assets and will continue to proactively reach out to project managers to ensure proper in-service dates. Management will also review a project listing throughout the fiscal year to identify and properly capitalize new capital assets.	Finance	FY23-Q4	Not yet due
2023-01-EA	EXTERNAL AUDIT: ANNUAL COMPREHENSIVE FINANCIAL REPORT (ACFR)/SINGLE AUDIT	2022-002	<u>Significant Deficiency in Internal Control: (Repeat Finding)</u> SCRRA did not consistently verify the suspension or debarment status of entities prior to entering contracts, as required by Federal regulations. This was noted in 6 of the 14 contracts tested for the FTA program and 4 of the 4 contracts tested for the CRISI program.	On October 19, 2022, CPMM conducted a check to ensure that a SAM (System for Award Management) report was present for all active procurements. If a SAM report was not present, it was pulled. In the future, CPMM will use a checklist to ensure that a SAM report is pulled for all procurements. SCRRA has already adopted the use of this checklist for all procurement-related documents, including suspension and debarment verification.	CPMM	FY23-Q4	Not yet due
2023-01-EA	EXTERNAL AUDIT: ANNUAL COMPREHENSIVE FINANCIAL REPORT (ACFR)/SINGLE AUDIT	2022-003	<u>Material Weakness in Internal Controls and Instance of Non-Compliance:</u> Federal awards require entities to prepare a Schedule of Expenditures of Federal Awards (SEFA) with the total federal expenditures and amounts passed to subrecipients. SCRRA reported current year expenditures as prior year expenditures, resulting in overstatement of federal expenditures by \$3,098,000 due to lack of proper internal controls.	SCRRA will document the process to review the SEFA from prior year. The SEFA will be compared to the final Single Audit Report to confirm ending balances match before the current year's SEFA is started.	Finance	FY23-Q4	Not yet due

CORRECTIVE ACTION - CLOSED ITEMS (as of 3/31/2023)

ATTACHMENT B

PROJECT #	PROJECT NAME	REC#	RECOMMENDATION	CORRECTIVE ACTION PLAN	DEPARTMENT	STATUS
INTERNAL AUDITS						
2021-04-IA	Performance Audit: Policy FIN 11.1 Fuel Management & Hedging	1	Determine if a full-time subject matter expert should be hired or trained in house, or if an oversight consultant be procured, to provide oversight of the fuel hedging program.	At its December 2020 meeting, the Board directed staff to procure an oversight consultant in lieu of hiring an in-house full time subject matter expert	Finance	Implemented - Verified. Internal Audit reviewed the updated policy that was approved by the board of directors on January 27, 2023.
2021-04-IA	Performance Audit: Policy FIN 11.1 Fuel Management & Hedging	3	Identify specific monitoring procedures, implement an oversight program, and train the employees assigned to administer that oversight program. We suggest clarifying what the review and approval process should entail, who will perform it, and require documentation to evidence such procedures were satisfactorily completed.	b. Management will identify training opportunities available for the new fuel hedge analyst. This corrective action will be addressed in conjunction with recommendation 1.	Finance	Implemented - Verified. Internal Audit reviewed the updated policy that was approved by the board of directors on January 27, 2023.
2022-05-IA	Performance Audit: Fuel Purchase Policy FIN11.1 Rev. 2	1	a. We recommend adherence to FIN 11.1 sections 1.1.2 Maximum Hedging Ratio and Section 1.1.4 Exiting Market Positions in order to achieve the intent of the policy to minimize the financial risk in the futures market. b. We also recommend that the policy be updated to require the CFO to highlight instances where the Authority exceeds policy targets in the required Quarterly Fuel Report.	The current policy allows for Metrolink staff the discretion to adjust the number of contracts for a specific period. The policy should be updated to require the CFO to highlight in the required quarterly Fuel Program Report area where we exceed a policy target.	Finance	Implemented - Verified. Internal Audit reviewed the updated policy that was approved by the board of directors on January 27, 2023.
2021-12-CA	Contract Audit: Bench Contract – Vendor Selection Process	7	Standardize the process for inputting information into key tracking systems (i.e. Oracle R12 and PlanetBids).	CPMM will standardize the process for inputting information into key tracking systems (i.e. Oracle R12 and PlanetBids).	CPMM	Implemented - Verified. Work directive issued by CPMM to staff regarding the consistent input of key CTO information in both Oracle and PlanetBids.
2022-03-IA	Inventory Tracking and Monitoring	1	d. Training on SOPs should be provided for applicable staff and contractors.	h. Develop a MM&W Training Module(s) for Operations, PMO, and Contractors/Vendors (Recommendation d).	CPMM (MM&W)	h. Implemented - Verified. Training for employees and contractors was completed.


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ITEM ID: 2023-163-0

TRANSMITTAL DATE: May 19, 2023

MEETING DATE: May 26, 2023

TO: Board of Directors

FROM: Elisabeth Lazuardi, Senior Manager, Audit

SUBJECT: Internal Audit Department Quarterly Update for Q3 FY 2023

Issue

The Internal Audit Department (Internal Audit) is providing quarterly updates on internal audits, external audits, and other activities. This item represents the third quarter of FY 2023 (January 1, 2023, to March 31, 2023).

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. By formally communicating updates on the progress of the FY 2023 Annual Audit Plan, the status of internal audits and other audit activities on a periodic basis, we are providing a snapshot of the Authority's ongoing efforts to improve business processes.

Background

The Internal Audit Charter requires the presentation of a quarterly progress report of the Annual Audit Plan to the Chief Executive Officer (CEO) and Board of Directors.

Discussion

I. Internal Audit Activities

- A. The FY 2023 Annual Audit Plan Update as of March 31, 2023 (Attachment A) is included with this report.
- B. External Quality Control Peer Review: In accordance with the Internal Audit Policies and Procedures IA-1.1 and as required by the auditing standards, an external quality control review should be performed for the Internal Audit Department every three years. The peer review was completed in March 2023 by independent auditors from the Association of Local Government Auditors (ALGA) with a rating of pass. The peer review report was presented to the Board in April 2023.
- C. In December 2022, the Contracts, Procurement & Material Management Department (CPMM) requested Internal Audit to validate the proposed labor rates for six consultants for Contract E745-20 - On-Call Professional Engineering Design Services and Contract E746-20 - On-Call Engineering, Project Management, and Staff Assistance Services. To carry out the validation, Internal Audit engaged the public accounting firm Davis Farr LLP. The project is in progress.
- D. In March 2023, CPMM requested Internal Audit to validate the accuracy of rates billed and submitted by three consultants under Contract E743-16 - Engineering and Technical Support for Rolling Stock Acquisition, Maintenance and Overhaul Activities and determine if there are misbilling occurrences. The project is in progress.

II. External Audit Activities

- A. LACMTA Memorandum of Understanding (MOU) Examination: The Authority and LACMTA entered into MOU No. 9400000000SCRA2022 (SCRA2022) for the purpose of providing funding to the Authority during FY 2021-2022 for LACMTA's financial commitments to the FY 2021-2022 budget as required by the Joint Powers Agreement (JPA). The compliance audit of MOU No. SCRA2022 between the Authority and the LACMTA was completed on February 23, 2023 with no findings.
- B. Internal Revenue Service (IRS) Examination: The IRS initiated an examination related to payroll taxes and benefits in November 2022. The examination is in progress.
- C. FTA Triennial Review: The 2023 Triennial Review was officially initiated by the Federal Transit Administration (FTA). Internal Audit was tasked with gathering the requested information in its liaison position, and all information requested by the external auditors was promptly provided. The site visit aspect of the review will be conducted virtually in Mid-July 2023.

Next Steps

Internal Audit will continue to report on a quarterly basis.

Prepared by: Claudia L. Casasola, Auditor II

Approved by: Elisabeth Lazuardi, Senior Manager, Audit

Attachment(s)

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

SCRRA Internal Audit Department
FY 2023 Annual Audit Plan Update
(As of 3/31/2023)

ATTACHMENT A

Ref #	Audit Activity	Auditable Unit	Description	(A) Planned Staff Hours	(B) Staff Hours FY2023 YTD	(C)=(A)-(B) Under (Over)	Status
1	FY2023 Fuel Purchase Program	Finance, CPMM	Evaluate compliance to the Board approved Fuel Purchase Policy FIN-11.1 and identify best practices recommendations to the policy *Outsourced Fuel Purchase Program is required to be audited annually per FIN-11.1	200	-	200	Not Initiated Target Initiation Date: May 2023
2	Recruitment and Selection Process	Human Resources	Evaluate the recruitment and selection process for efficiency and effectiveness; review process for compliance with applicable rules and regulations *Outsourced	200	-	200	Not Initiated Target Initiation Date: February 2023 April 2023
3	Issuing Work Directives	CPMM and other business units utilizing work directives	Evaluate process in place related to work directives issuance and compliance to applicable regulations and policies and procedures. *Outsourced/co-sourced	250	-	250	Not Initiated Target Initiation Date: May 2023 June 2023
4	IT systems inventory	IDTS	Evaluate effectiveness of IT software/application inventory process controls in place	400	161	239	In Progress - Fieldwork Target Completion Date: April 2023 June 2023
5	Payment Card Industry Data Security Standard (PCI DSS) compliance	IDTS, Customer Experience, Safety Security and Compliance, Finance	Evaluate the Authority's credit card payment processes on all payment channels to ensure full compliance with the PCI DSS. Every organization that stores, process or transmits credit card data needs to comply with all PCI DSS	150	276	(126)	Completed
6	FY2022 Fuel Purchase Program	Finance, CPMM	Evaluate compliance to the Board approved Fuel Purchase Policy FIN-11.1 and identify best practices recommendations to the policy. *Outsourced Fuel Purchase Program is required to be audited annually per FIN-11.1	20	39	(19)	Completed
7	Tax Exemption and Exclusion Processes	Finance, CPMM	Evaluate controls in place to manage tax exempt purchases for train parts and ensure that sales and use taxes are not paid on exempt parts during the period July 2013 through June 2021.	200	162	38	Completed - Corrective Action tracking
8	Inventory Tracking and Monitoring	CPMM (Materials Management), Operations	Evaluate processes and procedures in place to track and monitor inventory released from Materials Management Warehouse	30	30	-	Completed - Corrective Action tracking
9	Pre-award & Incurred Cost Analysis	Various cost proposals & contracts incurred costs	Contract cost analysis requested by CPMM related to proposed costs, incurred costs, contract closeouts, or other matters as needed	500	210	290	Ongoing
Total Hours (Internal Audits + Contract Audits + Cost Analysis)				1,950	879	1,072	



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ITEM ID: 2023-202-0

TRANSMITTAL DATE: May 19, 2023

MEETING DATE: May 26, 2023

TO: Board of Directors

FROM: Arnold Hackett, Chief Financial Officer

SUBJECT: FY2022-23 Quarterly Fuel Purchase Program Update - Quarter Ending March 31, 2023

Issue

Staff is providing an update on the Authority's Fuel Purchase Program for the quarter ended March 31, 2023.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

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

Background

The Agency's FY23 fuel budget is 11.0% of the total Operating Budget. Given the volatility of fuel pricing, the Authority's actual fuel expense has ranged from \$18.6M to \$ 23.5M,

accounting for 8.0% to 9.7% of the actual operating expenditures in the past four years (FY19-FY22).

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

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

Discussion

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

As of March 31, 2023, the Authority's hedging account had a value of \$13,346,350, a decrease of \$350,309 from December 31, 2022. The futures account report for quarter ended March 31, 2023, provided by Linwood Capital, LLC is included in Attachment A. The performance of contract purchases against the spot market with the realized gains achieved by the program are included in Attachment B. A current fuel hedging and petroleum market update from Linwood Capital is included in Attachment C.

Next Steps

Staff will provide an update on the Authority's Fuel Purchase Program for the quarter ended June 30, 2023 at the September 2023 AFCOM meeting.

Prepared by: Alex Barber, Senior Manager, General Accounting

Approved by: Arnold Hackett, Chief Financial Officer

Attachment(s)

[Attachment A - Quarter Ended March 31, 2023](#)

[Attachment B - Performance of Futures Purchased - Quarter Ended March 31, 2023](#)

[Attachment C - Fuel Hedging and Petroleum Market Commentary](#)

ATTACHMENT A

LINWOOD CAPITAL, LLC

	Quarter Ending December 31, 2022	Quarter Ending March 31, 2023
Cumulative Fuel Expense (including brokerage fees)	(4,274,647)	(4,064,177)
Cumulative net cash from Metrolink to futures account	9,144,226	9,144,226
Contingent future fuel expense	(207,211)	(96,843)
Account Value = cash asset after fuel expense minus contingent fuel expense	13,696,660	13,346,350
Cash asset after fuel expense	13,508,754	13,443,194

Annual Fuel Expense from futures	89,881	300,350
Annual Cash from Metrolink to futures account	-	-
Annual Cash from Metrolink to futures account less fuel expense	(89,881)	(300,350)

HISTORICAL ANALYSIS: FY 2023

CALENDAR PERIOD	ACT/BUD GALLONS	DAYS IN PERIOD	WITH TAX ESTIMATED SUPPLIER PRICE	ML COST CENTS/G	REALIZED GAINS CENTS/G	TAX ADJUSTED PERCENT HEDGED	NET REALIZED GAINS DOLLARS	TOTAL COST DOLLARS	SUPPLIER COST DOLLARS
July-22	707,797	31	451.60	356.25	95.34	76.22%	\$674,840.00	\$2,521,558.09	\$3,196,398.09
August-22	757,815	31	440.06	478.48	-38.42	71.19%	-\$291,147.92	\$3,626,023.50	\$3,334,875.58
September-22	689,925	30	447.82	504.90	-57.08	78.20%	-\$393,789.48	\$3,483,420.67	\$3,089,631.19
October-22	657,570	31	485.24	475.13	10.11	82.04%	\$66,511.68	\$3,124,306.14	\$3,190,817.82
November-22	581,316	30	428.99	424.26	4.73	92.81%	\$27,476.09	\$2,466,287.76	\$2,493,763.85
December-22	685,015	31	377.93	403.30	-25.37	78.76%	-\$173,771.34	\$2,762,644.56	\$2,588,873.22
January-23	612,463	31	405.35	395.98	9.37	88.09%	\$57,396.76	\$2,425,216.69	\$2,482,613.45
February-23	644,882	28	368.61	397.22	-28.61	77.68%	-\$184,503.71	\$2,561,577.44	\$2,377,073.73
March-23	713,977	31	358.53	369.89	-11.36	75.56%	-\$81,135.60	\$2,640,923.01	\$2,559,787.41
FISCAL 2023	6,050,760	274	418.36	423.29	-4.93	79.61%	-\$298,123.52	\$25,611,957.86	\$25,313,834.34

PROSPECTIVE ANALYSIS: FY 2023

CALENDAR PERIOD	BUDGET GALLONS	DAYS IN PERIOD	WITH TAX ESTIMATED SUPPLIER PRICE	PROJECTED COST CENTS/G	UNREALIZED GAINS CENTS/G	TAX ADJUSTED PERCENT HEDGED	UNREALIZED GAINS DOLLARS	ESTIMATED TOTAL COST DOLLARS	ESTIMATED SUPPLIER COST DOLLARS
April-23	690,945	30	345.99	357.00	-11.01	78.08	-\$76,087.20	\$2,466,675.87	\$2,390,588.67
May-23	713,977	31	340.15	343.69	-3.54	75.56	-\$25,284.00	\$2,453,849.41	\$2,428,565.41
June-23	690,945	30	338.73	342.01	-3.28	78.08	-\$22,638.00	\$2,363,072.79	\$2,340,434.79
FISCAL 2023	2,095,867	91	341.61	347.52	-5.92	77.22	-\$124,009.20	\$7,283,598.06	\$7,159,588.86

FUEL HEDGING & PETROLEUM MARKET COMMENTARY

 Volume 13:5
 March 27, 2023

**PRICES HIGHER – CRUDE OIL PRODUCTION HIGHER – INVENTORY LOWER
 DOLLAR LOWER – STOCK MARKET HIGHER**

Prices higher on the week ending 3/24:

DIESEL

 Spot: **+\$0.0165** per gallon
 Forward: **+\$0.0096** per gallon

GASOLINE

 Spot: **+\$0.0870** per gallon
 Forward: **+\$0.0354** per gallon

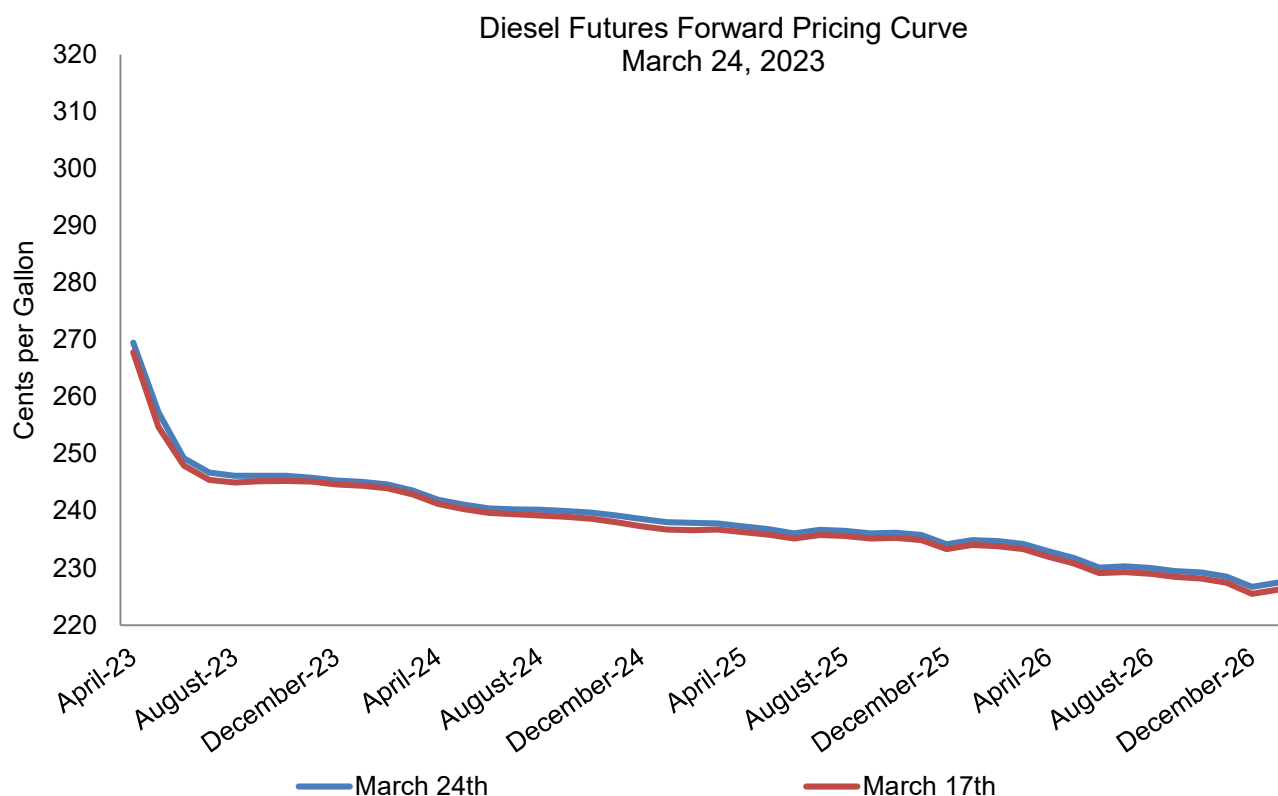
- The recent banking situation caused a general risk-off market condition and prices have been low in the past several weeks but slightly higher in the past week.
- Spot prices continue to bounce off of one-year lows.
- The dollar has been weaker which is positive for petroleum prices. The weaker dollar has been caused by other central banks raising interest rates and the expectation that the Fed will be slightly less aggressive in raising rates due to the banking situation (raising rates would make banks' balance sheets worse) and due to the fact that inflation may be slowly abating.
- Fears of global recession continue to weigh on demand growth expectations and price.
- Russian output of crude oil has remained resilient despite announcements that they would be cutting production and despite sanctions. Russia is expanding its crude exports to China. This raises global supply and is negative for price.
- No surprises from the Fed last week with their 25-basis point hike in the discount rate. Fed Chair Powell indicated that more increases may be necessary and that rates will most likely not decrease this year. The economy still needs to slow in order to fight inflation which may remain stubbornly high.
- Sharply lower speculation on the banking crisis fears but this creates dry powder for speculators that wish to reestablish their positions at lower prices. This may cause an increase in speculation as concerns abate which is positive for price.

DIESEL

During the week ending March 24TH, the spot month diesel futures price increased by +1.65 cents per gallon (+0.62%) while the deferred months increased by 0 to +2 cents per gallon making the forward pricing curve higher and more negatively sloped. The one year forward price ended the week at a 27.55 cent discount to the spot price, from a discount of 26.61 cents at the end of the previous week.

The hedge favorability index for 3/24.FSHO/23 for diesel is 13.90%. This shows the relative attractiveness of hedging when compared to a long-term distribution of historical prices.

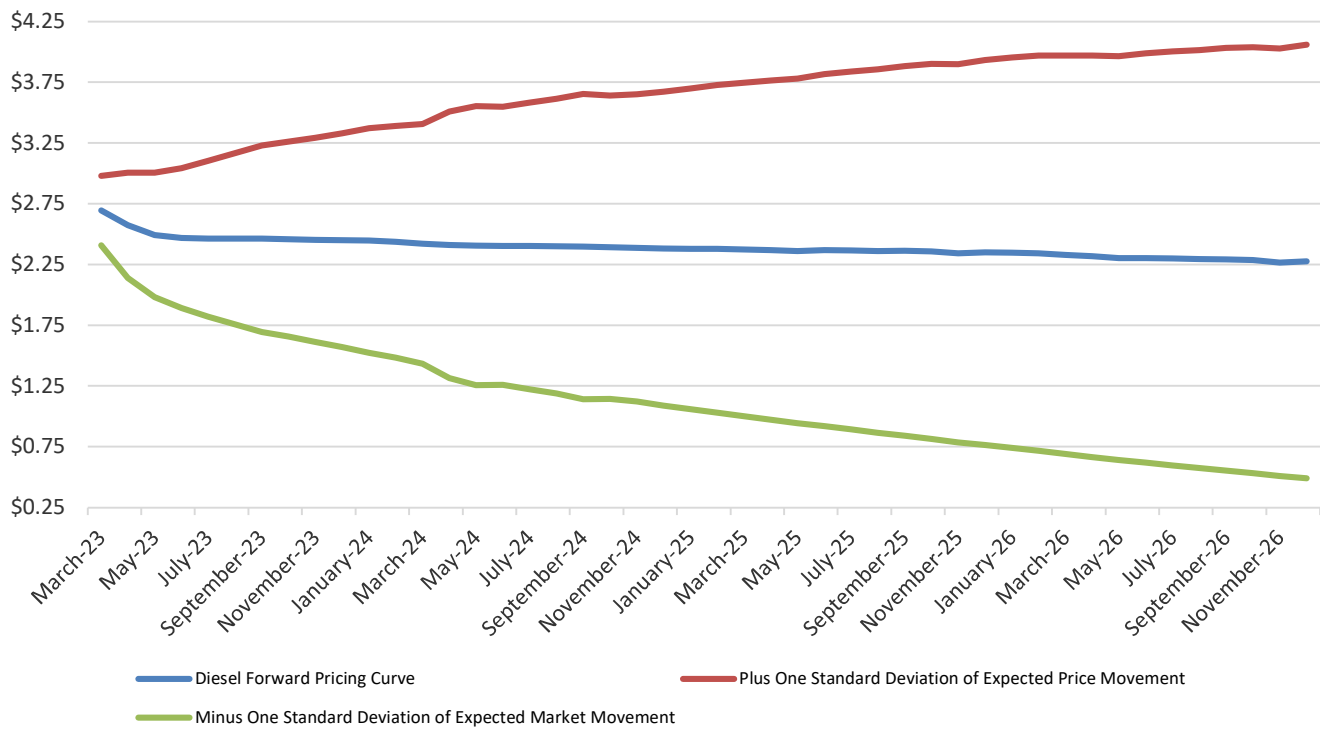
The level and slope of the diesel forward pricing curve indicates higher demand expectations and lower inventories with respect to demand vs. the previous week. Demand also includes speculation which was lower on the week. When the forward pricing curve decreases in slope (more negative or less positive), this usually indicates tighter inventories and is generally positive for price. When slope increases, this usually indicates more plentiful inventories and is negative for price.



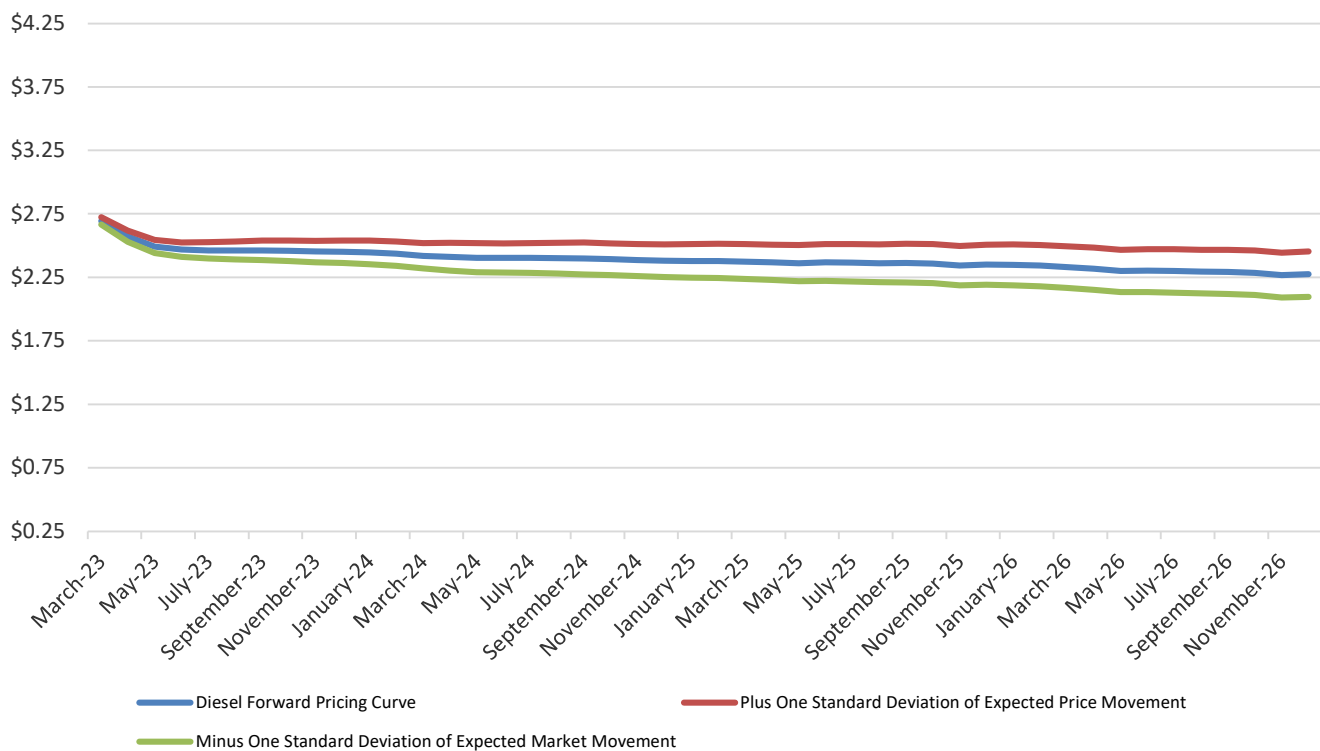
DIESEL RISK PROFILE

These graphs below show the range of expected cost of diesel at 0% hedged and at 90% hedged and illustrate the effect of hedging on future fuel cost certainty. Costs for a particular organization will vary and are most often higher than the costs indicated here since this analysis is performed with futures prices which do not include transportation, taxes and other differences.

Range of Expected Diesel Cost 0% Hedged March 24, 2023



Range of Expected Diesel Cost 90% Hedged March 24, 2023

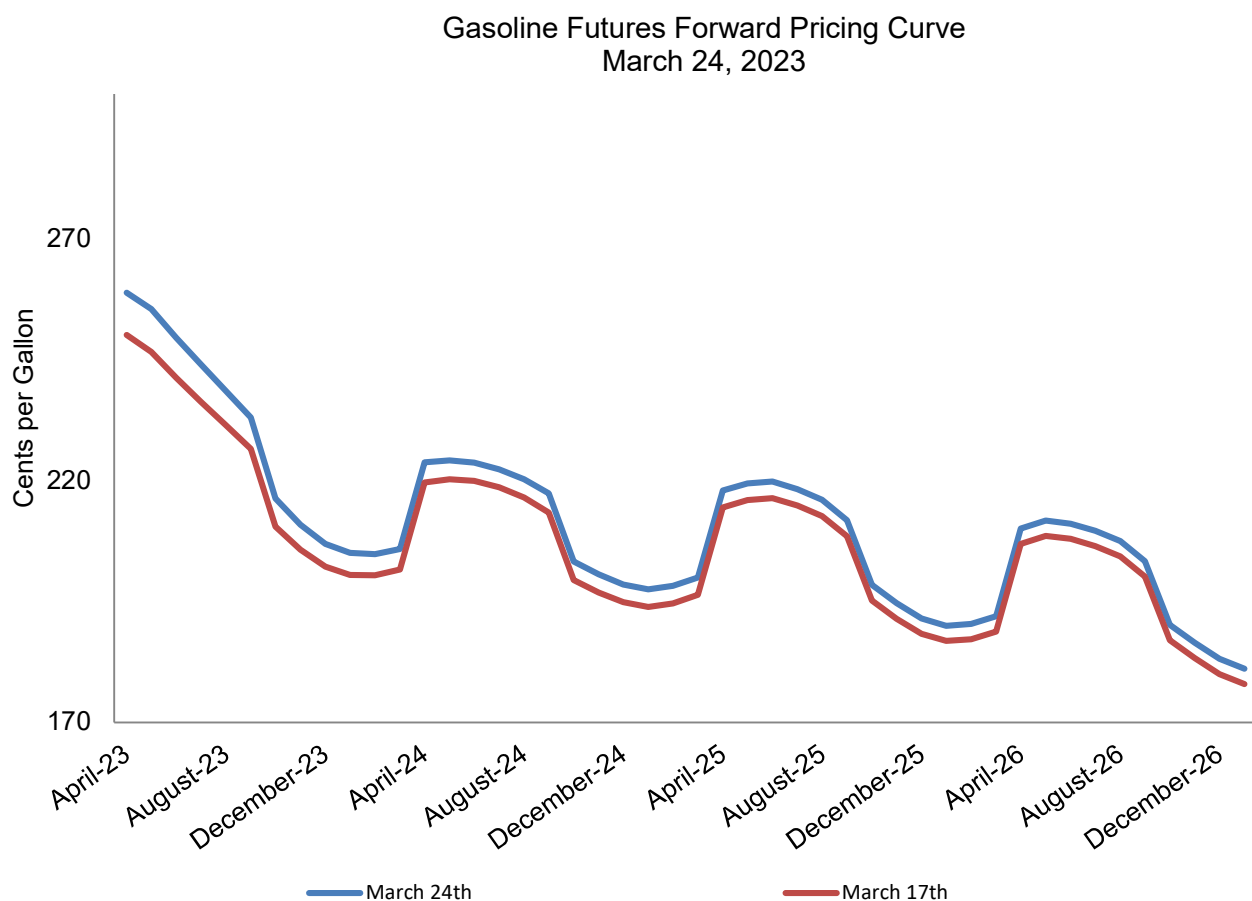


GASOLINE

During the week ending March 24th, the spot month gasoline futures price increased by +8.70 cents per gallon (+3.48%) while the deferred months increased by +3 to +9 cents per gallon making the forward pricing curve higher and more negatively sloped. The one year forward price ended the week at a 35.12 cent discount to the spot price, from a discount of 30.57 cents at the end of the previous week.

The hedge favorability index for 3/24/23 for gasoline is 17.97%. This shows the relative attractiveness of hedging when compared to a long-term distribution of historical prices.

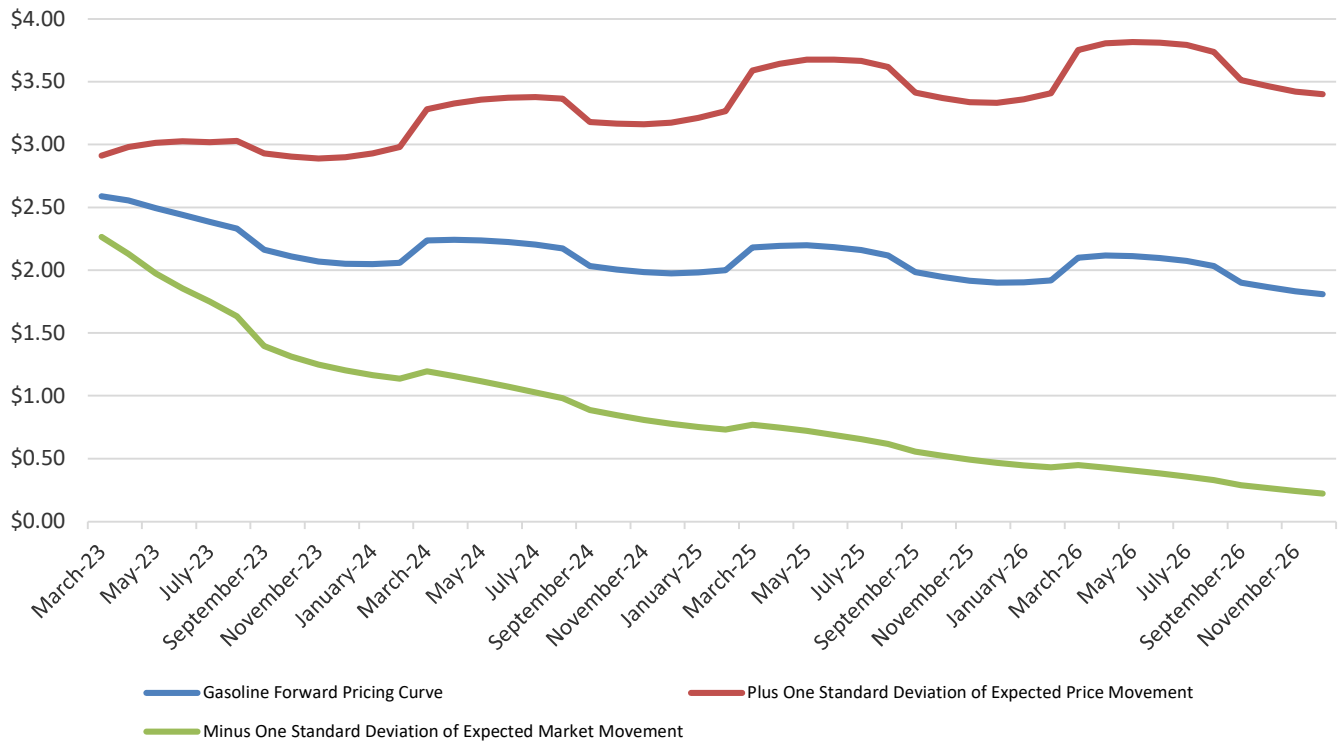
The change in level and shape of the forward pricing curve indicates higher demand expectations and lower inventory levels with respect to supply and demand vs. the previous week. Demand also includes speculation which was lower on the week.



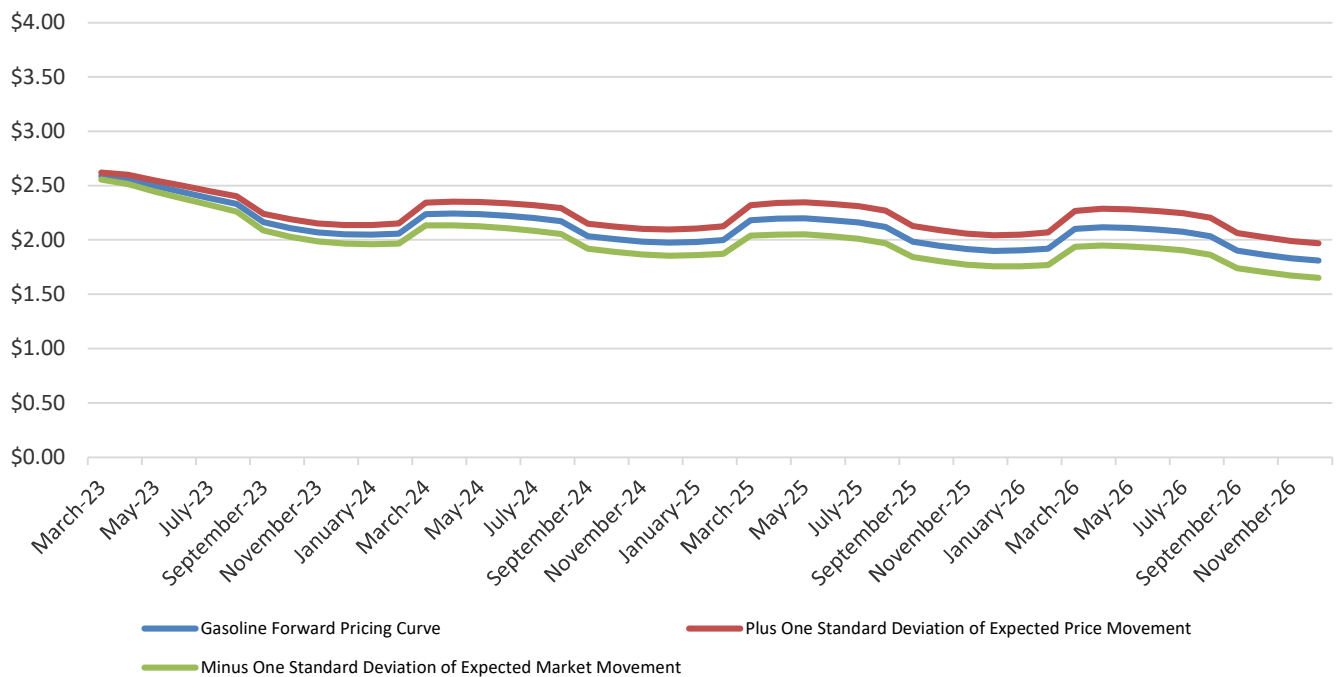
GASOLINE RISK PROFILE

These graphs below show the range of expected cost of gasoline at 0% hedged and at 90% hedged and illustrate the effect of hedging on future fuel cost certainty. Costs for a particular organization will vary and are most often higher than the costs indicated here since this analysis is performed with futures prices which do not include transportation, taxes and other differences.

Range of Expected Gasoline Cost 0% Hedged March 24, 2023



Range of Expected Gasoline Cost 90% Hedged March 24, 2023

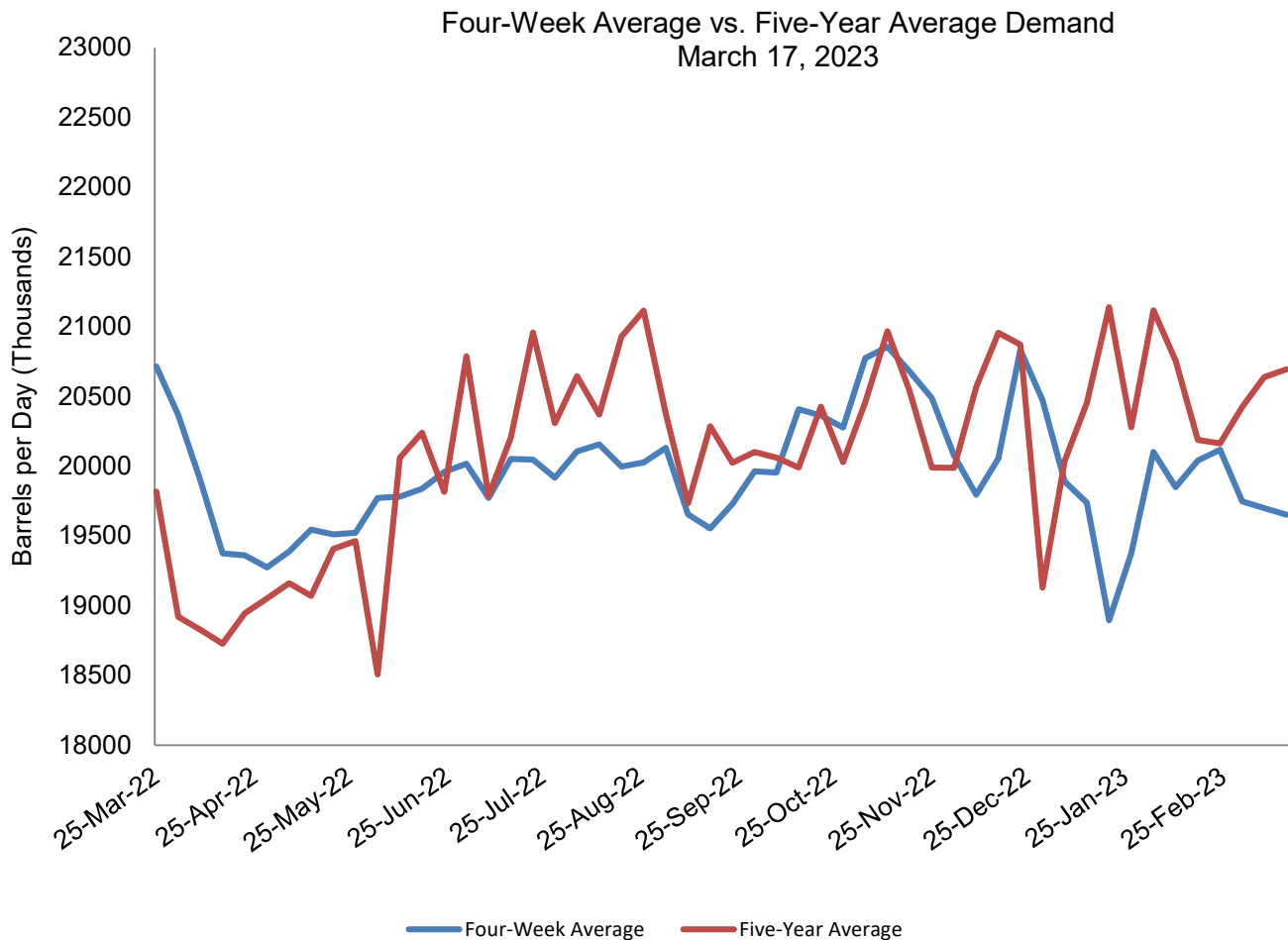


ANALYSIS

- The US Dollar was lower on the week which is positive for price.
- Inventories were lower on the week which is positive for price.
- The stock market, as a proxy for petroleum demand expectations, was higher on the week which is positive for price.
- Speculation was sharply lower which is negative for price.
- US domestic crude oil production was higher on the week which is negative for price.
- Rig count, indicating the number of new oil wells that are currently being developed, was higher on the week which is negative for price.
- Domestic demand was higher on the week which is positive for price.

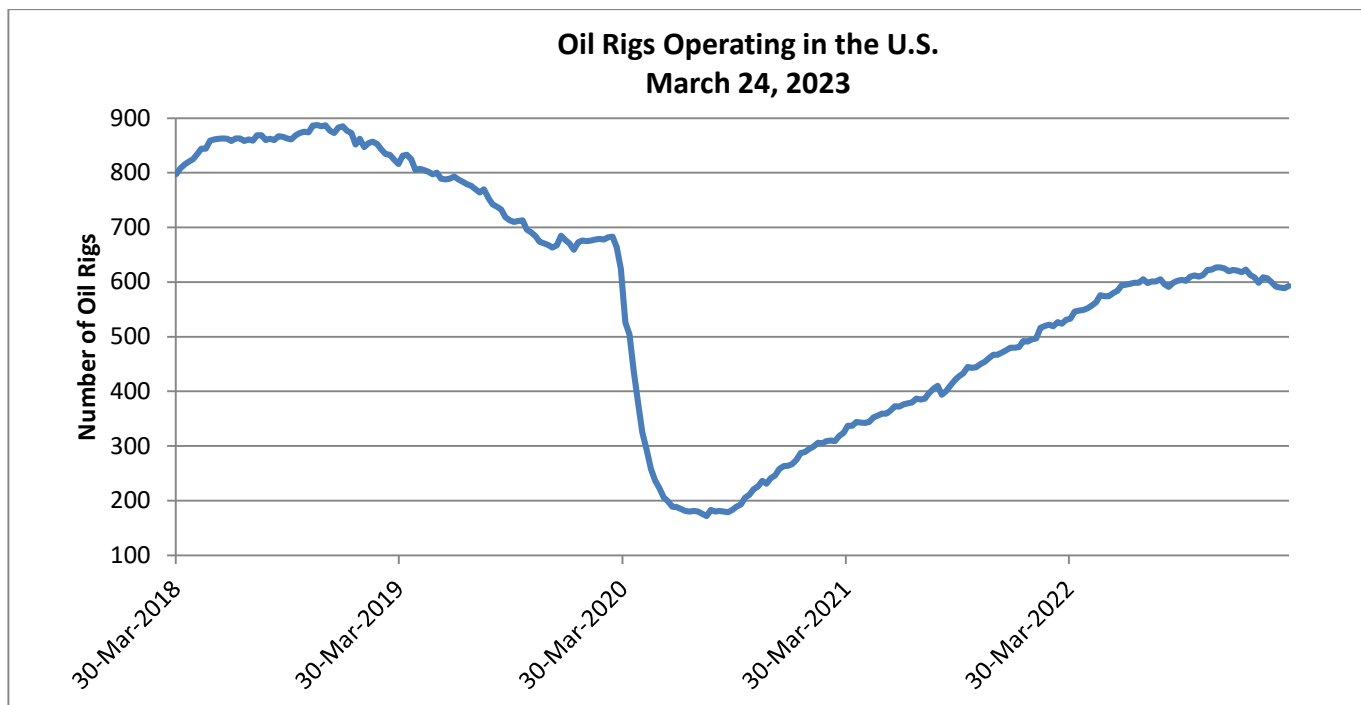
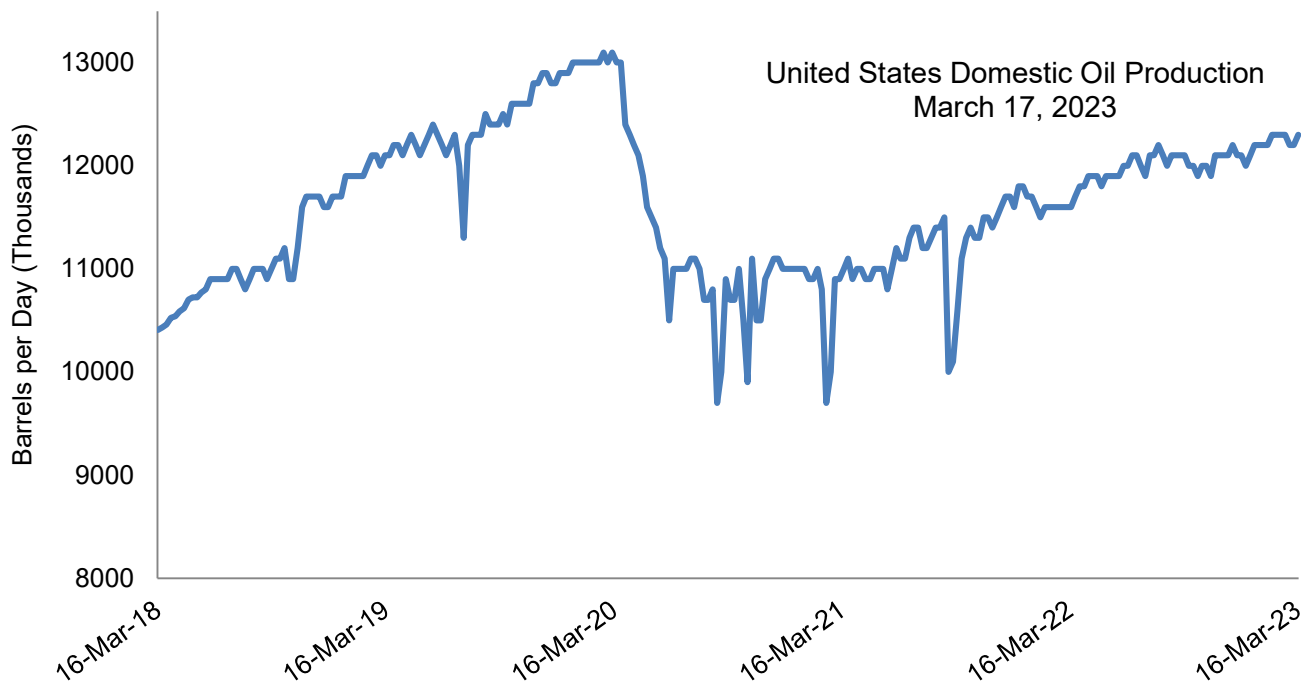
DEMAND

Weekly US petroleum demand increased by +4.77% during the week ending March 17th. Domestic demand is down -6.23% vs. one-year ago and demand is currently -5.04% below the five-year average.

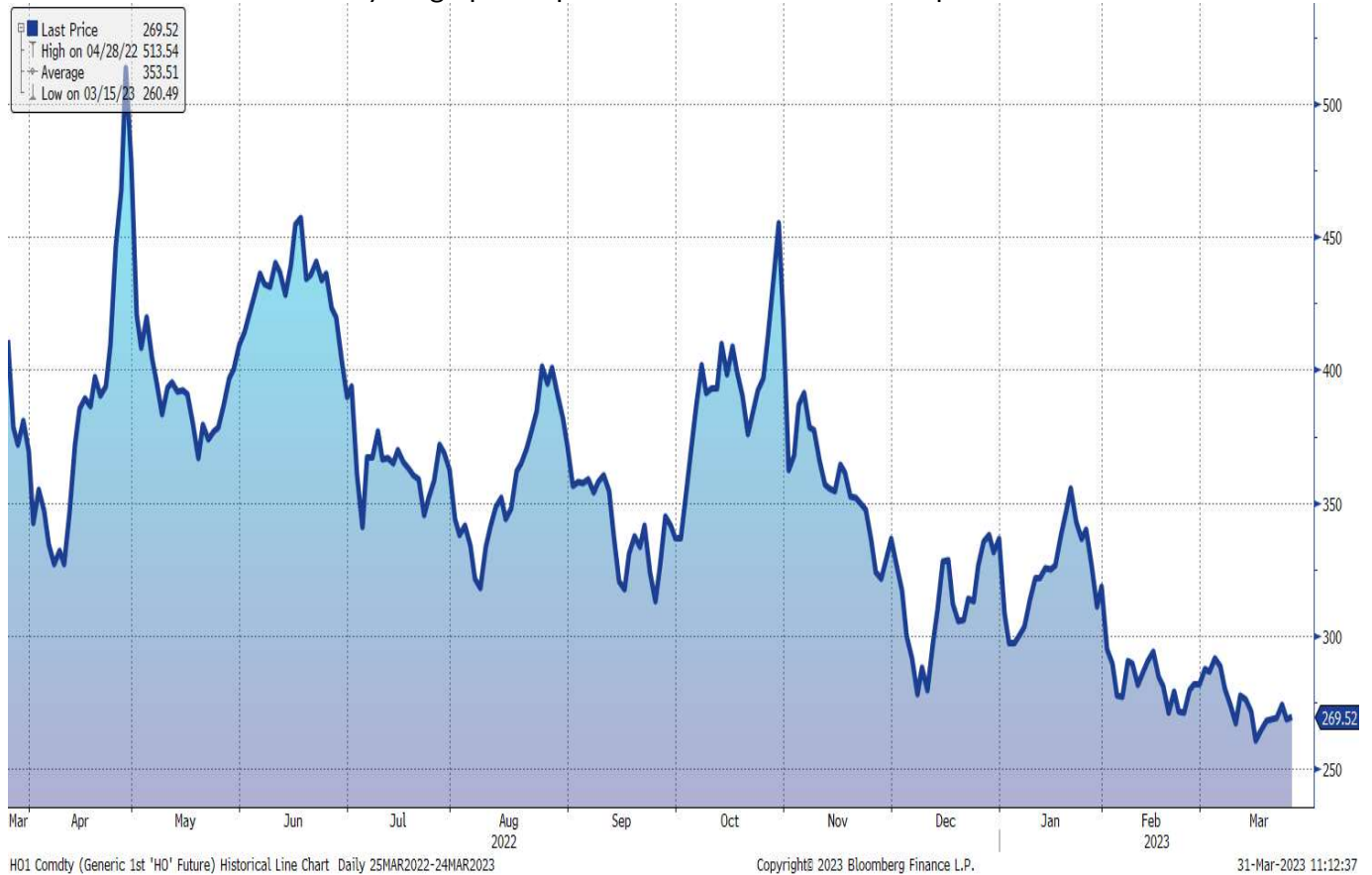


PRODUCTION

Domestic production increased on the week by 100,000 barrels per day and stands at 12.3 million barrels per day. Domestic production is 6.03% more than year-ago levels. The number of operating oil drilling rigs in the US was higher by 4 at 593 on the week, down from a recent high of 627. The upward trend in drilling activity has taken a hiatus as the inventory of drilled uncompleted wells has begun to grow. There is not the current demand for a higher rate of drilling and well development. The current level of drilling activity produces 900-1000 wells per month which is roughly the replacement rate for wells that are being depleted. Growth in investment in new production would be expected to increase as demand growth and/or price indicates.



Below is the one-year graph of spot-month diesel fuel futures price as of March 24th.



Below is the one-year graph of spot-month gasoline futures price as of March 24th.



MARKET FACTORS

- Petroleum inventories decreased by 8.60 million barrels on the week while inventories were expected to decrease by 5.11 million barrels on the week. This was the third consecutive week of decreases. The five-year average inventory decreased by 1.65 million barrels. Inventories decreased vs. expectations and increased vs. the five-year average.
- The Stock market increased by +1.39% which is positive for general expectations of economic activity and is positive for petroleum prices and petroleum demand growth expectations.
- The US Dollar decreased by -0.57% on the week. This is positive for petroleum price.

Commodities are used as a hedge against inflation and against a falling dollar. A stronger dollar reduces the relative demand for commodities in foreign currency environments and prices decrease accordingly. Conversely, a weaker dollar increases relative demand for commodities in foreign currency environments and prices increase.

OPEC (proper) production increased by 120,000 barrels per day during February – the highest level since October. OPEC+ is expected to leave production quotas unchanged through 2023 which may cause slight oversupply in the first half and deficit in the second half as Chinese demand grows.

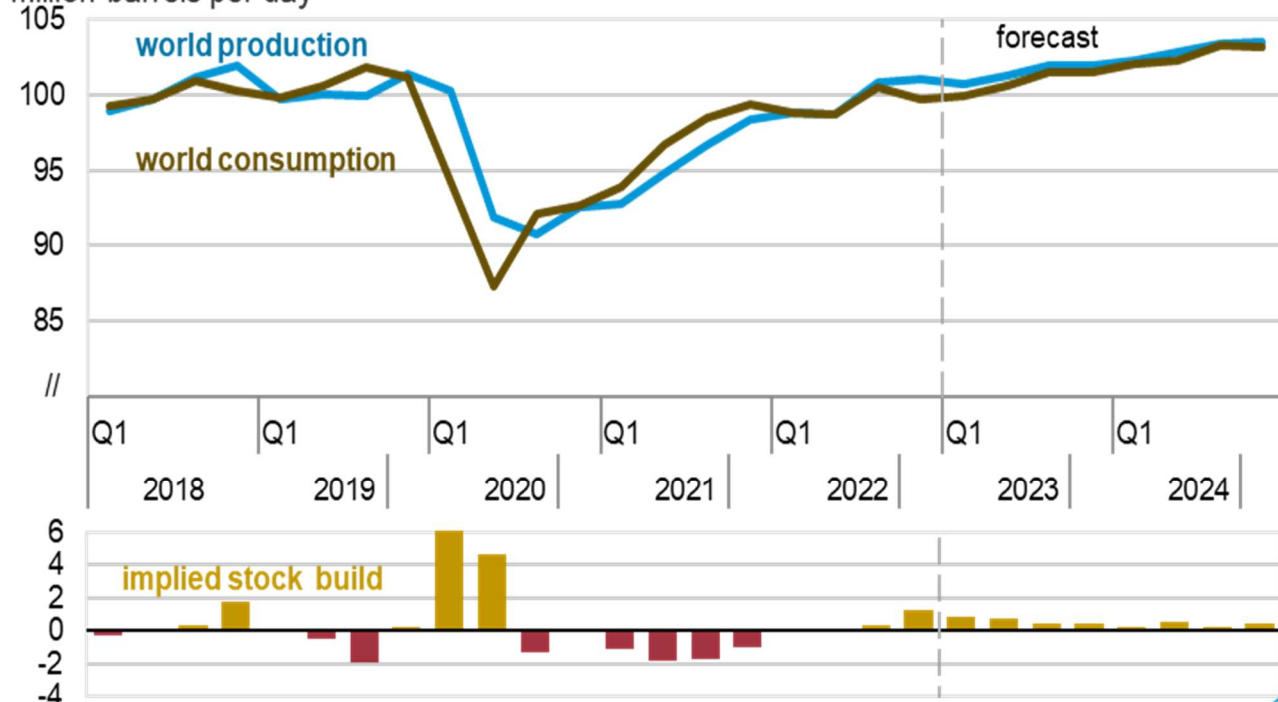


SUPPLY & DEMAND

- The March forecast is showing slight increases in surpluses over the next two years versus the February forecast that indicated smaller surpluses. The level of surplus moving forward has been growing for the past several months.
- This forecast indicates more plentiful supply with respect to demand which is negative for price.
- This slight changes in this forecast are most likely due to changes in global economic growth expectations as central banks continue to raise rates to combat inflation.

World liquid fuels production and consumption balance

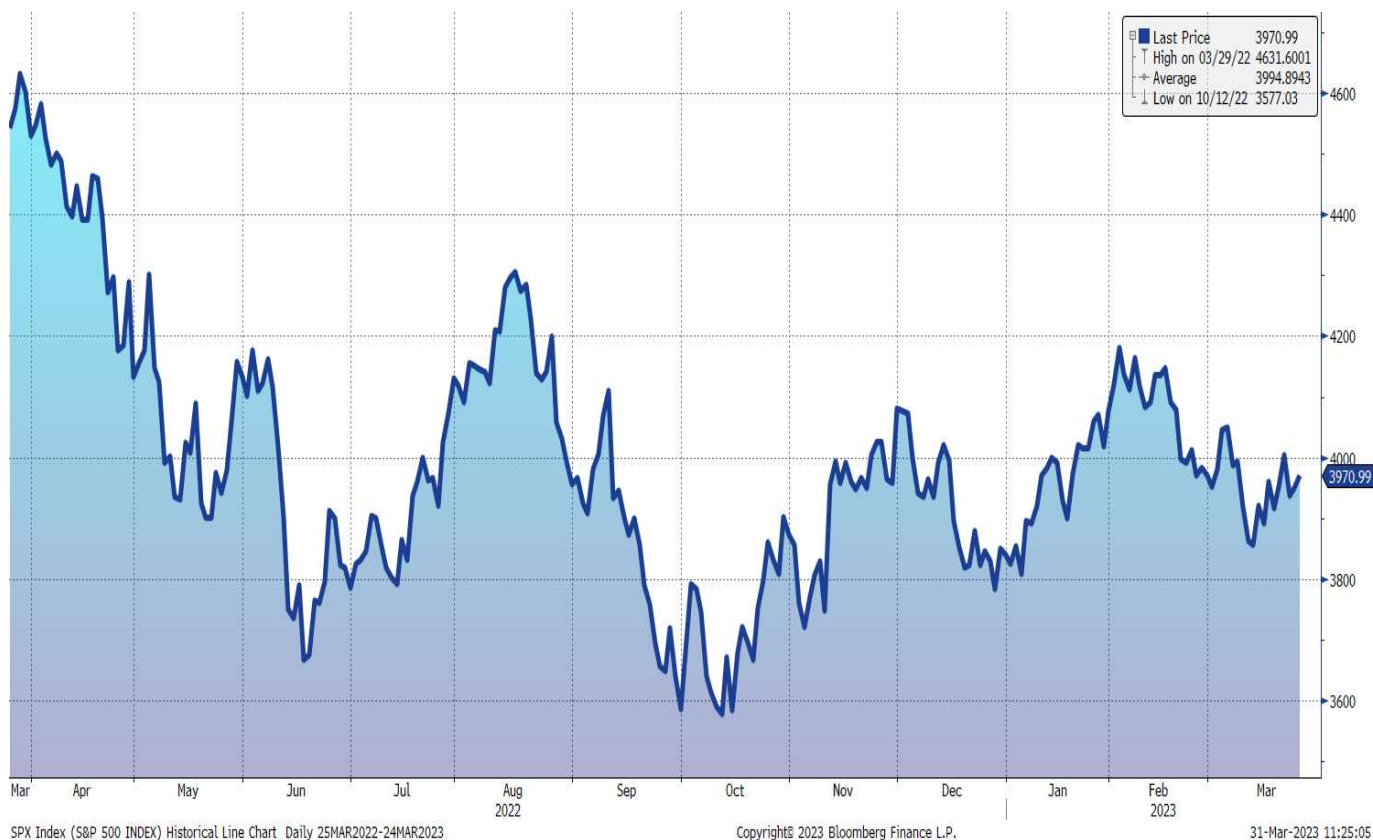
million barrels per day



Data source: U.S. Energy Information Administration, Short-Term Energy Outlook, March 2023



Below is the one-year graph of the US stock market (S&P 500) as of March 24th.



Below is the one-year graph of the US Dollar Index as of March 24th.

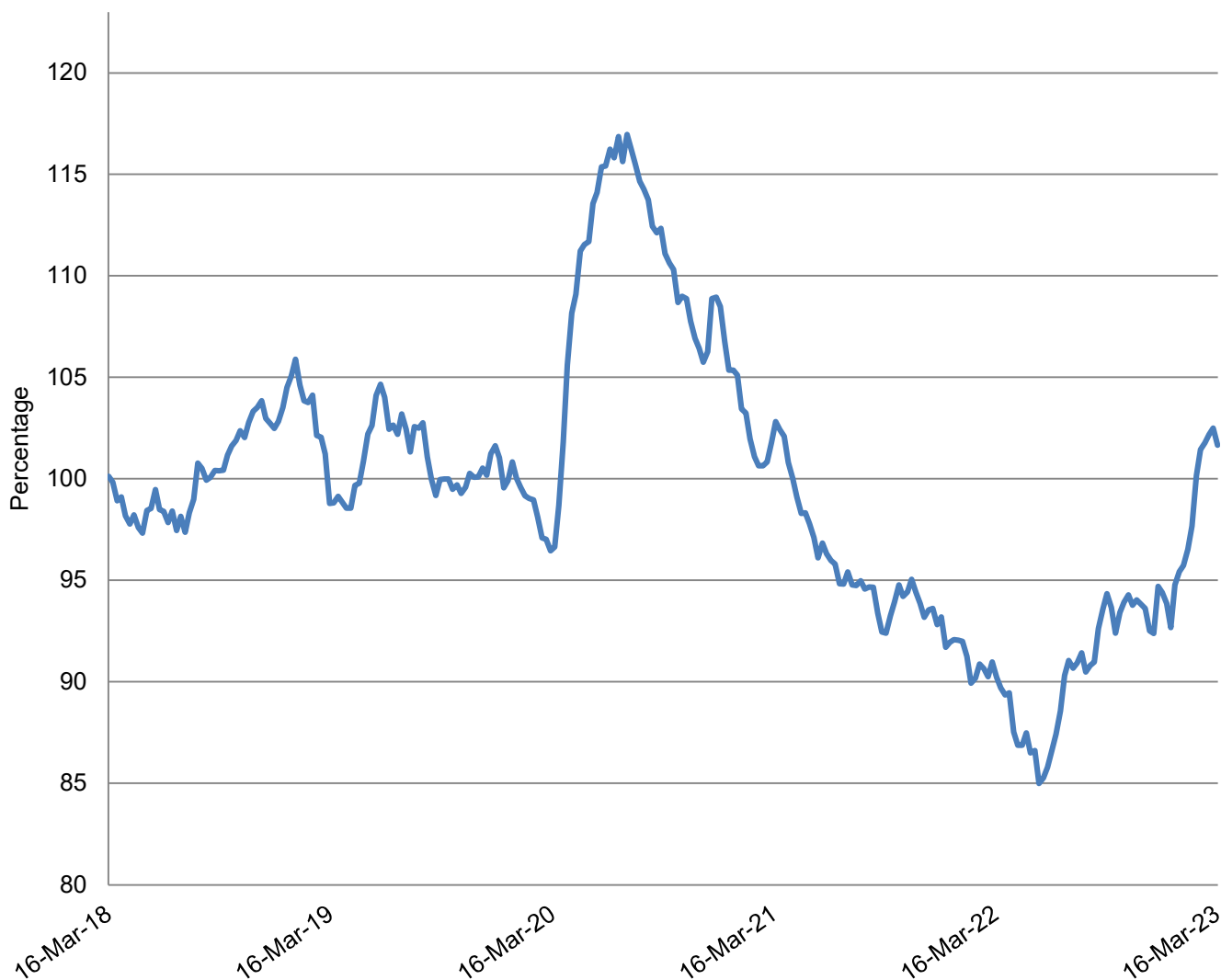


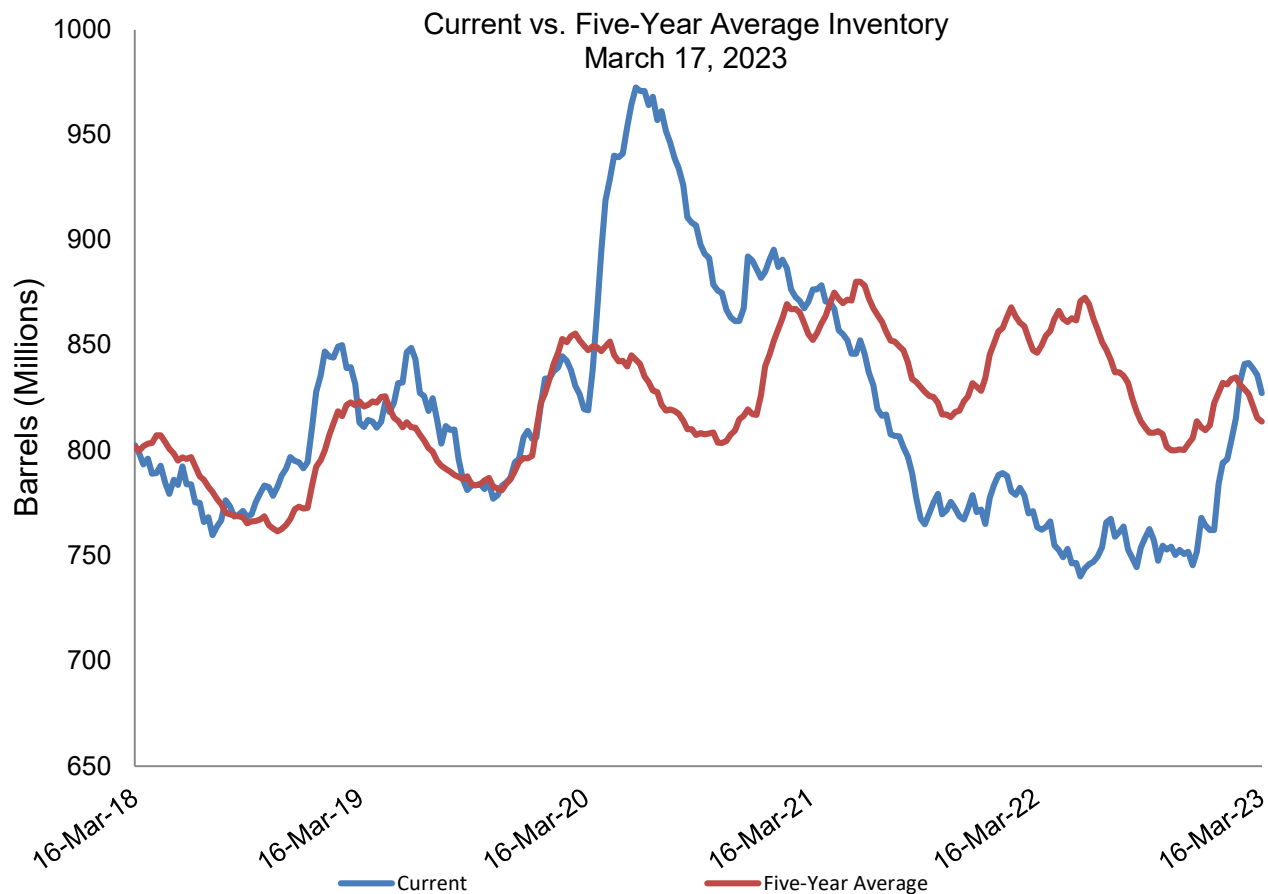
INVENTORIES

During the week ended March 17th, total domestic petroleum inventories decreased by 8.60 million barrels vs. a five-year average decrease of 1.65 million barrels and vs. an expected decrease of 5.11 million barrels. Inventories decreased by 6.94 million barrels vs. the five-year average and decreased by 3.48 million barrels vs. expectations. Total inventories stand at 827.2 million barrels, down from 835.8 million barrels at the end of the previous week. The five-year average inventory is 813.8 million barrels, down from 815.4 million barrels at the end of the previous week.

Current inventories are +1.65% larger than the five-year average, down from +2.50% during the previous week. Last week was the highest level of inventory vs. the five-year average since April 2021.

Current Inventory as % of 5-Year Average
March 17, 2023





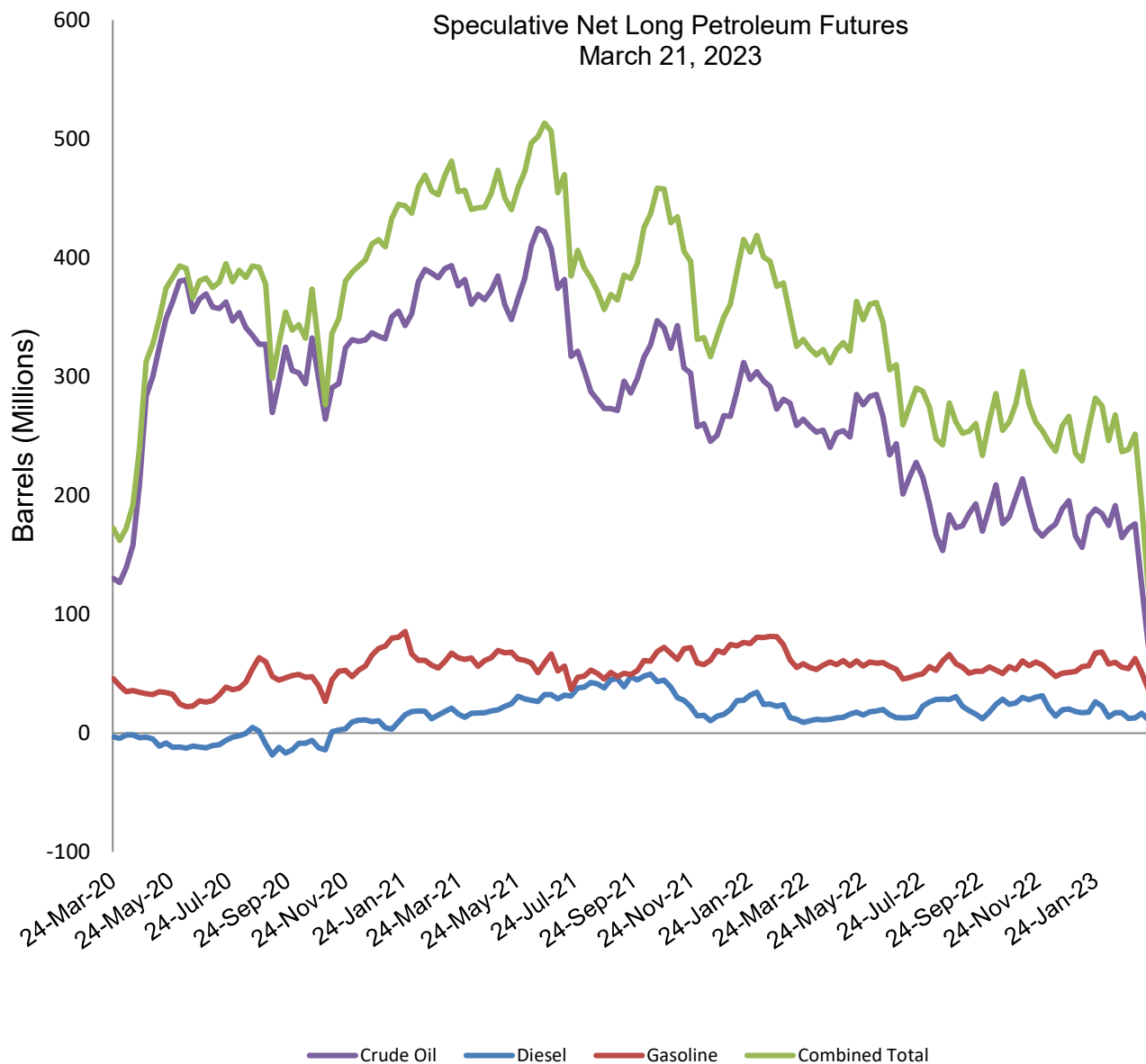
SPECULATION

Speculation plummets to six-year low.

As of March 21st, the net speculative long position in petroleum futures was 117,918,000 barrels, down 73,269,000 barrels (-38.32%) from the previous week. Speculation decreased for the second week and represents 14.26% of domestic inventories. Speculation is 57.20% below its one year moving average. The corresponding spot month diesel futures price on March 21st was 269.02 cents per gallon, down - 2.42 cents per gallon from the prior week.

Diesel fuel price and size of speculative net long position in petroleum are +74.90% correlated over the past 52 weeks indicating that, on a statistical basis over the past year that 56.10% of diesel fuel price movements are explained by changes in level of speculation. The correlation between speculation and diesel price has moved from being significantly negative to significantly positive. The increase in correlation indicates a more normalized market. A positive correlation is the normal market condition.

The net speculative long position has been variable over the past year ranging between 117 million and 363 million barrels with an average of about 276 million barrels, which is down about 6 million barrels on the week.



QUESTIONS AND FURTHER INFORMATION

Linwood Capital, LLC is an institutional fuel hedging management, advisory, and consulting firm. Linwood creates and manages customized fuel hedging programs for institutional consumers of petroleum, natural gas, and electricity. Linwood Capital, LLC is a registered Commodity Trading Advisor.



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Past results are not necessarily indicative of future results.
Commodity trading involves substantial risk of loss.

metrolinktrains.com/meeting

ITEM ID: 2023-208-0

TRANSMITTAL DATE: May 19, 2023

MEETING DATE: May 26, 2023

TO: Board of Directors

FROM: Paul Hubler, Chief Strategy Officer

SUBJECT: Grants Quarterly Update - 3rd Quarter, Fiscal Year 2023

Issue

Staff is providing an update of grant acquisition, reprogramming and closeout activity for the period of January 1, 2023 to March 31, 2023.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

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

Background

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

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

Discussion

Grant Activity Summary for January 1, 2023 to March 31, 2023

Acquired Reprogrammed Closed

<i>(1)</i>	<i>(0)</i>	<i>(3)</i>
\$106.9 million	\$0	\$6.3 million

With one state grant of \$106.9 million acquired, the Authority currently manages 33 active federal grants totaling \$480.1 million, 27 active state grants totaling \$1.376 billion and 2 active regional grants, totaling \$52.0 million, for a total portfolio of \$1.908 billion.

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

Grant Activity Discussion

Acquisition

The Authority acquired one State Grant of \$106.9 million.

1. \$106.9 million from the Transit and Intercity Rail Program (TIRCP) for reconfiguration of the Fullerton Interlocker, 3rd track from Fullerton to Esperanza, and additional funding for the El Monte Station & Siding Improvements project and the Simi Valley Double Track Project.

Reprogramming

Reprogramming of projects from previously approved Rehabilitation and Capital Program budgets occurs when projects are completed with savings or when deferred or cancelled projects cannot make use of grant funds in a timely manner. No funds were reprogrammed in this quarter.

Closure

Grants are closed when all projects are completed within the work performance period allowed

under the grant. Three state grants from the LCTOP program totaling \$6.3 million were closed. These grants funded ticket vending machine replacements, a fare voucher promotion, and acquisition of railroad support equipment.

Next Steps

Any new grant acquisitions, reprogramming or closure activities during the next quarter will be reported at the September 2023 meeting.

Prepared by: Tom Schamber, Director, Grants

Approved by: Paul Hubler, Chief Strategy Officer

Attachment(s)

[Appendix A - Grant Activity Summary - Federal](#)

[Appendix B - Grant Activity Summary - State](#)

[Appendix C - Grant Activity Summary - Regional](#)

APPENDIX A				
FEDERAL GRANTS				
GRANT PROGRAM	CURRENT PRIMARY GRANT USE	TOTAL GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE March 31, 2023
Section 5309	Passenger car procurement and parts	\$ 5,258,845	5,133,669	\$ 125,176
Section 5309	PTC and locomotive replacement	\$ 46,258,740	43,715,174	\$ 2,543,566
Section 5309	Signal and communication improvements and locomotive replacement	\$ 8,891,620	8,811,411	\$ 80,209
Section 5309	Locomotive replacement and rail car overhaul	\$ 21,228,712	20,797,053	\$ 431,659
Section 5337	Locomotive replacement and rail car overhaul	\$ 31,591,144	30,756,381	\$ 834,763
Section 5307	Locomotive replacement	\$ 12,106,922	10,413,641	\$ 1,693,281
Section 5307	Locomotive replacement and PTC	\$ 7,001,915	6,550,114	\$ 451,801
Section 5307	Locomotive replacement, signal and communication improvements	\$ 2,617,801	2,615,909	\$ 1,892
Section 5307	Locomotive replacement, signal and communication improvements	\$ 8,173,372	8,160,172	\$ 13,200
Section 5337 & 5307	FY 2017 Metrolink System Rehabilitation & Fare Collection System Upgrade	\$ 84,770,455	51,348,311	\$ 33,422,144
Section 5337	5337 - Metrolink High Priority State of Good Repair, including slope stabilization and tie replacement on the Orange Subdivision	\$ 8,867,332	8,450,935	\$ 416,397
FY17 FRA Section 3028	Positive Train Control (PTC) System Improvements	\$ 3,200,000	3,145,014	\$ 54,986
Section 5307	Metrolink Passing Siding in South Orange County	\$ 2,556,000	2,300,201	\$ 255,799
CMAQ	Metrolink Anaheim Canyon Station Improvements	\$ 10,000,000	9,035,429	\$ 964,571
Section 5307	San Fernando Road Bike Path Signal Implementation	\$ 5,312,000	3,087,141	\$ 2,224,859
Section 5307	FY 2020 Metrolink Equipment	\$ 20,974	20,582	\$ 392
Section 5337	FY21 Metrolink Rehabilitation	\$ 19,022,852	1,895,692	\$ 17,127,160
Section 5337	San Juan Creek Bridge Replacement	\$ 35,724,000	68,703	\$ 35,655,297
Section 5307	CRRSAA FFY21 Section 5307 SCRRRA Operating Assistance	\$ 4,350,630	4,350,630	\$ -
Section 5307	ARP FFY21 Section 5307 SCRRRA Operating Assistance	\$ 22,983,399	22,983,399	\$ -
Sections 5307 and 5337	Metrolink Preventive Maintenance - FY 2022	\$ 10,144,338	10,144,338	\$ -
Section 5337	FY22 Metrolink Rehabilitation	\$ 20,150,817	46,217	\$ 20,104,600
FRA CRISI	Upscaling Key PTC Onboard and Wayside Components	\$ 9,440,000	4,360,749	\$ 5,079,251
FRA CRISI	Leveraging PTC to Increase Capacity and Reduce Headways and Alternative Vendor Analysis	\$ 3,150,000	11,056	\$ 3,138,944
FRA CRISI	Burbank Corridor Speed & Safety Improvements	\$ 10,746,091	-	\$ 10,746,091
FEMA Transit Security Grant Program	Video Surveillance System	\$ 1,681,719	-	\$ 1,681,719
FRA Fed-State Partnership	Rehabilitation of Four Rural Bridges	\$ 6,750,000	-	\$ 6,750,000
FRA Fed-State Partnership	Pacific Surfliner Corridor Rehabilitation and Service Reliability	\$ 31,800,000	-	\$ 31,800,000

APPENDIX A				
FEDERAL GRANTS				
GRANT PROGRAM	CURRENT PRIMARY GRANT USE	TOTAL GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE March 31, 2023
FHWA Commuter Authority Rail Safety Improvements	Rail-Highway Crossing Improvements City of El Monte	\$ 14,771,250	-	\$ 14,771,250
FRA CRISI	Fullerton Junction Interlocking Project	\$ 30,000,000	-	\$ 30,000,000
FRA Railroad Trespassing Suicide Prevention	Suicide Prevention Project	\$ 59,000	48,384	\$ 10,617
FRA Trespassing Enforcement	Hot Spot Trespassing Enforcement Operations	\$ 112,795	-	\$ 112,795
FEMA Transit Security Grant Program	Cybersecurity / Security Data Network	\$ 1,399,950	-	\$ 1,399,950
TOTAL		\$ 480,142,673	\$ 258,250,304	\$ 221,892,369

APPENDIX B				
STATE GRANTS				
GRANT PROGRAM	CURRENT PRIMARY GRANT USE	TOTAL GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE March 31, 2023
Prop 1A High Speed Rail Commuter Rail Connectivity	Locomotive replacement	60,000,000	59,281,735	718,265
Prop 1A High Speed Rail Commuter Rail Connectivity	Locomotive replacement	8,500,000	8,105,062	394,938
Prop 1A High Speed Rail Commuter Rail Connectivity	Rail Car Overhaul	20,207,000	15,791,351	4,415,649
Prop 1B Intercity Rail Funds	Capitalized Maintenance Signal & Track Modernization	5,000,000	2,920,238	2,079,762
Prop 1B Intercity Rail Funds	Laguna Niguel - San Juan Capistrano Pass Siding	3,000,000	-	3,000,000
State Rail Public Transit Assistance	Early Earthquake Warning System	4,870,400	4,805,535	64,865
Prop 1B Public Transportation, Modernization, Improvement and Service Enhancement Account	Locomotive replacement and passenger car overhaul	55,903,509	51,093,282	4,810,227
State Cap and Trade Low Carbon Transportation Operations Program	New rider ticket voucher program	2,029,192	-	2,029,192
State Cap and Trade Low Carbon Transportation Operations Program	Tamper, Stabilizer, Regulator	3,143,244	3,143,244	-
State Cap and Trade Low Carbon Transportation Operations Program	Operations extended service from Dec 2020 through November 2021	3,056,418	3,056,418	-
State Cap and Trade Low Carbon Transportation Operations Program	LCTOP Low-Income Fare Discount Pilot Program	1,701,800	30,691	1,671,109
State Cap and Trade Low Carbon Transportation Operations Program	Metrolink Low-Income Fare Discount	3,996,765	-	3,996,765
State Rail Assistance Program (FY18-20)	Track and signal upgrades at Los Angeles Union Station	11,083,638	10,500,000	583,638
State Rail Assistance Program (FY21-25)	Track and signal upgrades at Los Angeles Union Station	17,618,760	1,465,464	16,153,296
State Transit and Intercity Rail Program (Cycle 1 2015)	Locomotive replacement and expansion	41,181,000	41,181,000	-
State Transit and Intercity Rail Program (Cycle 3, 2018)	SCORE Phase 1 Projects Led by Metrolink	403,919,000	54,967,919	348,951,081
State Transit and Intercity Rail Program (Cycle 3, 2018)	SCORE Phase 1 Projects Led by Member Agencies	471,789,000	N/A*	471,789,000
State Transit and Intercity Rail Program (Cycle 4, 2020)	Antelope Valley Line Capital & Service Improvements Led by Metrolink	62,200,000	-	62,200,000
State Transit and Intercity Rail Program (Cycle 4, 2020)	Antelope Valley Line Capital & Service Improvements Led by Metro	44,850,000	N/A*	44,850,000
State Transit and Intercity Rail Program (Cycle 5, 2022)	Perris Valley Line Capacity Improvements Led by RCTC	25,042,000	-	25,042,000
FHWA Section 130	Palmdale Avenue P Safety Improvements	1,652,000	8,457	1,643,543
FHWA Section 130	Lancaster Avenue K Safety Improvements	1,077,000	6,971	1,070,029
FHWA Section 130	Lancaster Avenue J Safety Improvements	1,720,000	6,509	1,713,491
FHWA Section 130	Lancaster Avenue M Safety Improvements	990,000	7,092	982,908
Affordable Housing & Sustainable Communities	Signal Respacing in Orange County	8,000,000	188,725	7,811,275
Affordable Housing & Sustainable Communities	Lancaster Terminal Improvements	6,843,199	-	6,843,199
State Transit and Intercity Rail Program (Cycle 6, 2023)	El Monte Siding & Station Improvements; Fullerton Junction Reconfiguration & Fullerton to Esperanza 3rd Track; Simi Valley Double Track	106,900,000	-	106,900,000
TOTAL		1,376,273,925	256,559,692	1,119,714,233

APPENDIX B				
STATE GRANTS				
GRANT PROGRAM	CURRENT PRIMARY GRANT USE	TOTAL GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE March 31, 2023

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

APPENDIX C				
REGIONAL GRANTS				
GRANT PROGRAM	CURRENT PRIMARY GRANT USE	TOTAL GRANT AMOUNT	AMOUNT REIMBURSED	REMAINING BALANCE MARCH 31, 2023
AQMD Carl Moyer FY21	Tier 4 Locomotives	51,696,093	-	51,696,093
AQMD Carl Moyer FY21	Electric Rail Car Mover	318,142	318,142	-
TOTAL		52,014,235	318,142	51,696,093

metrolinktrains.com/meeting

ITEM ID: 2023-203-0

TRANSMITTAL DATE: May 19, 2023

MEETING DATE: May 26, 2023

TO: Board of Directors

FROM: Paul Hubler, Chief Strategy Officer
Lisa Bahr, Chief Experience Officer

SUBJECT: Public Outreach for Low-Income Fare

Issue

In September 2022, the Authority launched a pilot program with a 50% discount on all Metrolink fares for eligible Low-Income individuals. This item seeks Board approval to initiate the fare change process consistent with the Authority's Public Participation Plan (Attachment A) to make the Low-Income fare discount a regular part of the Metrolink fare structure.

Recommendation

EXECUTIVE COMMITTEE RECOMMENDED (4-0) the Board approve the initiation of the public comment period as required under Title VI for the continuation of Metrolink's Low-Income Fare.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board. A Low-Income fare discount will open the option of transit to many riders who would otherwise not be able to afford it.
- **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. A Low-Income discount will encourage new ridership focused on serving disadvantaged communities, addressing both emissions reduction and equity.

Background

In 2020, the Authority embarked on a study to evaluate accessibility and affordability to its system and identify solutions that could serve the needs of transit-dependent and vulnerable riders, improve conditions for everyone on its system, and capture lapsed and new riders in a return to pre-pandemic ridership levels and to grow beyond that in the future. A key recommendation of that study was the creation of a systemwide 50% discount program for Low-Income riders.

At its regular Board meeting on May 28, 2021, the Board adopted a resolution to authorize use of grant funding through the Low Carbon Transit Operations Program (LCTOP) for the purpose of implementing a subsidized Low-Income fare discount pilot program for all trips made by Low-Income riders throughout the entire Metrolink service area until the funds are exhausted. Proof of eligibility was to be established at the point-of-sale at the Ticket Vending Device with no additional proof required during fare inspections. This is accomplished by swiping a State-issued EBT Cal-Fresh (food-stamp) card. The pilot program was launched in September 2022 after technical modifications to the Ticket Vending Devices to accept State-issued EBT cards. Given the continued growth in program utilization, staff recommends making the Low-Income fare discount part of the Authority's regular fare structure. In compliance with Title VI requirements, staff recommends the Committee recommend the Board direct staff to open the public comment period for the proposed change.

Discussion

Pilot Results

The Authority has been one of the first transit agencies to implement automatic verification of Low-Income eligibility using EBT cards. The required technical modifications to the Ticket Vending Devices to read EBT cards as proof of eligibility have proven extremely successful and Metrolink's Low-Income program has become a model for other agencies. Since its launch in September 2022, the number of Low-Income passes and tickets sold has exhibited consistent increases from month to month. Low-Income fare transactions have doubled from 3,216 transactions in September to 7,964 in March 2023. Low-Income fare transactions now account for more than 9% of all transactions on ticket vending devices.

Low-Income Fare Transactions

Month	Transactions
Sep 2022	3,216
Oct 2022	5,251
Nov 2022	5,832
Dec 2022	6,221
Jan 2023	6,850
Feb 2023	6,832

Mar 2023	7,964
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One-way and Round-trip Tickets are most popular accounting for 92% of all Low-Income transactions. Senior and Disabled riders have been shown to take advantage of the Low-Income fare at a higher rate than other types of riders and now account for more than 26% of Low-Income fare transactions.

Public Outreach

The goal of the LCTOP program, a Caltrans-funded program, is to reduce greenhouse gas emissions and improve transportation sustainability by providing new and expanded bus and rail service for disadvantaged and Low-Income communities. This program creates a 50% fare reduction for EBT card holders.

Title VI public outreach activities are required to be follow the Authority's Board-approved Public Participation Plan. To ensure that the identified demographic is made aware of the discount, Metrolink staff will perform the required Title VI public outreach.

Public outreach activities include: a 30-day public comment period, one public meeting (virtual), noticing in multiple language newspapers, posting on Next Door, an e-comment feature and one public hearing held before the SCRRA Board of Directors to evaluate the development and implementation of the Low-Income Transit Operations Program (LCTOP) program. Staff will also provide an equity analysis that is prepared in accordance with the Authority's Board-approved Title VI Policies in order to determine if the fare discount results in any disparate impacts or disproportionate burdens.

Tentative timeline includes:

May 26, 2023

- Board considers initiation of the public comment period, which will commence upon approval
- News release and webpage launched
- Electronic blast (E-blast), texts, social media, and will be sent out with link to survey

June 12-15, 2023

- Staff holds virtual community meeting. At this virtual meeting participants will learn more about the LCTOP program and provide their opinions regarding the program.
- Reminders sent existing databases including Next Door, Title VI and elected officials about electronic options to complete survey and submit comments.
- Public comment period closes on July 14, 2023.

July 28, 2023

- Board holds public hearing
- Staff presents the results of the Title VI fare equity analysis and public outreach.
- Board votes on the continuation of the LCTOP low-income fare program.

Budget Impact

Title VI Public Outreach costs are included in the Adopted Operating Budget for FY2022-23

(\$20,000). The Low-Income fare program is subject to the continued availability of LCTOP grant funding.

Next Steps

- May 26: Board will open public comment period.
- July 14: Staff will return to the Executive Committee with the results of the public outreach and the Title VI equity analysis.
- July 28: Board will vote recommendations from the Executive Committee to continue or revise the low-income fare program.

Prepared by: Henning Eichler, Senior Manager, Market Insights and Analytics,
Customer Experience
Sylvia Novoa, Public Affairs Manager, Government and
Community Relations

Approved by: Lisa Bahr, Chief Experience Officer
Paul Hubler, Chief Strategy Officer

Attachment(s)

[Attachment A - Title VI Civil Rights Program 2022 Public Participation Plan](#)

Public Participation Plan

Southern California Regional Rail Authority
(Metrolink)

July 2022



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INTRODUCTION

The Southern California Regional Rail Authority (SCRRA) is strongly committed to seeking and encouraging public participation in the overall regional transportation planning process and in the planning process for its individual projects. Public meetings, newsletters, fact sheets, surveys, email messages, social media, and web pages are just a few examples of the types of tactics SCRRA implements in its effort to solicit input from the public regarding agency service and initiatives.

A. Purpose of the Public Participation Plan

The purpose of the Public Participation Plan is to provide guidance when seeking public participation related to projects, policy, fare, and service changes, and to identify techniques and methodologies for soliciting and considering public input. The program will be updated at least every three years, as appropriate in coordination with other Title VI policies.

B. Service Area

SCRRA's jurisdiction is within six Southern California counties: Los Angeles, Orange, Ventura, Riverside, San Bernardino and northern San Diego.

GOALS AND GUIDING PRINCIPLES

The overall goal of SCRRA's Public Participation Plan is to establish a framework for achieving mutual understanding of project issues among stakeholders involved in and impacted by various projects and/or service changes. SCRRA engages in public outreach and executes various public involvement plans to ensure that its stakeholders—who include federal, state, and local officials, local residents and business owners and other interested parties receive information regarding the status of the relevant project or service change and participate in the decision-making and planning process. The public outreach goals, objectives and tactics for each project, policy and/or service change vary and are determined by SCRRA staff during the development of the associated public involvement plan.

SCRRA'S DEFINITIONS AND RELATED ANALYSIS

Major Service Changes refer to FTA regulations that require Metrolink to evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether those changes have a discriminatory impact. For service changes, this requirement applies to "major service changes" only. A major service change is defined as a numerical standard, as expressed by distribution of routes as measured against the existing level of service. The major service change policy shall apply to both service reductions and service increases. All major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the Board of Directors for their consideration and then

forwarded to the FTA with a record of the action taken by the Board. Please see SCRRA's Major Service Change Policy for a detailed definition of major service changes.

Public Hearing is the specific, formal public meeting held when SCRRA is considering a Major Service Change or Fare Change, and when other matters under SCRRA jurisdiction will create a similar level of impact to the entire SCRRA jurisdiction. Public hearings are recorded, and formal transcripts of the meeting made available. Additionally, a board secretary is present at all public hearings to record the comments and suggestions of persons who prefer not to make their comments in writing. Some public hearings are conducted in conjunction with meetings of the SCRRA Board of Directors. Typically, only one public hearing is held in relation to a single issue, however a series of public meetings may also be held to gather additional information of value in assessing the issue under consideration.

Public Meeting is the opportunity for members of the public to meet with SCRRA representatives and discuss policy and service changes. Public meetings may be held in advance of an issue that requires a public hearing as well as being a part of an effort to gather public opinion on other issues of concern to the community. Board members may not attend public meetings, but any feedback received at a public meeting will be transmitted to Board members in advance of the public hearing. Not all public meetings are followed by a formal public hearing.

Thirty Day Comment Period refers to a specifically designated 30-calendar-day period during which formal comment is accepted on a proposed policy or action. The period is typically scheduled to end 72 hours before the SCRRA Board of Directors will vote upon the subject policy or action.

PROCESS TO DEVELOP THE PUBLIC PARTICIPATION PLAN

A. Federal Laws and Regulations

Federal regulations and guidance advise that there must be early and continual involvement of elected officials, agency representatives, citizens and other interested parties throughout the transportation planning and programming process. Such regulations and guidance have directed SCRRA's public involvement efforts and efforts to improve access to SCRRA's transportation decision-making process by low-income, minority and Limited English Proficient (LEP) populations as required by Title VI of the Civil Rights Act of 1964, Executive Orders 12898 and 13166 and related authority, Title VI Requirements and Guidelines for Federal Transit Administration (FTA) Recipients, Circular 4702.1B and Environmental Justice Policy Guidance for FTA Recipients, Circular 4703.1. The Public Participation Plan and all resulting public involvement plans created for current projects are developed to adhere to these requirements and advice.

B. State and Local Laws and Regulations

SCRRA relies on multiple strategies to encourage participation by stakeholders, individuals, groups and organizations that comprise the public by developing its public involvement plans consistent with the public involvement strategies employed by the state and local governments.

Public involvement is a key component of the transportation planning process and is the responsibility of the local metropolitan planning organizations (MPOs) in developing local Transportation Improvement Programs (TIP). SCRRA cooperates with its local MPO in providing for public input and participation in the transportation planning process which is outlined in the Transportation Public Involvement Plan (TPIP) in accordance with the federal requirements described in 23 CFR Part 450.

C. Limited English Proficiency

SCRRA engages limited English proficient (LEP) populations in its public participation processes through the use of its Limited English Proficiency Plan (LEP Plan). Here are examples of targeted outreach efforts to minority populations:

- Under this plan SCRRA provides notices regarding the public hearing in the 10 identified and approved LEP languages.
- Notices regarding all Title VI meetings are posted in these identified languages. Additionally, SCRRA translates all meeting notices, PowerPoint presentations, comment cards and Facebook Live presentations in English and Spanish. This format allows LEP Spanish Speakers to actively participate in and leave comments for all Title VI presentations.
- Accommodations can be made for translation of the other 9 languages with a 72-hour notice in advance of the close of public comment. The SCRRA has developed its LEP Plan to be

consistent with Title VI of the Civil Rights Act of 1964, DOT's Title VI regulations (49 CFR part 21), FTA Title VI Circular 4702.1B, and Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Persons (70 FR 74087, December 14, 2005).

In developing this Public Participation Plan, SCRRA has taken reasonable steps to ensure that individuals who have limited-English proficiency have meaningful access to benefits, services, information, and other important portions of the Authority's programs and activities.

SCRRA's LEP Plan consists of two main components. The first component is the Four Factor Analysis, which SCRRA has used to determine its key affected LEP populations. The second component is an Access Plan which addresses how the Authority is to provide services to LEP individuals, train employees, and monitor and update the LEP Plan. To date SCRRA has identified Spanish speakers as the main LEP language population served by the Metrolink system. This is consistent with the last Title VI Report submittal in September 2019 and the Four Factor Analysis has been prepared for the 2022 LEP Plan. SCRRA already provides Safe Harbor language translation service via a 1-800 number which customers and employees can access. SCRRA will continue to provide this service under the updated LEP Language Access Plan.

SCRRA developed its LEP Language Access Plan based upon the results of the Four Factor Analysis. The Plan focuses on analyzing the points of potential contact and interactions with LEP individuals and communities. The points of interaction identified include: Metrolink trains, telephone encounters, in person encounters, and the Metrolink website. The characteristics of each interaction point determine the most appropriate language services to use. Plan execution is focused on training staff to utilize the resources available to them, such as the telephone language line service and translated promotional material, as appropriate. SCRRA continuously monitors the program and evaluates the program for future update needs.

Members of LEP populations in particular are served through the use of translated documents, translated web pages on the Metrolink website and interpreters made available through contact with SCRRA's customer call center at 1 (800) 371-5465.

Based on analysis conducted within the SCRRA service area, the following communities have been identified as having prominent low-income, minority and/or Limited English Proficiency (LEP) populations:

Los Angeles County

Baldwin Park
Burbank – Downtown
Burbank Airport – North
Burbank Airport - South
Cal State Los Angeles
Commerce*
Covina
El Monte
Glendale
Industry
Los Angeles Union Station
Montclair
Northridge
Norwalk/Santa Fe Springs
Palmdale
Pomona – Downtown
Sun Valley
Sylmar/San Fernando
Van Nuys
Orange County

Orange County

Anaheim (ARTIC)
Buena Park
Santa Ana

Riverside County

Jurupa Valley/Pedley
Moreno Valley/March Field
Perris – Downtown
Riverside - Downtown
Riverside – Hunter Park/UCR

San Bernardino County

Fontana
Montclair
Ontario - East
Rialto
San Bernardino*
Upland

Ventura County

Oxnard

PROGRAM/ACTIVITY SPECIFIC PUBLIC PARTICIPATION PROGRAM PLANNING OVERVIEW

A. Overview

Using the regulations and guidance provided in federal and state law, SCRRA staff will apply the principles and guidance set out in this document to inform its efforts to create public involvement plans that will ensure public participation in the decision-making process.

SCRRA staff will use, as is appropriate, the following methods, principles, and policies when constructing the public involvement plan for specific projects and activities. Principles and policies for conducting SCRRA Board of Directors meetings and receiving public comment at those meetings, setting the major service change policy, and other topics are discussed specifically in this section with the goal of ensuring clarity of the decision-making process related to Metrolink operations.

B. Methodology and Public Participation Tools

SCRRA staff will evaluate the policy, program, study, or other activity for which public involvement is either required or desirable to determine the most appropriate methods for involving the public in the decision-making process. SCRRA staff is not limited to only those specific activities, and is encouraged to employ, within the resource limits of SCRRA, best practices for engaging the public.

Educational Outreach

SCRRA's educational outreach consists of the development of various public activities and informational materials regarding the Authority's projects and initiatives to enhance public awareness and communicate the Authority's overall goals and objectives. Translated materials will be provided or translation will be made available to members of LEP populations:

- Website
- Social media platforms (i.e., Twitter, Facebook, Instagram, etc.)
- Survey monkey or other survey tools
- Next Door, Nixle or City digital/electronic outreach options
- Digital newsletter
- Transportation publications (i.e., APTA, ASHTO, Mass Transit)
- Multi-lingual publications
- Coordination with Member Agencies for information distribution
- Notification of riders in Metrolink distribution list
- Communication with LEP communities through Constant Contact

- Email blasts
- Press Releases

Formal and Informal Meetings

Public hearings and informational meetings will be scheduled prior to and during planning and implementation of projects to provide an opportunity for the public to comment on current and future projects and initiatives. Public hearings will be conducted in accordance with federal, state and local requirements including the provision of translated materials and/or interpretation services for members of LEP populations as appropriate.

- Public Hearings
- Public Information Meetings
- Community, Civic, and Neighborhood Association meetings (formal or informal)
- Pop up events
- Bilingual Facebook Live or other live streaming options
- Stakeholder meetings (formal or informal)
- Business coalition meetings
- Transportation partner meetings (formal or informal)
- Transportation related fairs/events (formal or informal)
- Board meetings (formal)
- Universities and schools

Legislative Briefings

SCRRA engages in ongoing updates, through one-on-one meetings and informational materials, with federal, state, and local levels of government to ensure the opportunity for input from elected officials regarding SCRRA projects and initiatives that may impact their constituents.

- Elected Officials – State, Federal, Local

Interagency Partnering and Planning

SCRRA fosters and maintains ongoing relationships with its planning partners to enhance SCRRA's public outreach efforts and coordinate planning activities between the public agencies involved in project implementation. These partnerships are inclusive of governmental and planning entities, business organizations, and neighborhood and civic associations; and are promoted by SCRRA via means including special events and community affairs, speaker bureaus, ongoing dialogue, focus groups and memoranda of understanding, as appropriate. In order to keep open lines of communication and keep the public and other SCRRA partners informed throughout the project

process, Technical Review Teams, or advisory committees are established as appropriate. These teams are representative of agencies such as: The Federal Transit Administration (FTA), Federal Railroad Administration (FRA) Environmental Protection Administration (EPA), California Transportation Commission, (CTC), California Department of Transportation (Caltrans), local governments, and citizen and business organizations.

- Membership with active participation of Chamber of Commerce/Business Organizations
- Special events and community fairs
- On-going dialogue with applicable groups

Information Technology

SCRRA engages in various technology-based outreaches to promote and enhance public participation. These methods include access through the Metrolink website to the SCRRA Board meetings via agendas and minutes, project-specific web links and information, news releases, and public activities calendar. Translation available has expanded greatly since the 2013 Title VI report. Instead of offering only Spanish for translation on its website, SCRRA now offers 109 languages. On its Universal Language Line, accessed through the 1-800-371-5465 customer information number, SCRRA now offers live translation into 209 languages.

- Web pages
- Email announcements
- Coordinate website information with other transportation partners (links)

External Affairs and Communications

Through press releases, meetings, brochures, mailings, fact sheets and other written communications, SCRRA provides updates to the public and its planning partners regarding important initiatives and project updates to enhance awareness. These efforts also include the developing and planning of community activities and events to promote public involvement, and work in conjunction to the Authority's public involvement program. Translated materials and/or interpretation services will be provided for members of LEP populations as appropriate.

Metrolink also produces an external newsletter, "Metrolink Matters," every other month, providing members of the public with updates on proposed service and fare changes, access issues, safety issues and other matters to enhance overall awareness of SCRRA services. Through the distribution of bilingual Community Matters cards and a community relations email, Metrolink encourages the community to reach out and share their comments and concerns regarding Metrolink proposals and initiatives.

When working with minority and/or LEP communities, Metrolink provides culturally and linguistically appropriate opportunities for identified minority and/or LEP communities to be engaged.

Media Outreach

- Broadcast media
- Print media
- On-line media opportunities

Database

- Elected officials
- Community organizations
- Special “transportation” interest group(s)
- Project “specific” organizations
- Stakeholders
- Transportation partners
- Partner agencies
- Media
- Neighborhood associations
- Educational community
- Business organizations
- Non-traditional and minority organizations

Other Methodology for Incorporating Public Comments

- Preliminary data collection (as required)
- Surveys
- Special research
- Public comment hearings and meetings
- Stakeholders meetings

Notification

- Legal notice
- Web announcements
- Meeting notification (database)

- Radio announcements
- Telephone device for deaf (TDD)
- Customer call center

C. SCRRA Board of Directors

Meeting Notices and Agendas

The SCRRA Board of Directors complies with the Ralph M. Brown Act, Gov. Code Section 54950 et seq., which establishes open meeting and participation requirements for all local public agencies in California. In addition, upon request of the news media or any interested parties, notices of Board meetings are sent by electronic mail or facsimile prior to the meetings. Agendas for the meetings and the annual meeting schedule are available to any person requesting a copy and are posted on SCRRA's website.

Public Comment Period

The SCRRA Board highly values public participation at its board meetings. Board agendas provide ample time for public comment. The public is given as much time as is feasible to speak at board meetings.

Special Needs

The SCRRA Board complies with the Americans with Disabilities Act and makes every effort to be responsive to any reasonable request for accommodation to allow persons with disabilities to attend and participate in SCRRA Board meetings. Anyone with special needs, including language translation, should notify the SCRRA Public Affairs Department 72 hours prior to a regular meeting and 24 hours prior to a special meeting.

Meeting Minutes

Official minutes of the SCRRA Board meetings are available as provided in the Brown Act, and copies may be obtained at the SCRRA office for reasonable copy costs (\$0.10 per page if the minutes exceed 10 pages). In addition, official minutes are posted on the SCRRA website.

D. Public Participation Process for Metrolink Minor Service Changes

The following approval process is required for minor service changes that do not exceed the major service change threshold and they include:

- Operational changes (e.g., changes to time points or temporary route deviations)
- Other minor changes (e.g., additional trips, deleted trips, changes in routing)

No formal public comment outreach effort is required for these changes; however, the use of informal information meetings will be considered for these changes.

E. Public Participation Process for Metrolink Fare Changes, Major Service Changes, and Amendments to the Disparate Impact/Disproportionate Burden Policies, Service Standards, or Major Service Change Policy

SCRRA provides opportunity for public input regarding projects, studies, fare changes, major service changes, amendment of the disparate impact policy or disproportionate burden policy, and major service change policies by conducting public hearings or informational meetings as appropriate. Metrolink also provides Facebook Live streaming opportunities for community members who want to participate in the process but are unable to attend the scheduled meetings. Additionally, Facebook Live meetings are held in English and Spanish to provide community members an opportunity to leave comments online, participate in the process and not physically be at a meeting. These options are designed to ascertain public sentiment regarding decisions such as service changes or fare increases relating to transit operations and planning provided by SCRRA.

For all fare changes, major services changes and amendments to SCRRA's major service change, disparate impact or disproportionate burden policies are amended, a 30-day public comment period and at least one public meeting must be held. The Public Participation Process consists of:

- 30-day Comment period open
- News Releases
- Web Notice
- Email Blast
- Public Meeting
- Public Hearing-may or may not have digital component

As deemed appropriate by SCRRA staff, the Authority will involve customers in the planning process for fare changes or major service changes. Following the planning efforts, SCRRA staff will make recommendations for service changes.

Metrolink Public Comment Process

For major service changes, fare changes, and amendments to the disparate impact, disproportionate burden, or major service change policy, a public comment period will be opened by action of the SCRRA Board of Directors. Following that action, SCRRA staff will:

- 1) Post notices to inform the public of major service changes, proposed fare changes, and amendments of the disparate impact/disproportionate burden or major service change policy on trains serving the affected routes and on the SCRRA website. The notices will also announce the public comment period and public meeting date and solicit rider and non-rider comments.

- 2) Advertise the comment period and public meeting in a newspaper(s) of general circulation and via other print, video, or electronic media as deemed appropriate by the SCRRA staff. Advertisements will appear no fewer than fifteen (15) days, and no more than thirty (30) prior to the date of the public hearing.
- 3) Hold open a 30-day comment period until no later than 72 hours before the SCRRA Board of Directors meeting where the matter will be subject to consideration. Comments received outside of the public comment period may be considered in the decision-making process or may be reserved for consideration in future revisions of the policy addressed by the comment.
- 4) Following completion of the public comment period, submit to the SCRRA Board of Directors a recommendation(s). As part of the recommendation(s), a summary of the public comments received will be provided, and copies of or transcripts of the actual comments will be made available upon request to the SCRRA Board of Directors.

Opportunities for people to submit comments:

- Email address
- Mailing address
- Survey link online
- In person
- At office
- At public meeting

Once approved by the Board of Directors, the date which SCRRA staff implements the approved service changes, fare change, or policy, depends upon the requested action.

Public Meetings and Hearings

The methodology for planning and conducting public meetings and hearings is described below. These meetings are typically held within the 30-day public comment period but may begin before the period formally starts and extend after the period; so long as the last meeting is held before the SCRRA Board of Directors is scheduled to address the issues under review.

Meeting Locations and Logistics

When SCRRA policy requires or staff determine that a public meeting or a public hearing is necessary and appropriate, SCRRA will determine the geographical areas in which meetings will be held in light of information developed in the LEP Language Access Plan and in the mapping and demographic research conducted in support of that effort, as well as in an effort to ensure that other traditionally underserved populations are included. SCRRA will also identify, and contact Community Based Organizations (CBOs) located in the relevant areas to determine their interest in

assisting SCRRA with reaching out to their clients and residents of the selected areas.

SCRRA will reach out to a broad range of community interests, which may include civic groups; business organizations; service providers for youth, families and persons with disabilities; schools, including those providing English as a Second Language programs; churches and faith-based organizations; senior centers; and community centers.

Notification Methods

Community members shall be notified of opportunities to participate in meetings or otherwise share their opinions and ideas with SCRRA using an appropriate combination of:

- CBO Newsletters
- CBO Mailing Lists
- LEP community-based organizations
- Direct Mail
- Radio Announcements
- Ethnic Media
- Paid Advertisement
- Flyer Distribution at Park and Ride Lots and Stations
- Seat Drops on Metrolink trains
- Social Media
- Metrolink's website

Translation Services

Translated materials and interpretation services will be available upon request or when SCRRA staff determines necessary using current federal and state regulations and guidance. In response to community or individual requests for additional languages, additional translated materials and interpretation services shall also be provided.

Documentation

- Maps
- Notification ads and flyers
- A summary and analysis of public participation survey responses
- A summary and analysis of meeting evaluation responses
- A database of all public comments submitted
- Letters of public comments received during the process

- A summary and analysis of draft PPP evaluations

Public Hearing

When SCRRA policy, or SCRRA staff, following federal or state guidance, determines that a formal public hearing is to be held, the public hearing will consist of the following:

- 1) An information period will be provided to allow the SCRRA project team to explain the nature of the changes in service, detailing the reasoning behind the proposal to the public;
- 2) A public comment period will be provided to allow members of the general public an opportunity to express their views on the topic at the hearing. SCRRA may either set limits on the length of time each person can speak to ensure all parties have ample time to share their views or, when the number of participants allows, conduct individual interviews with members of the general public who wish to express their views. If the latter option is exercised, notes of the comments of the participants will be included in the transcript of the meeting;
- 3) Written comments regarding the service and/or fare changes being proposed will also be considered;
- 4) SCRRA staff will be available at all public hearings to record comments from members of the public who prefer to provide their direct comment orally but not necessarily before a group; and
- 5) Public hearings will be of public record and open to all members of the public.

All public hearings must be recorded, either electronically or by the Board Secretary, and transcripts are to be made available to the public in a timely fashion.

Public Hearing Information Dissemination and Public Notification

SCRRA will provide written and oral explanation of the proposed changes to SCRRA policy, operational practice or other activity. The proposed changes will be available for public review and comment during the 30-day public comment period at the SCRRA offices or designated location. Public notice of the public hearing will be circulated to the area's media outlets within 30 days, and no less than five days prior to the actual hearing date; and must include the correct date, time location, and purpose of the hearing.

Hearing Officer

The Hearing Officer shall be the Director, Public Affairs or assigned staff. The project manager may assign the responsibility of Hearing Officer to any SCRRA staff personnel as deemed appropriate. The Hearing Officer is responsible for presiding over the public hearing and public activities associated with ensuring the opportunity for public input. These responsibilities include, but are not limited to:

- 1) The securing of an ADA accessible venue for the public hearing;
- 2) The notification of media outlets to publicize the hearing;
- 3) The recording of the hearing and the availability of the minutes of the hearing to the general public; and
- 4) Pre-hearing materials, including meeting announcements, agendas, displays that detail items that are to be discussed at the hearing, and any mailings or publicity materials that are necessary for the hearing which will be furnished by the Hearing Officer.

Special Needs

The hearing will be held in an ADA accessible facility and in an area accessible by public transit. The Hearing Officer will provide hearing materials, publications, explanations in alternative formats, if required, such as a signer for the hearing impaired and Braille publications for the visually impaired, upon sufficient notice of two weeks. The Hearing Officer will provide materials in other languages if the area affected is home to a LEP designated area. All requests for alternative formats for hearing materials and publications should be submitted to Public Affairs Department, Metrolink, 900 Wilshire Blvd. Suite 1500, Los Angeles, CA 90017, in writing at least two weeks prior to the hearing date.

Use of Public Comments

SCRRA staff will take the views expressed by the citizens during the public hearing and 30-day comment period into consideration and make final recommendations to the SCRRA Board of Directors for a proper discussion and vote on the proposed changes or policies. Additional hearings may be convened as appropriate. All comments received during the designated 30-day comment period will be considered when staff prepares their final recommendations and when the Board of Directors makes its decision.

F. Sample Public Participation Outreach Plan Timeline

- 1) SCRRA staff determines a public outreach effort is necessary and creates a public involvement plan for the project.
- 2) SCRRA reaches out to the community, particularly to Title VI, LEP, minority, and low- income Community Based Organizations, to identify places, times and locations for in- person and public meetings. The public involvement plan is modified, if necessary, to accommodate the needs and recommendations of the community.
- 3) Thirty-day formal comment period is held. Informal public meetings and/or public meetings are held, as determined in the public involvement plan.
- 4) Fifteen (15) days prior to the date of the public hearing, advertisements are placed and

announcements are made in the regional news media, on the Metrolink website and using other methods as appropriate.

- 5) No fewer than seven days before the SCRRA Board of Directors is scheduled to consider the issues under review, a summary report of the public comment, appended with copies and transcripts of the submitted public comment, will be provided to the members of the SCRRA Board of Directors for review and consideration.

PERFORMANCE MEASURES AND OBJECTIVES

A. Public Participation Outcomes

SCRRA will work to provide the public and specific interested parties with the information and perspective necessary to provide thoughtful and considered comments that will assist SCRRA in setting policies and procedures that will ensure that it delivers high quality services to its customers and constituents.

SCRRA will evaluate and report on its efforts to provide opportunities to the public to participate in its decision-making processes, keep logs of contact with the public, particularly protected communities, and on the content and amount of the public comment received. Additionally, SCRRA will examine the results of its efforts, compare efforts with best practices, and modify future efforts to better reflect the desires of and enhance the ability of the public to participate in the SCRRA decision-making process.

B. Conclusion

SCRRA is committed to a thorough and robust public participation process that employs best practices; respects and follows federal and state law, regulation, and guidance on public participation; utilizes state resources effectively; and results in a belief in the communities it serves and more broadly that SCRRA values the input of the community in its decision-making process. SCRRA's Public Participation Plan is intended to be a living document that will be informed by best practices, successes, and lessons learned.

APPENDIX A: FEDERAL DEFINITIONS

Unless defined in another SCRRA policy, all terms are as defined in FTA Circular 4702.1B:

Community Based Organization (CBO) refers to a public or private nonprofit organization of demonstrated effectiveness that -- (A) is representative of a community or significant segments of a community; and (B) provides educational or related services to individuals in the community.

Discrimination refers to any action or inaction, whether intentional or unintentional, in any program or activity of a Federal aid recipient, sub recipient, or contractor that results in disparate treatment, disparate impact, or perpetuating the effects of prior discrimination based on race, color, or national origin.

Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin.

Disproportionate burden refers to a neutral policy or practice that disproportionately affects low-income population's more than non-low-income populations. A finding of disproportionate burden requires the recipient to evaluate alternatives and mitigate burdens where practicable.

Disparate treatment refers to actions that result in circumstances where similarly situated persons are intentionally treated differently (i.e., less favorably) than others because of their race, color, or national origin.

Limited English Proficient (LEP) persons refers to persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all.

Low-income person means a person whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. Recipients are encouraged to use a locally developed threshold, such as the definition found in 49 U.S.C. 5302 as amended by MAP-21: "refers to an individual whose family income is at or below 150 percent of the poverty line (as that term is defined in Section 673(2) of the Community Services Block Grant Act (42 U.S.C 9902(2)), including any revision required by that section) for a family of the size involved" or another threshold, provided that the threshold is at least as inclusive as the HHS poverty guidelines.

Low-income population refers to any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FTA

program, policy or activity.

Minority persons include the following:

- American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
- Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
- Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
- Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
- Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Minority population means any readily identifiable group of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient populations (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy, or activity.

Minority transit route means a route that has at least 1/3 of its total revenue mileage in a Census block or block group, or traffic analysis zone(s) with a percentage of minority population that exceeds the percentage of minority population in the transit service area. A recipient may supplement this service area data with route-specific ridership data in cases where ridership does not reflect the characteristics of the census block, block group, or traffic analysis zone.

National origin means the particular nation in which a person was born, or where the person's parents or ancestors were born.

Predominantly minority area means a geographic area, such as a neighborhood, Census tract, block or block group, or traffic analysis zone, where the proportion of minority persons residing in that area exceeds the average proportion of minority persons in the recipient's service area.

Public transportation means regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low-income; and does not include Amtrak, intercity bus service, charter bus service, school bus service, sightseeing service, courtesy shuttle service for patrons of one or more specific establishments, or intra-terminal or intra-facility shuttle services. Public transportation includes buses, subways, light rail, commuter rail, monorail, passenger ferry boats, trolleys, inclined railways,

people movers, and vans.

Public transportation can be either fixed route or demand response service.

Service area refers either to the geographic area in which a transit agency is authorized by its charter to provide service to the public.




Service standard/policy means an established service performance measure or policy used by a transit provider or other recipient as a means to plan or distribute services and benefits within its service area.

Statewide transportation improvement program (STIP) means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

Title VI Program refers to a document developed by an FTA recipient to demonstrate how the recipient is complying with Title VI requirements. Direct and primary recipients must submit their Title VI Programs to FTA every three years. The Title VI Program must be approved by the recipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions prior to submission to FTA. For State DOTs, the appropriate governing entity is the State's Secretary of Transportation or equivalent.

Transportation Improvement Program (TIP) means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.

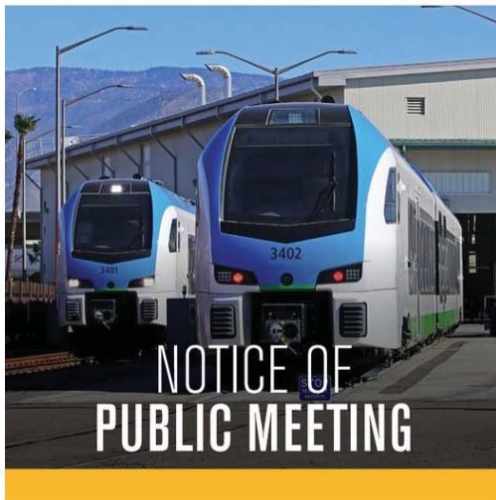
Appendix D – Outreach Material Examples

 **Metrolink** 
Published by Brett Hawkins · March 11 at 9:00 AM · 

Metrolink expects to inaugurate the new ARROW passenger train service connecting San Bernardino - Downtown to University of Redlands Station during fall 2022. Have feedback on the proposed service? Attend our public meeting on March 15, RSVP here: metrolink/3h0CzVh

Metrolink espera inaugurar el nuevo servicio de tren de pasajeros ARROW que conecta el centro de San Bernardino con la estación de la Universidad de Redlands durante el otoño de 2022. ¿Tiene comentarios sobre el servicio propuesto? Asista a nuestra reunión pública virtual el 15 de marzo. RSVP aquí: metrolink/3h0CzVh

[See Translation](#)



Online: Twitter Posting



METROLINK. SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY metrolinktrains.com

CONDUCTOR ANNOUNCEMENT

DATE: **Tuesday, April 20, 2021**

TO: **METROLINK CONDUCTORS**

DATE(s) TO ANNOUNCE: **Wednesday, April 20, 2021- April 29, 2021**

LINES: **All Lines**

TRAIN: **All inbound and outbound trains**

ANNOUNCEMENT BEGINNING:

“Your attention please, Metrolink will be hosting a virtual Title VI meeting to discuss the possible continuation of our service reduction. The meeting is open to the public and will take place on April 29 at 4:30 PM. Please visit Metrolinktrains.com/publichearing for more information.”

Audio: Text for Conductor Announcements

PUBLIC HEARING NOTICE



NOTICE OF PUBLIC HEARING

In Fall of 2022, the Authority are planning to inaugurate the new ARROW passenger train service on the 9-mile rail extension between San Bernardino Downtown and the University of Redlands station. This rail extension falls under the Federal Transit Administration (FTA) Title VI requirement for transit agencies to conduct an equity analysis and public outreach for all new fixed guideway capital projects. Metrolink seeks to create opportunities for inclusion and engagement with the community by inviting the public to review and provide feedback on the proposed service. You can provide comments at metrolinktrains.com/ecomments. The comment period closes April 12, 2022.

Or

PARA ASISTIR A LA REUNIÓN PÚBLICA

martes, 15 de marzo de 2022

4:30 pm PST (en español)

Zoom Videoconferencia

Identificación de la reunión (Meeting ID): 899 3797 0384

Enlace: <https://us02web.zoom.us/j/89937970384>

Via teléfono: (833) 548-0276

ATTEND THE PUBLIC MEETING

Tuesday, March 15, 2022

5:00 pm PST (English Only)

Zoom Video Conference

Meeting ID: 854 1525 2326

Weblink: <https://us02web.zoom.us/j/85415252326>

Via Phone: (833) 548-0276

Online: Public Hearing Notice



ITEM ID: 2023-192-0

TRANSMITTAL DATE: May 19, 2023

MEETING DATE: May 26, 2023

TO: Board of Directors

FROM: Lisa Bahr, Chief Customer Experience Officer

SUBJECT: Customer Experience Quarterly Update for Q3 FY2022-23

Issue

Staff is updating the Committee on Customer Experience campaigns and activities for the third quarter of FY2022-23. These updates will be provided each quarter.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to delight them. In collaboration with departments across Metrolink, the Customer Experience team works to deliver a consistently exceptional experience throughout our customers' entire journey – starting from the moment they first interact with our brand and through every trip planned, taken, and remembered.

Background

The Customer Experience team's FY2022-23 goals are to provide the most exceptional experience in public transportation, grow ridership, and reposition and elevate the value of the Metrolink brand.

This report is an overview of how those objectives were advanced during the third quarter of FY2022-23.

Discussion

Regain and Grow Ridership

Metrolink ridership recovery continued and even accelerated during the third quarter. Total ridership between January and March 2023 reached 1,265,000 boardings. That was up 42% over the same period in 2022 and exceeds the second quarter's year-over-year growth rate of 38%. The performance during the third quarter was driven primarily by an increase in weekday ridership, which was up 47% year-over-year. This compares to an 11% rate of growth for weekend ridership.

Quarterly Boardings

	FY22Q3	FY23Q3	Change
Weekday	773,690	1,141,740	48%
Weekend	116,330	128,555	11%
Total	890,020	1,270,295	43%

Sales of Monthly Passes continued to be strong into March 2023 and indicate a lasting ridership effect of the 30% discount offered during October, November, and December 2022. As many as 17% of the new customers who responded to the promotion continued to buy a Monthly Pass after the sale price reverted to the regular price. Another 23% had purchased other ticket types prior to the pass promotion. Ridership was also aided by fare promotions for the new Arrow service during the third quarter. Detailed monthly sales trends for passes and tickets are provided in the table below as requested by the Board.

Number of Passes and Tickets sold per month

Ticket Type	Jul -22	Aug-22	Sept-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23
Monthly Pass	3,281	3,510	3,862	4,981	5,129	4,494	4,010	4,233	4,221
7-Day Pass	2,162	2,935	2,445	1,686	1,154	1,188	2,226	1,931	1,937
10-Day Flex Pass	578	838	727	668	501	409	968	834	986
5-Day Flex Pass	1,801	2,249	2,334	2,170	1,841	1,368	2,292	2,119	2,255
Weekend Day Pass	18,155	11,797	9,361	7,325	7,378	5,350	6,916	5,042	6,416

Round-trip Ticket	29,700	33,598	34,354	34,161	31,477	28,168	31,032	30,607	36,193
One-way ticket	134,527	141,281	143,246	151,030	139,339	130,199	128,224	125,753	149,184
\$15 Summer Pass	6,070	7,114	491	-	-	-	-	-	-
Arrow \$1 Special Fare	-	-	-	-	-	-	-	1,856	2,257

Throughout the third quarter, staff continued to utilize paid, earned, and owned media, partnerships, and incentives to expand the use of Metrolink among our current riders, as well as find and entice new riders to the service. Compared to a year ago, weekday ridership during the third quarter rose 42% while weekend ridership rose 11%. The highest daily ridership was reached on February 4, Transit Equity Day, with 19,824 boardings, a new pandemic record, as we offered free rides. Ridership recovery during the quarter reached 42.3% of pre-pandemic levels. Unfortunately, ridership was impacted negatively by the track closures in southern Orange County.

During Q3, efforts to regain and attract new riders were focused on the following campaigns:

Transit Equity Day

Metrolink first observed Transit Equity Day on February 4, 2021, to much fanfare. In late 2022, the Metrolink Board of Directors approved plans to honor Rosa Parks' birthday by offering free rides system-wide on an annual basis. LA Metro and OCTA, along with transit agencies throughout San Bernardino County also offered free rides on February 4.

In addition to reinforcing the message of the importance of equity in transportation, the intent of the promotion was to provide new riders an incentive to try Metrolink and make it a part of their long-term lifestyle as well as highlight the new Low-Income Fare Discount program for California EBT cardholders.

Campaign tactics included a joint press conference with Metro, LADOT and SBCTA, a community outreach table at LA Union Station where Metrolink staff passed out flyers regarding the Low-Income Fare Discount program, and social media posts from our agency as well as from elected officials and local government social media accounts. Metrolink also sent emails to current and lapsed riders, launched a paid social media promotion, and digital signage in LA Union Station.

Three television stations – KNBC 4/KVEA, KCBS/KCAL, and KTLA 5 – covered the joint press conference generating earned media results of 51 media mentions, 104,721,282 impressions, and an ad value equivalency of \$5,701,739.

The 2023 Transit Equity Day campaign resulted in 19,824 boardings, including 1,059 on Arrow trains, a 40% increase over 2022 (14,150 boardings) and a 14% increase in low-income fare

ticket revenue over the previous week.

Spring Back-to-School Campaign

Beginning in January, Metrolink partnered with colleges and universities located near a Metrolink station to promote Metrolink services to faculty, staff, and students. Metrolink also promoted the 25% student discount on social media.

Staff provided college and university partners with a toolkit to encourage faculty, staff and students to take the train to campus. New mobile account users who registered with their valid school email received two complimentary Round-Trip tickets.

Participating schools included Cal State Los Angeles, Cal State Fullerton, Cal State San Bernardino, Cal State Channel Islands, Cal State Northridge, Cal Poly Pomona, UC Irvine, UC Riverside, Claremont Colleges, University of La Verne, University of Southern California, College of the Canyons, Crafton Hills College, San Bernardino Valley College, Riverside Community College, and Mt. San Antonio College.

\$1 Arrow Fare (Feb 1 to April 2)

In partnership with SBCTA, Metrolink offered a \$1 fare promotion for the new Arrow service. The promotion was applied to Round-Trip tickets between any two of the five Arrow stations. The special fare promotion was made available on Metrolink ticket machines and the mobile app as a special ticket option from February 1 through April 2. Staff promoted the offer with a paid advertising campaign, dedicated website, email, social media, and earned media. Results of the campaign included:

	Impressions	Engagement
Website	50,109	41,173 users
Email	38,320	60.0% Open Rate
Social Media	34,741	1,952
Paid Advertising	3,026,093	54,664 clicks
Earned Media	364,206	12 mentions Ad value \$42,239

University of Redlands Partnership

Metrolink partnered with SBCTA and the University of Redlands in January and February to provide complimentary passes to faculty, staff and students. The University of Redlands built a request form on its secure online portal, where faculty, staff, and students requested their passes and received them via the Metrolink App.

The campaign resulted in \$29,529 in revenue and 189 riders. Since the promotion, there have been repeat rider purchases of 96 tickets totaling \$2,013. In a post-campaign survey, 39.4% of respondents had never taken Metrolink prior to the promotion, and 21.2% had not taken Metrolink in more than a year. Thirty-eight percent of respondents previously drove their vehicles to school/work, while 21% were dropped off.

Customer Retention Strategies

Customer Appreciation Day

Since 2019, Metrolink has launched an annual campaign to thank customers for riding. In 2021, the focus of the campaign shifted to show our gratitude not only for the continued ridership of our customers (as well as lapsed ones) but also for their work that kept our region functioning throughout the COVID-19 pandemic. Then in 2022, Customer Appreciation Day resumed an in-person campaign with pop-ups at several Metrolink stations. This year's campaign incorporated the theme A CLASSIC METROLINK LOVE SONG . Creative included a Metrolink/train twist on love song lyrics by various artists representing different eras and genres, including Al Green, Billy Ocean, Coldplay, Taylor Swift and Rihanna.

On Tuesday, February 14, Metrolink staff, Board members, member agency personnel, and elected officials, distributed Metrolink swag, and scratch-n-sniff valentines to morning riders at various stations throughout the system. Attendees included Board Members Larry McCallon, Pamela O'Connor, Tony Trembley, Daniel Chavez, Tam Nguyen, and Walt Allen.

Three stations, including two Spanish-language stations, covered the activities. A press release was distributed after the station events along with B-Roll and images contributing to total earned media results as follows:

- Three mentions (one tv, one radio, and one online/print)
- 435,542 impressions

Equating to an ad value of \$12,142. Other results included:

	Impressions	Clicks	Other
Email	136,994	2,148	43.3% open rate
Social Media	55,615	3,048	5.48% eng. Rate
CEO Darren Kettle Video	8,377		
Earned Media	435,442	3 mentions	Ad value \$12,142

The shift in our positioning to be inclusive of leisure travel has been an important strategy in our ongoing efforts to grow ridership. To encourage Metrolink travel to major events and introduce Metrolink to new audiences, staff worked with several large-scale event promoters to encourage people to take Metrolink to avoid traffic congestion and parking hassles.

Event Giveaways

Staff ran social media contest giveaways for the following events:

- PaleyFest (March 2023)
- LA Travel and Adventure Show (February 2023)
- Metrolink Store (February 2023)

Special Train Service – Beyond Wonderland 2023

We partnered with Insomniac to offer late-night train service from their Beyond Wonderland festival making select stops along the San Bernardino Line on Saturday, March 25, and Sunday, March 26 departing at 2:45 a.m. from the San Bernardino-Downtown station. To enhance ticket sales, Insomniac provided a lanyard as a giveaway for all festival goers who

showed their Metrolink mobile ticket, included a link to the Metrolink webpage in multiple email blasts and social media posts featuring Metrolink as an alternative to driving.

Ticket Sales:

- Tickets Sold: 1,300
- Ticket Revenue: \$26,000

Special Train Service Ridership:

- Saturday: 900
- Sunday: 693
- Ridership increased 35% from the previous weekend.

Landing Page Metrics (Feb 1 – Mar 27, 2023):

- Total Clicks: 767
- Total Impressions: 22,000

Customer Comments:

- *“It’s super easy to use. Did it at escape. You don’t have to worry about driving. You don’t have to worry about finding parking. Way cheaper than uber.” – Instagram*
- *“10/10 recommend!! I’ll see you Saturday or Sunday morning technically ” - Instagram*
- *“cheaperThanParking” – Instagram*
- *“Haha went solo at my second beyond festival and best experience ever! You get to ride the train with other festival goers, dope experience” – Reddit*
- *“TIL about this transport option - already got a shuttle tix for BW but good to know for future fests!” - Reddit*

Reposition and Elevate the Value of the Metrolink Brand

The success, efficiency and safety of the Metrolink service is dependent on the perceptions of the brand among riders and the community at large. And while brand-building is a part of our ridership-driving campaigns, we also regularly implement initiatives whose primary goal is brand- and reputation-building.

Potential Rider Study

The study is intended to provide a better understanding of the potential ridership market and help devise marketing strategies to attract potential riders. The study is being conducted in two parts:

Phase 1 | Quantitative: The potential rider study launched with an email sent to approximately 90,000 lapsed and potential riders with an invitation to an online survey in English and Spanish. The survey was also advertised on social media to reach non-riders who have never taken Metrolink. The data collected is being used to identify specific market segments and create demographic and psychographic profiles for non-rider segments that have the highest potential for mode shift.

Phase 2 | Qualitative: We are conducting a series of five focus groups with potential riders for a deeper dive into the issues identified in the qualitative survey and to identify strategies for each market segment to drive mode shift to passenger rail and to assess how advertising and marketing strategies can best support these objectives.

The study is expected to be completed in May 2023 and results will be presented to the Board in FY24Q1.

Women's History Month

In honor of Women's History Month, Metrolink selected four female Metrolink employees to highlight in video interviews, which were shared each Wednesday in March on our social media channels, with an additional kickoff email distributed to current riders across our system on March 8, International Women's Day. The email had a strong 49% open rate, while the various social media posts garnered a total of 7,716 impressions and an average engagement rate of 5.1%. The Moreno Valley Times covered one of the featured employees, Fia AhSue, Assistant Director for Track and Structures Maintenance. The other three subjects were Elisa Cunningham, Shamonda Jones, and Sandra Martinez.

Earthquake Early Warning System

In September 2021, Metrolink announced advanced technology that combines its PTC technology with ShakeAlert earthquake data from the U.S. Geological Survey. The resulting Earthquake Early Warning system allows trains operating along Metrolink-owned tracks to automatically stop or slow down in the event of an earthquake. The technology was initially piloted in the summer of 2022 along the 91/Perris Valley Line and is now available across all lines.

To announce the system-wide availability of the Earthquake Early Warning system on Metrolink-owned tracks, staff distributed a press release, with input from the United States Geological Survey, to coincide with the 90th anniversary of the Long Beach Earthquake on March 10. The press release went out on March 9, the eve of the earthquake anniversary, and it received strong media pickup, including one radio broadcast, two television reports, and three print stories. One of the print stories and one of the television broadcasts were in Spanish. Total media impressions earned were 175,943 with an ad value equivalency of \$36,695.

Improve the Customer Experience

The Customer Experience team collaborates with other Metrolink departments to improve our customers' experience. Key initiatives include:

Station Wayfinding

In January, Customer Experience staff surveyed the San Bernardino-Downtown and Redlands-Downtown stations to determine the effectiveness of existing signage for transferring between Metrolink and Arrow service. Team members met with SBCTA to review findings and discuss signage improvements. SBCTA is working with their vendor to print and install new signs identifying A and B platforms to be consistent with other stations on the system.

In addition, Customer Relations participated in station walk-throughs of the new Anaheim Canyon platform to determine the best locations for new wayfinding signage. The new platform

opened on January 30th, and the signage was installed for opening day.

Website and Mobile App Improvements

Customer Relations staff implemented the following webpage updates:

- Sample images of acceptable proof of eligibility were added to the Accessibility/ADA page
- A new banner announcing the expanded Student/Youth trip program was added to the group trip page
- The Rail2Rail® webpage information was updated for clarity and to include the 2023 program blackout dates.

Customer Experience also improved the mobile app user experience by updating mobile ticket regulations, so they are consistent across all ticket types and refreshed the mobile ticket receipt to include the new logo and links to helpful web pages.

LA Union Station Storm Response

After a rainstorm in January flooded the passageway and access to tracks 1-3 and 10-14 at LA Union Station, Customer Relations staff responded by meeting all inbound trains, and redirecting passengers to the south end of the platforms and down the back ramp near track 15 to get to the Patsaouras bus plaza and Metro subway entrance. Metro and Amtrak supported the efforts by shuttling passengers on RedCap and Metro carts, while Metro Ambassadors directed customers from the center of the passageway. Water was cleared from the station after the morning rush and mitigating efforts were implemented prior to heavy rains in late February/early March.

A rainstorm in late February damaged a high-voltage fuse resulting in a power outage to the lights on the platforms, ramps, and the passageway. Metrolink Customer Experience, Safety, and Facilities leadership worked together to implement emergency lighting and restore partial power to the darkest platform. Station staff used flashlights to help guide passengers through the tunnel and to the ramps. Power was restored three days after the lights went out.

Next Steps

Staff will present its next quarterly update to the Executive Committee in September 2023.

Prepared by:

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Rachel Chaires, Sr. Manager, Customer Relations
Brett Hawkins, Social Media Specialist
Henning Eichler, Market Insights & Analytics Manager

Approved by: Lisa Bahr, Chief Customer Experience Officer

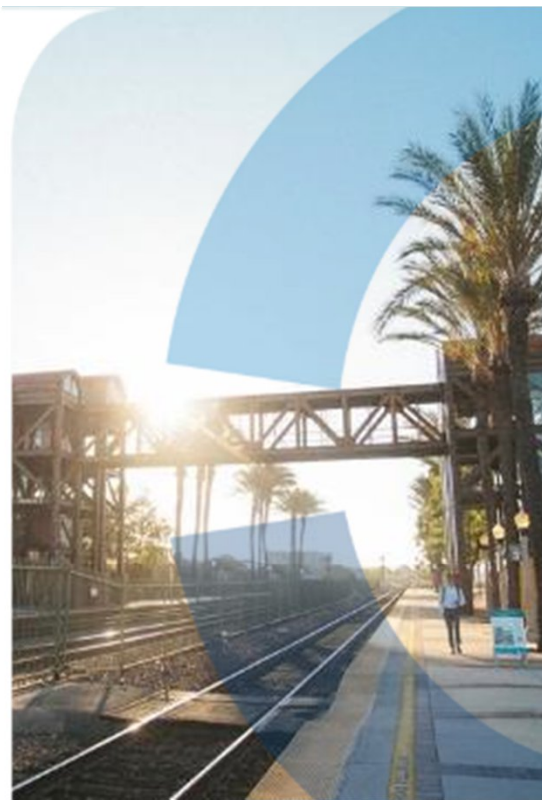
Attachment(s)

Presentation - Customer Experience Quarterly Update for Q3 FY2022-23

METROLINK

Customer Experience Quarterly Update for Q3 FY2022-23

Receive and file.



Storm Response & Wayfinding

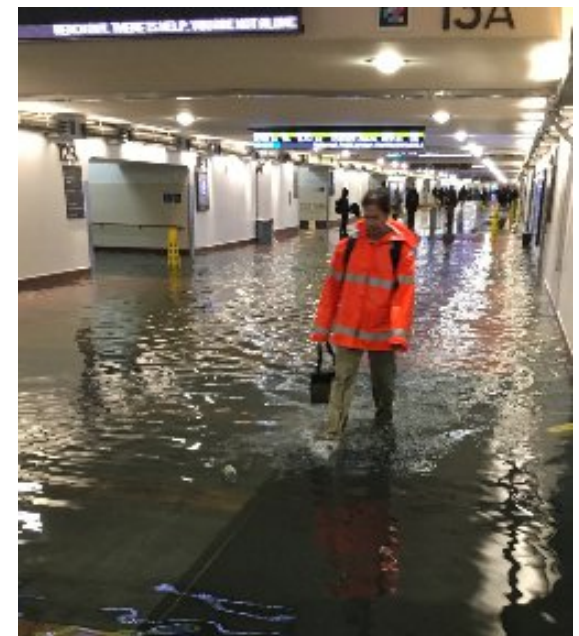
January 10, 2023



Safety is
Foundational

- Assisted customers during LAUS station flooding
- Station wayfinding improvements at San Bernardino-Downtown, Redlands-Downtown and Anaheim Canyon Station

"The signs on the pavement and elsewhere at the San Bernardino Downtown station for the transfer from the SB line to the Arrow line are very helpful" - passenger Michael Tschudi



Transit Equity Day *February 4, 2023*



Customers are our
Business

- Equity in transportation
- Incentive to try Metrolink

RIDERSHIP: 19,824 (Arrow 1,059)
+40% over 2022



METROLINK

Customer Appreciation Day

February 14, 2023



Customers are our
Business

- Board members, elected officials and Metrolink team members greeted customers
- Target Audiences: 136,479 riders who purchased a mobile ticket in 2022 & 2023, and riders at 8 stations



METROLINK



"Keep up the good work @metrolink, and to you, Darren, for the funny 'dad jokes.' They're the best!" @cubncad on Instagram

Earthquake Early Warning System

March 9, 2023



Modernizing Business
Practices

- Metrolink completed deployment
- Announcement coincided with 90th anniversary of the Long Beach Earthquake
- News coverage
 - Audience of 175,943
 - Ad Value Equivalency of \$36,695



TOTAL MEDIA RESULTS

Audience:
16,280,850

**Ad Value
Equivalency:**
\$1,109,047



METROLINK

Questions?


metrolinktrains.com/meeting

ITEM ID: 2023-194-0
TRANSMITTAL DATE: May 19, 2023
MEETING DATE: May 26, 2023
TO: Board of Directors
FROM: Ilyssa DeCasperis, Chief People Officer
SUBJECT: Quarterly Compensation Report - 3rd Quarter FY23 - January 1, 2023 through March 31, 2023

Issue

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

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

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

Background

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

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

Discussion

There were 19 compensation transactions that occurred during the third quarter of fiscal year 2022-23, January 1, 2023 through March 31, 2022. The compensation transactions are summarized below and in Attachment A, and described in detail in Attachment B:

New Hires*	9
Promotions**	3
Acting Pay	3
ATU Salary Increase	1
Return from Acting/Additional Pay	3
TOTAL	19

***New Hires**

All of the positions are designated as mission critical.

****Promotions**

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

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

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

A salary increase of 29.84% was authorized by the CEO to maintain the internal equity within the salary grade for the position. The minimum qualification for this position is four (4) years of related experience. The selected candidate possesses 18 years of experience. Additionally, the average salary for employees in a similar classification is \$118,376; hence the annual salary offered of \$116,000 reflects a reasonable and appropriate increase for the selected employee. Please see table below for salary details.

Effective February 6, 2023:

Type of Change	Current Information	Promotion Information
Job Title:	Executive Assistant II	Operations Administrator
Salary Grade / Range:	Grade G / \$57,172- \$89,340	Grade K / \$83,231 - \$130,064
Annual Salary:	\$89,339.95	\$116,000.00

A salary increase of 6.51% was authorized by the CEO to maintain the internal equity within the salary grade for the position. The minimum qualification for this position is five (5) years of related experience. The selected candidate possesses 25 years of experience. Additionally, the average salary for employees in a similar classification is \$113,801; hence the annual salary offered of \$115,000 reflects a reasonable and appropriate increase for the selected

employee. Please see table below for salary details.

Effective March 6, 2023:

Type of Change	Current Information	Promotion Information
Job Title:	Compliance Officer I	Railroad Civil Engineer II
Salary Grade / Range:	Grade I / \$70,930- \$110,836	Grade K / \$83,231 - \$130,064
Annual Salary:	\$102,000.00	\$115,000.00

A salary increase of 9.14% was authorized by the CEO to maintain the internal equity within the salary grade for the position. The minimum qualification for this position is seven (7) years of related experience. The selected candidate possesses 16 years of experience. Additionally, the average salary for employees in a similar classification is \$150,902; hence the annual salary offered of \$145,600 reflects a reasonable and appropriate increase for the selected employee. Please see table below for salary details.

Effective March 27, 2023:

Type of Change	Current Information	Promotion Information
Job Title:	Supervisor Inventory Control	Senior Manager - Various
Salary Grade / Range:	Grade L / \$92,665 - \$144,779	Grade M / \$99,926 - \$156,135
Annual Salary:	\$133,409.64	\$145,600.00

Next Steps

Human Resources will continue to report on a quarterly basis.

Prepared by: Agavni Bagdasarian, Senior Human Resources Analyst
Ilyssa DeCasperis, Chief People Officer

Approved by: Ilyssa DeCasperis, Chief People Officer

Attachment(s)

[Attachment A - Board Compensation Summary 3rd Qtr FY23](#)

[Attachment B - Board Compensation Report 3rd Qtr FY23](#)

ATTACHMENT A

COMPENSATION REPORT SUMMARY - THIRD QUARTER FY 23 - 1/1/2023 THROUGH 3/31/2023

Category based on H.R. Policy 2.1 Requirements	Total Number
Salary Placement for New Hire	9
Salary Placement for Promotion	3
Other Changes In Compensation	
Acting Pay	3
ATU Salary Increase	1
Return From Acting/Additional Pay	3
TOTAL TRANSACTIONS	19

ATTACHMENT B - COMPENSATION REPORT

THIRD QUARTER FY23

	POSITION/CLASSIFICATION	EFFECTIVE DATE	TYPE OF SALARY PLACEMENT	SALARY RATE (Bi-Weekly/ Hourly Rate)	PERCENT ADJUSTMENT
A.New Hire					
1	Senior Business Analyst	01/03/2023	Initial Compensation	\$3,865.39	NA
2	Director, Maintenance of Equipment	01/09/2023	Initial Compensation	\$7,307.70	NA
3	Accountant I	01/23/2023	Initial Compensation	\$3,269.24	NA
4	Customer Relations Representative	02/13/2023	Initial Compensation	\$20.23	NA
5	Budget Analyst II	03/06/2023	Initial Compensation	\$3,923.08	NA
6	Manager II	03/13/2023	Initial Compensation	\$5,192.31	NA
7	Senior Manager, Compliance	03/20/2023	Initial Compensation	\$5,576.93	NA
8	Senior Manager, Information Technology	03/20/2023	Initial Compensation	\$6,346.16	NA
9	Chief, Customer Experience Officer	03/27/2023	Initial Compensation	\$8,461.54	NA
B.Promotion					
1	Operations Administrator	02/06/2023	Promotion	\$4,461.54	29.84%
2	Railroad Civil Engineer II	03/06/2023	Promotion	\$4,423.08	6.51%
3	Senior Manager - Various	03/27/2023	Promotion	\$5,600.00	9.14%
C.Other Changes In Compensation					
1	Customer Relations Representative	01/08/2023	Acting Pay	\$22.48	11.11%
2	Customer Relations Representative	01/22/2023	Acting Pay	\$31.02	15%
3	Senior Customer Relations Representative	01/22/2023	Acting Pay	\$31.47	5%
4	Supervisor, Dispatching Operations	01/08/2023	ATU Salary Increase	\$4,979.94	5.26%
5	Customer Relations Representative	01/20/2023	Return From Acting/Additional Pay	\$26.97	-13%
6	Grants Funding & Reporting Administrator	01/22/2023	Return From Acting/Additional Pay	\$3,882.26	-4.76%
7	Customer Relations Representative	03/19/2023	Return From Acting/Additional Pay	\$20.23	-10%


metrolinktrains.com/meeting

ITEM ID: 2023-199-0
TRANSMITTAL DATE: May 19, 2023
MEETING DATE: May 26, 2023
TO: Board of Directors
FROM: Arnold Hackett, Chief Financial Officer
SUBJECT: Contract No. MS318-23 - Railroad Flagging, Training, Inspection & Right of Entry Agreement Services - Recommendation to Award - RailPros Field Services, Inc. (RailPros)

Issue

The Authority needs to continue to provide Railroad Flagging, Training, Inspections and Right of Entry Agreement Services on an on-call basis to projects within and adjacent to the railroad right of way.

Recommendation

CONTRACTS, OPERATIONS, MAINTENANCE, AND SAFETY COMMITTEE RECOMMENDED (4-0) the Board authorize the Chief Executive Officer to award Contract No. MS318-23, Railroad Flagging, Training, Inspection & Right of Entry Agreement Services to RailPros and approve a not-to-exceed contract funding authorization amount of \$41,000,000 (\$24,600,000 for the base and \$8,200,000 for each of the two option years) for the term of the contract. The term of the contract shall be a three-year base term with two one-year options that may be exercised at the sole discretion of the Chief Executive Officer. Work under this contract will be authorized through the Work Order process on an as needed basis. The award is subject to resolution of any timely filed protest.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment(s) of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new

technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve. Railroad flagging is required to provide a safe passage on to the Authority's right of way.

Background

The Authority manages and oversees a variety of ongoing projects, including third-party recollectable projects, that require flagging, inspection and safety training for work conducted on or near the railroad right of way. Railroad flagging, training, and inspection services ensures that all safety requirements are met in accordance with Authority standards, railroad engineering requirements, FRA regulations, CPUC clearance and other requirements to protect the right of way and train service. Railroad flagging, training, inspection, and oversight services are currently provided under Contract MS274-18, which will expire on July 31, 2023.

Contract MS318-23 will replace the expiring contract and will add Right-of-Entry permitting services. Historically, Authority staff has reviewed applications and issued Right-of-Entry agreements for third-party recollectable projects seeking to conduct work on or near the rail right-of-way. This process requires support from multiple departments to provide engineering reviews, collect deposit funds, issue on-call work orders, process invoices, and provide contract management and oversight. By transitioning the right of entry permit process into the contract, this will allow the Authority to modernize business practices, improve efficiencies, and reduce administrative processes for right of entry third-party recollectable projects. This change is anticipated to improve response times for right-of-entry applications, streamline processing of invoices, and improve the Authority's oversight capabilities.

There are two mechanisms in which services under Contract MS318-23 are authorized. The first mechanism is through on-call work orders issued by the Authority for budgeted capital projects, rehabilitation projects or third-party projects. The second mechanism is through parallel agreements established by the contractor and Right-of-Entry Applications for services and terms consistent with Contract MS318-23.

Discussion

On January 12, 2023, the Authority issued a Request for Proposals (RFP) No. MS318-23 on PlanetBids. The solicitation was published in newspapers covering the five member counties, as well as in newspapers specializing in diversity. Notices were also emailed to firms registered on PlanetBids. On January 19, 2023 a Pre-Proposal Conference was held with six firms in attendance. The Authority received and answered 36 questions.

The RFP included the following Evaluation Criteria:

- A. Qualification of Firm - 25 points
- B. Qualification of Staff and Project Organization - 20 points
- C. Understanding and Approach to Work - 25 points
- D. Interview - 10 points
- E. Cost - 20 points

A minimum technical score of 49 points was established, based on the first three evaluation criteria (A-C). Only proposers that met the minimum technical score would be invited to

interview with the Authority's Technical Evaluation Committee.

Two proposals were received on the submission due date of March 3, 2023, one from Jacobs Project Management Co., the other from RailPros Field Services, Inc.

Based upon the Technical Evaluation Committee's initial scoring of evaluation criteria A-C, both proposers met the minimum technical score and therefore proceeded to the interview phase.

Vendor	Initial Technical Scoring
Jacobs	54.4
RailPros	56.6

Following the interviews, the Technical Evaluation Committee scored the interviews and were given the opportunity to revise their scoring for criteria A-C based on information gleaned from the interviews. The cost proposals were then scored based on the calculation formula published in the RFP. The final scores are as follows:

	Jacobs Project Management Co.	RailPros Field Services, Inc.
Technical Score	54.4	56.6
Interview Score	7.2	8.2
Cost Score	17.2	20
Total Score	79.3	84.8

RailPros was found to be the highest ranked proposer when combining technical, interview and cost factors, with a total score of 84.8. RailPros base price proposal for the contract term was \$41,990,148.71, which was higher than the Authority's Independent Cost Estimate of \$31,225,597.18. However, after the first round of negotiations, RailPros revised its price proposal to \$41,068,722.39, with no change to the Scope of Work.

Disadvantaged Business Enterprise (DBE) Requirements

A contract specific goal of 9.15% has been established as the DBE requirement. RailPros has committed to meet this goal.

Budget Impact

The amounts for which contract authority is requested are included in the Adopted Operation Budget for FY2023-24 (\$60,000), previously Adopted Capital Budgets and Third-Party Recollectable agreements. A summary of forecasted on-call work is included in Attachment A. Funding for subsequent years will be requested through the annual budget. There is no financial commitment with respect to subsequent years and work will be authorized only if funding is available.

Next Steps

Upon Committee and Board approval, staff will negotiate the final contract, execute the contract, and staff will provide a Notice to Proceed to RailPros Field Services, Inc. to begin services for Railroad Flagging, Training, Inspection & Right of Entry Agreement Services.

Prepared by: Tammi Phillips, Contract & Compliance Administrator
Fialloa AhSue, Assistant Director, Track & Structures Maintenance

Approved by: Arnold Hackett, Chief Financial Officer

Attachment(s)

[Attachment A - Three-Year Forecast of On-Call Work](#)

Attachment A
Contract MS318-23

3-Year Forecast of On-Call Work

Project Name	Project Type	Subdivision	Estimated Amount
Burbank Stations Improvement	Capital	Ventura	\$ 50,000
Devonshire Crossing Improvement	Capital	Ventura	\$ 250,000
OCMF (SCORE)	Capital	Orange	\$ 700,000
Simi Valley Double Track (SCORE)	Capital	Ventura	\$ 3,000,000
Chatsworth Station (SCORE)	Capital	Ventura	\$ 400,000
Marengo Siding Extension (SCORE)	Capital	San Gabriel	\$ 1,700,000
El Monte Siding Extension (SCORE)	Capital	San Gabriel	\$ 2,000,000
Rancho Siding Extension (SCORE)	Capital	San Gabriel	\$ 1,600,000
Cogswell Crossing Improvements	Capital	San Gabriel	\$ 700,000
Irvine Station Improvements (SCORE)	Capital	Orange	\$ 500,000
Serra Siding Extension (SCORE)	Capital	Orange	\$ 2,500,000
San Fernando Bike Path Phase 3	Third Party Recollectable	Valley	\$ 50,000
13th Street Widening	Third Party Recollectable	Valley	\$ 20,000
Via Princessa Park (Underpass Crossing)	Third Party Recollectable	Valley	\$ 30,000
I-15 Rochester OH Widening	Third Party Recollectable	San Gabriel	\$ 30,000
March Field/Moreno Valley Station Expansion	Third Party Recollectable	Perris Valley	\$ 1,000,000
SR-55 Overpass Widening (OCTA/Caltrans)	Third Party Recollectable	Orange	\$ 2,600,000
Euclid Ave Pedestrian Improvements	Third Party Recollectable	San Gabriel	\$ 60,000
Marine Way Grade Separation	Third Party Recollectable	Orange	\$ 55,000
Mt Vernon Ave Viaduct Replacement	Third Party Recollectable	San Gabriel	\$ 400,000
I-5 OH Widening, Irvine	Third Party Recollectable	Orange	\$ 30,000
La Paz Road Bridge Widening	Third Party Recollectable	Orange	\$ 1,000,000
Pacific & Bogart Grade Crossing	Third Party Recollectable	San Gabriel	\$ 55,000

Attachment 1
Contract MS318-22

3-year forecast of On-Call Work

Project Name	Project Type	Subdivision	Estimated Amount
Ellis & Mapes	Third Party Recollectable	Perris Valley	\$ 500,000
Perris South Station and Layover	Capital	Perris Valley	\$ 20,000
Perris Valley Double Track Extension	Capital	Perris Valley	\$ 20,000
Etiwanda Ave Grade Separation	Third Party Recollectable	San Gabriel	\$ 1,000,000
Ave J, K, M, P, and R Safety Improvements	Other	Valley	\$ 50,000
Miscellaneous	Operations	System Wide	\$ 120,000
Miscellaneous	Operations	System Wide	\$ 60,000
Total On-Call Forecast for 3-year Base Term			\$ 20,500,000

Summary of Contract Funding Authorization Request

Contract Funding Authorization	Total
On-Call Forecast for 3-year Base Term	\$ 20,500,000
Contingency 20%	\$ 4,100,000
Base Contract Authority Request	\$ 24,600,000
Estimate for Option Year One	\$ 8,200,000
Estimate for Option Year Two	\$ 8,200,000
Option Contract Authority Request	\$ 16,400,000
Total Contract Authority Request	\$ 41,000,000



ITEM ID: 2023-189-0

TRANSMITTAL DATE: May 19, 2023

MEETING DATE: May 26, 2023

TO: Board of Directors

FROM: Arnold Hackett, Chief Financial Officer

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

Issue

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

On July 26, 2019, the Board authorized the CEO to execute Third-Party Agreements (TPAs) with other public agencies up to \$500,000, and to provide a quarterly report to the Board with a list of applicable executed TPAs between \$250,000 and \$500,000.

This report meets these Board requirements for the third quarter of FY 2023, which covers January 1, 2023, through March 31, 2023.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on

subsidy while bringing our system into a state of good repair and investing in the development of our employees. Increasing the CEO's authority to \$500,000 has allowed for the expedited award of contracts and TPAs.

Background

Upon its approval of the Revised Policies, the Board also requested that the CEO provide a quarterly report to the Board with a list of contracts awarded under the CEO's new authority level. This requirement is included in Section 3 of the Revised Policies.

Similarly, the Authority had committed to providing the Board with a list of quarterly TPAs executed by the CEO between \$250,000 and \$500,000.

This report meets these Board report requirements for the third quarter of FY23, which covers January 1, 2023 through March 31, 2023.

Discussion

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

Contract No.	Vendor	Award Amount	Term	Requesting Department	Synopsis	Award Date	DBE Goal
PO909-23	CAPPO MGMT XXXIV dba Freeway Toyota of Hanford	\$468,877.64	One-time Purchase	Facilities & Fleet	Purchase of 14 2023 Toyota RAV4 Hybrids	January 9, 2023	None
PO912-23	Graybar Electric Co., Inc.	\$282,000.00	23 Months	Materials Mgmt.	Consumable Electrical Components	February 1, 2023	N/A
EP223R-23	Mitchell Equipment Corporation	\$403,746.00	17 Months	Facilities	Purchase of two High-Rail Lifts	February 7, 2023	None

In the third quarter of FY23, there were no TPAs executed by the CEO valued between \$250,000 and \$500,000.

Next Steps

In September, staff will present the FY23 fourth quarter report, covering contracts awarded

and TPAs executed by the CEO from April through June.

Prepared by: Roberta Urtasun, Sr. Administrative Assistant

Approved by: Arnold Hackett, Chief Financial Officer

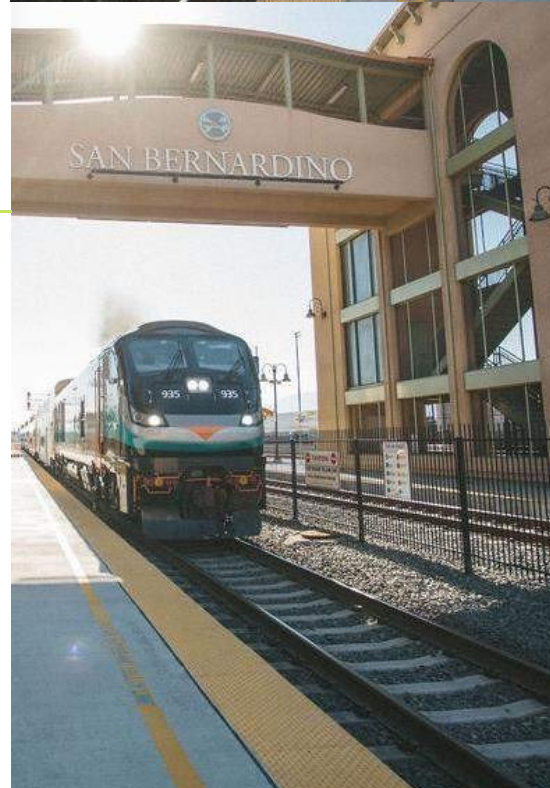
Attachment(s)

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

Quarterly Report of Contracts and Third-Party Agreements Awarded

Receive and file.

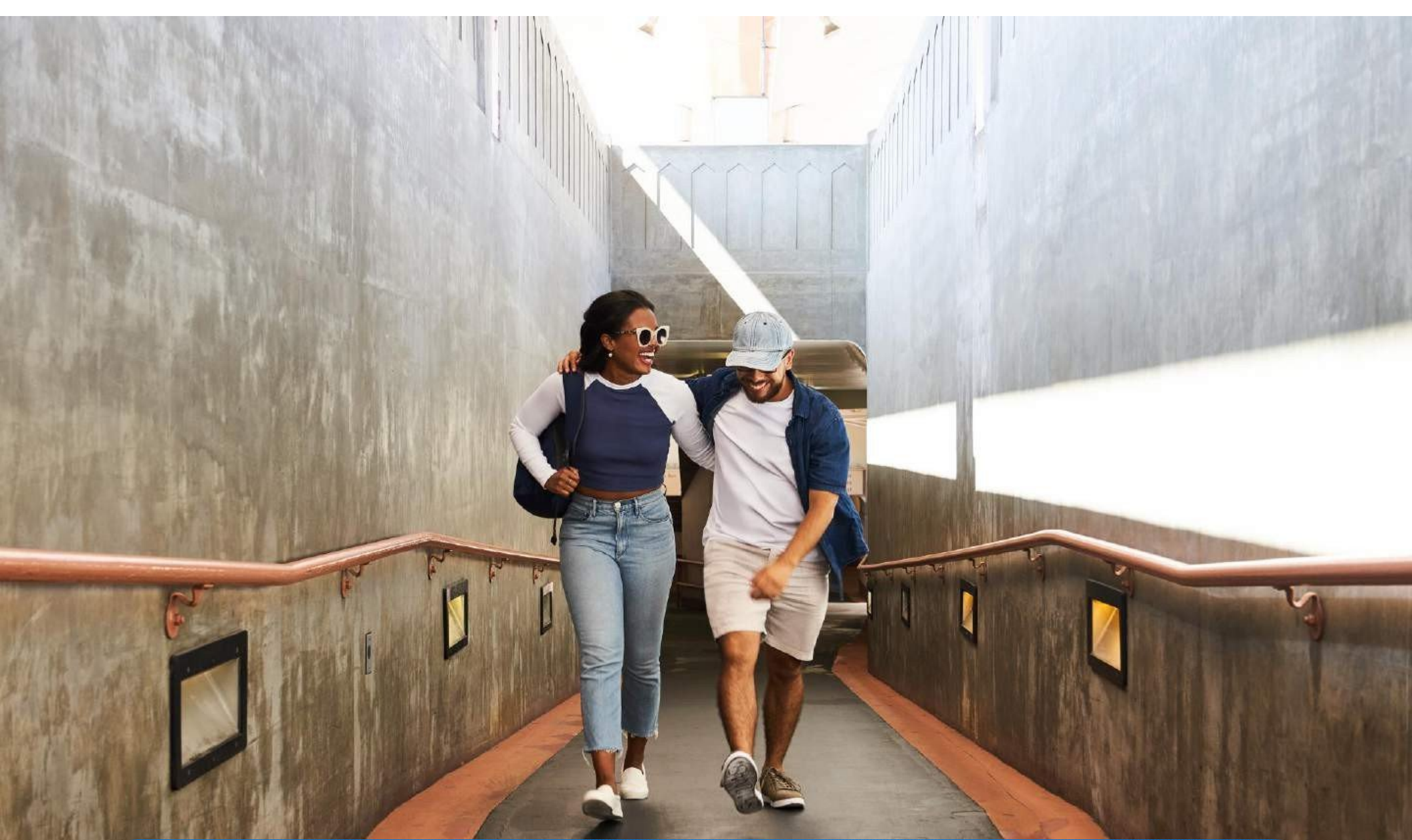
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Background

- The CEO has authority to award contracts and Third-Party Agreements (TPAs) between \$250,000 - \$500,000.
- No TPAs were executed this quarter.
- The CEO awarded three contracts as shown below:

Contract # t #	Vendor	Award Amount Amount	Term	Requesting Dept. Dept.	Synopsis	Award Date	DBE Goal
PO909-23	CAPPO MGMT XXXIV XXXIV dba Freeway Freeway Toyota of Toyota of Hanford Hanford	\$ 468,877.64 468,877.64	One-time Purchase Purchase	Facilities & Fleet Fleet	Purchase of 14 2023 Toyota RAV4 Toyota RAV4 Hybrids	January 9, 2023 2023	None
PO912-23	Graybar Electric Co. Electric Co.	\$282,000.00	23 Months	Materials Management Management	Consumable Electrical Components Electrical Components Components	February 1, 2023 2023	N/A
EP223R-23	Mitchell Equipment Corp. Equipment Corp. Corp.	\$403,756.00	17 Months	Facilities	Purchase of two Hi-Rail Lifts Rail Lifts	February 7, 2023 2023	None



Thank
you.

metrolinktrains.com/meeting

ITEM ID: 2023-200-0

TRANSMITTAL DATE: May 19, 2023

MEETING DATE: May 26, 2023

TO: Board of Directors

FROM: Frank Castellon, Chief System Safety, Security and Compliance Officer

SUBJECT: System Safety and Compliance - CY23 Quarterly Update

Issue

Staff is providing a quarterly update on the Authority's safety and compliance status and activities, including strike data, reportable injuries, rule violations, compliance audits, regulatory inspections, and public outreach. This update covers the 1st quarter of Calendar Year (CY) 2023.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, fellow employees, and the communities we serve. The Authority's System Safety, Security, and Compliance Department identifies and works to mitigate existing and potential hazards in the system through oversight, compliance audits, training, public outreach, and statistical data analysis.

Background

The Authority's mission is to provide safe, efficient, dependable, and on-time transportation

service for the southern California region. The System Safety, Security, and Compliance (SSSC) Department works to optimize the agency's safety and promote a positive safety culture in the workplace through education, engineering, and enforcement, as well as auditing and inspecting for safety and regulatory compliance. Using a data-informed approach, the department utilizes leading and lagging data indicators coupled with management experience, research, and professional expertise to understand current trends and make decisions about the use of Agency resources in areas of focus.

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

Discussion

Systemwide Strikes

In Quarter 1 (Q1) of CY2023, there were 20 total strikes systemwide, a decrease of 27% compared to Q1 of CY2022 when there were 28 strikes systemwide. This information represents a continued downward trend from Q3 and Q4 in CY22, and one that we have sustained in Q1 2023.

In response to the increase in strikes, and trespasser reports in CY 2022, staff continued the directed law enforcement efforts through LASD, resulting in a rise in targeted enforcement in areas that, according to data trends, correlated to higher trespasser activity and strikes. This approach to addressing system wide strikes through the directed law enforcement model has resulted in a sustained reduction of trespasser strike occurrences. In addition, staff has used data trends resulting in targeted right-of-way law enforcement patrols, outreach to homeless shelters in targeted areas and engineering strategies that deterred trespassing along the right-of-way. Directed law enforcement actions contributed to the decrease in strikes in Q1 of this year when compared to Q1 of last year. The Authority averaged 8.2 strikes per month systemwide in 2022 compared to 7 strikes a month so far this year. This is a reduction of 14.6%.

The Authority has taken significant steps to address the issues of trespassers and homeless encampments in historically problematic areas of our rights-of-way. These efforts are a collaboration between our Metrolink Bureau sheriffs, maintenance of way contractors, and social service outreach agencies that assist individuals in need of help or support. These efforts have resulted in positive outcomes as follow up visits to the areas in Q1 showed no sign of the encampments returning. LASD is tracking repopulation of encampments that have been cleared out and, by the end of Q1 2023, law enforcement contacts on the right-of-way have seen that only 2% of total encampments have returned after they were initially removed.

A Trespasser Prevention Task Force made up of SSSC department staff was established in

January to address the areas on our system that have historically been more prevalent to strikes and trespassers. The task force takes an organized approach to strike mitigation by performing a site-risk assessment to identify the elements that may contribute to trespassing in a given area of focus. Risk assessments are used to communicate to law enforcement the increased likelihood of conditions that make sustained encampments possible. The results of the risk analysis are then quantified with a risk ranking of each area that assists us in creating a strategic mitigation plan that makes the most of the available resources.

The SSSC Department outreach continues to address strikes on our system that fall under the category of suicides and deliberate acts. Staff has developed and deployed suicide prevention training for frontline employees, contractors and law enforcement to learn how to spot the warning signs of a person that may be in crisis and contemplating ending their life. In Q1,15 suicide prevention courses were provided by department staff with a total of 254 employees trained.

Conductor Assaults

In an effort to deter unruly passengers and prevent assaults on train conductors, SCRRA staff collaborated with LASD, Allied Universal, and Amtrak to increase law enforcement and security presence in areas where data analysis suggested unruly passengers were more likely to be present. As a result of this collaboration, only one assault on conductors occurred during Q1 of this year. The Authority averaged 1.2 assaults per month systemwide in 2022 compared to 0.3 assaults a month so far this year. This is a reduction of 75%.

Rule Violations and Reportable Injuries

Q1 of CY2023 saw an increase in rule violations compared to the same time period in CY2022. Two violations were for track and signal employees shunting outside the limits of their authority and one was for a train crew running through a switch. Root Cause Analysis investigations found the following violation contributing factors:

- Loss/lack of situational awareness
- Communications breakdowns
- Failure to verify switch points
- Performing tasks out of sequence
- Failure to request track and time for an area
- Training deficiencies

During the first quarter, there were 5 FRA reportable employee injuries, which is consistent with the same number of injuries reported in Q1 of CY2022. Of the reported injuries, two were attributed to Amtrak, one to Alstom, one to Dispatch, and one to the Los Angeles Sheriff's Department – Metrolink Bureau. While none of the reportable injuries have been catastrophic, management remains committed to working closely with our contractors and contract managers to mitigate future occurrences. A graphical representation of CY2021 and CY2022

The investigation of suspected rule violations and reportable employee injuries is a critical part of our operations in our proactive efforts to preventing future incidents. As such, a comprehensive Root Cause Analysis is conducted with the departments responsible for contractor oversight and the contractor/employee involved. Throughout this process, the SSSC Department collaborates with management to identify any contributing factors that may have led to such incidents and work together to recommend measures aimed at preventing

and mitigating future occurrences. Once the investigation is complete, corrective actions are promptly implemented with a requirement of written confirmation from the contractor of adherence to the Authority within 30 days. This practice not only promotes a safe work environment but also helps to ensure that our agency is in compliance with established regulatory and rulebook guidelines.

Compliance staff contribute to the effort to reduce injuries and rule violations by conducting safety inspections and audits for regulatory compliance on SCRRA departments and Operations contractors. Between January 1 and March 31, 2023, the Compliance staff conducted 340 Safety Inspections and seven Code of Federal Regulations (CFR) 270 audits for regulatory compliance.

The SSSC Department proactively addresses workplace injuries and rule violations by conducting a quarterly Workplace Safety Campaign week aimed at enhancing employees' safety awareness and reinforcing the importance of maintaining a secure work environment. The Q1 campaign took place from February 27 to March 31 and featured the following key safety messages:

- Identifying, analyzing, and mitigating safety hazards
- Effective communication
- Fatigue management

Throughout the week, 1566 contacts were made through 209 face-to-face and virtual meetings with employees and contractors.

Regulatory Inspections

Q1 of CY2023 saw an increase in regulatory inspections of the Authority by the FRA and CPUC. Compared to the Q1 of CY2022, there was a 63% increase with a total of 13 inspections. Relatively, the number of defects assigned by the inspectors increased by only 43% when compared to the same time period in 2022, totaling 10 defects. Defects (as opposed to violations) are items noted by the inspector that require corrective action but do not result in fines. The Q1 regulatory inspections of the Authority resulted in zero reported violations. There were no violations in Q1.

Training

The System Safety Department continued its commitment to promoting a culture of safety awareness throughout our organization and beyond by providing training for employees, contractors, and external stakeholders, including law enforcement and fire agencies. In Q1 of CY2023, department staff conducted multiple training courses aimed to raise awareness of potential workplace and emergency response hazards and provide participants with the necessary tools to avoid them.

Overall, the department conducted 63 classes in Q1, during which 657 participants were trained. This number represents the combined attendance of employees, contractors, and external stakeholders who took part in the department's training courses.

The complete list of Q1 CY2023 training courses is provided below:

- Active Shooter Preparedness
- General Code of Operating Rules (GCOR), Beginning and Intermediate
- Suicide Awareness, Prevention and Crisis Intervention

- Hazardous Materials Emergency Response
- Railroad Introduction
- TSA Passenger Railroad Security Video
- Train Dispatcher Manual
- Workplace Safety Campaign Overview
- Metrolink System Safety Program Plan (SSPP)
- Incident Response Plan (IRP)
- Incident Response Training
- IndustrySafe-Vector Training
- Passenger Train Emergency Preparedness (PTEPP)
- PTEPP Train Ride

Prepared by: Frank Castellon, Chief System Safety, Security, and Compliance Officer
Victoria Thomson, Management Analyst I

Approved by: Frank Castellon, Chief System Safety, Security, and Compliance Officer

Attachment(s)

[Presentation - System Safety and Compliance - CY23 Quarterly Update](#)

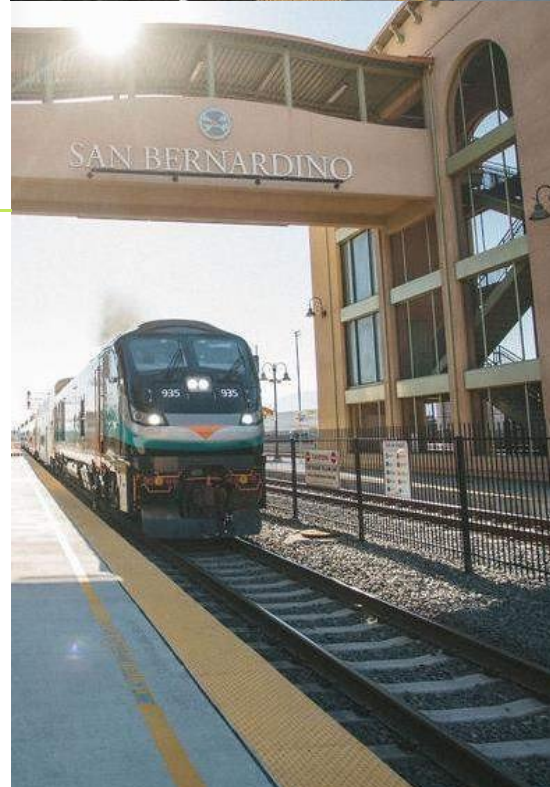
System Safety and Compliance

Quarterly Update

CY23 – Quarter 1

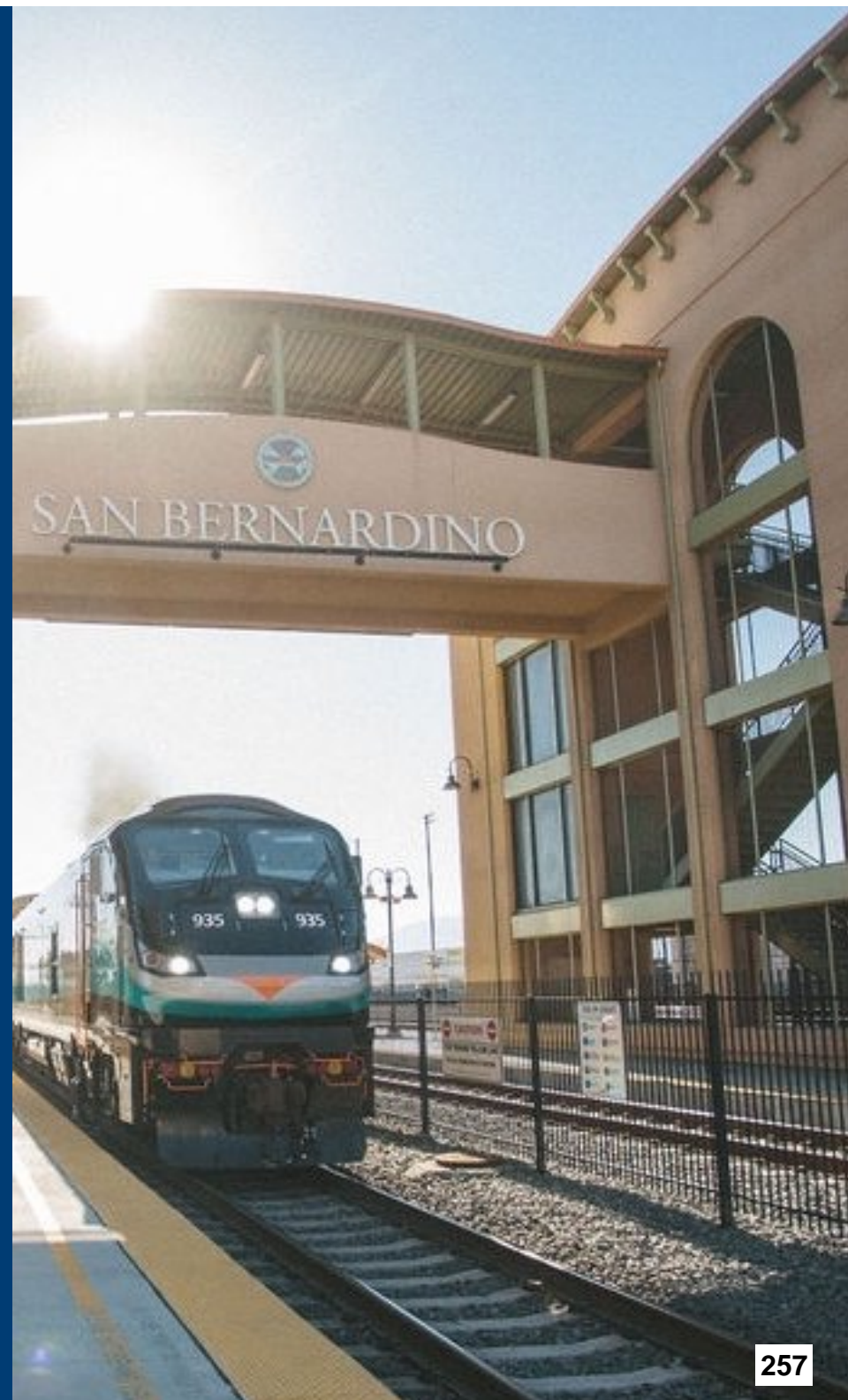
Receive and File.

METROLINK



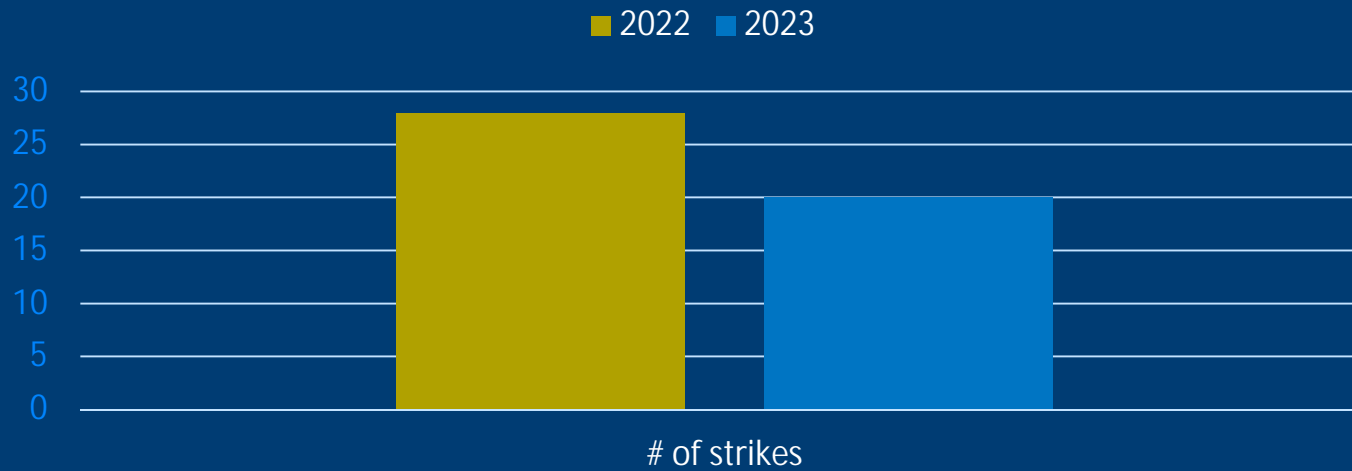
Systemwide Strikes

- In Q1 of CY2023, there were 20 total strikes systemwide.
- Q1 of CY2023 saw a decrease of 27% compared to Q1 of CY2022.
- The Authority averaged 8.2 strikes per month systemwide in 2022 compared to 7 strikes a month so far this year. This is a reduction of 14.6%.

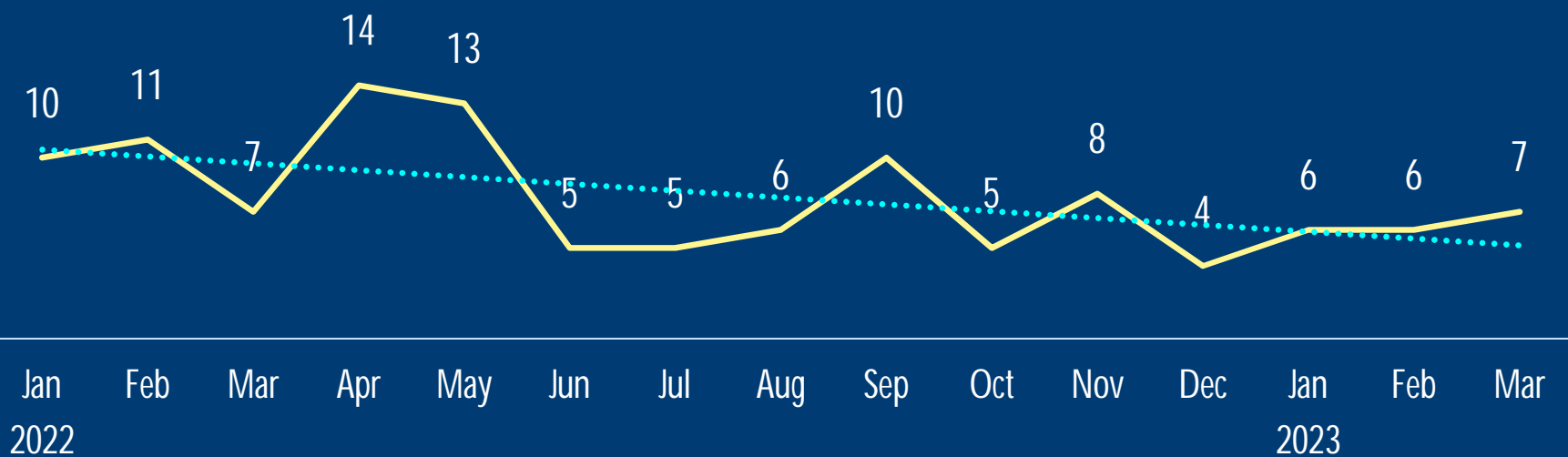


Strikes

Q1 Calendar Year Comparison

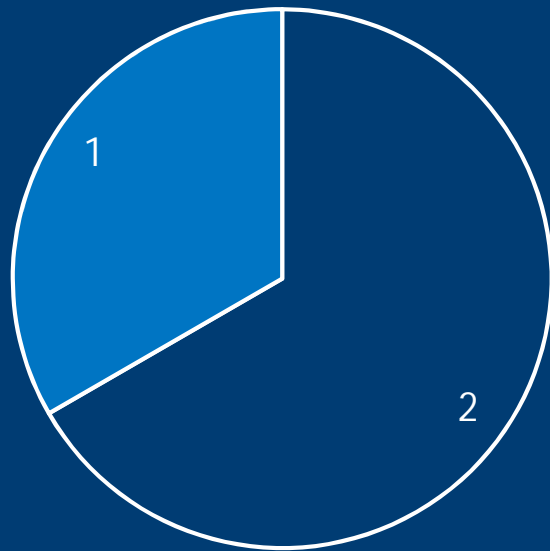


Trendline



Q1 Rule Violations

Q1 CY 2023



- Shunting Outside Limits
- Run Through Switches

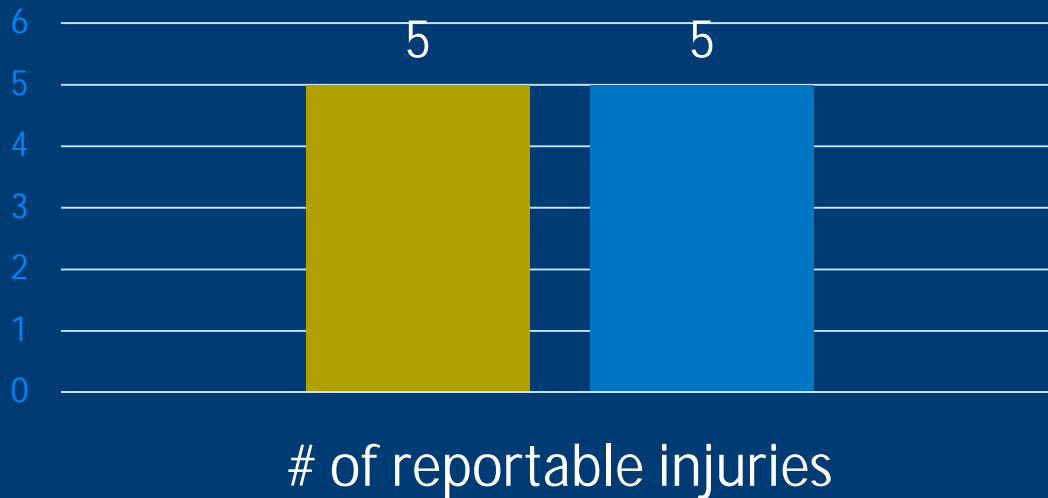
Root Cause Contributing Factors to Rule Violations:

- Loss/lack of situational awareness
- Communication breakdowns
- Failure to verify switch points
- Performing tasks out of sequence
- Failure to request track and time for area
- Training deficiencies

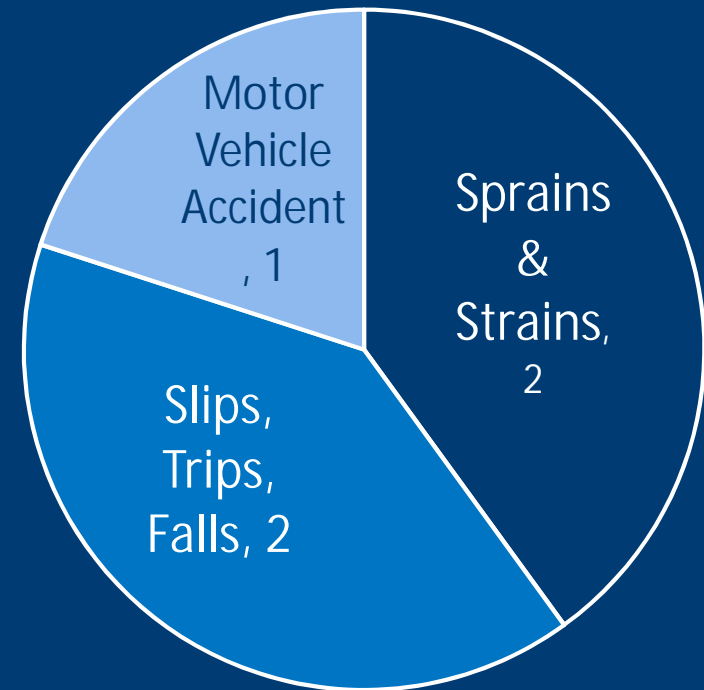
Q1 FRA Reportable Injuries

Q1 CY Comparison

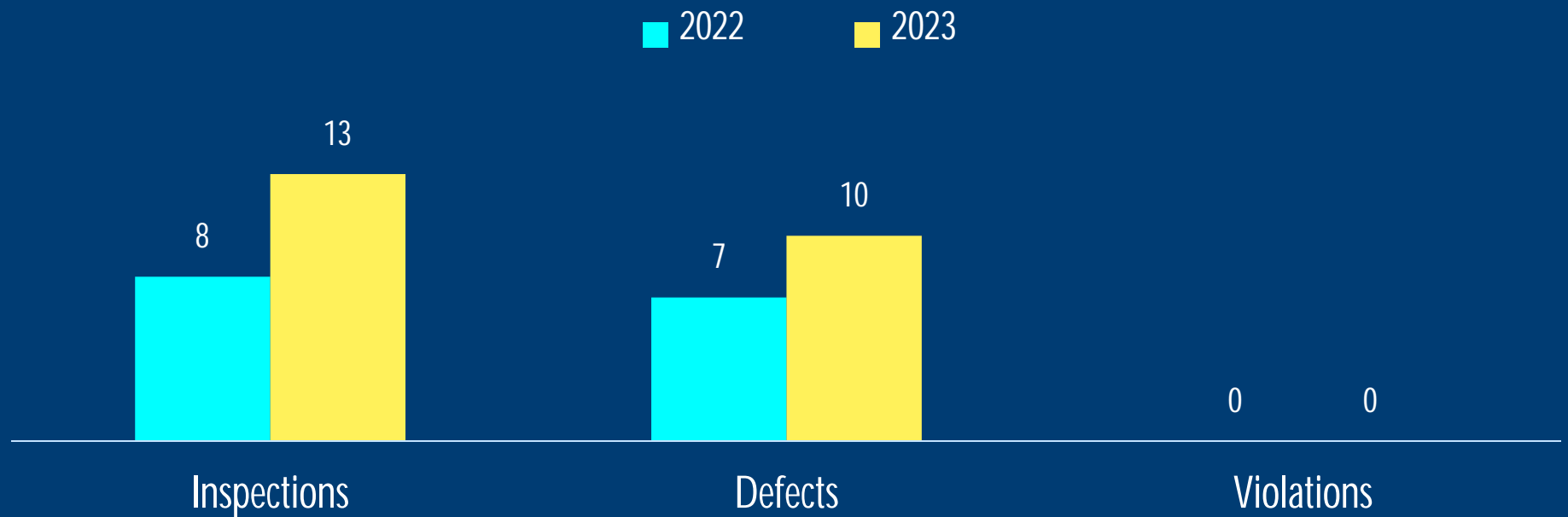
■ 2022 ■ 2023



Q1 CY 2023



Q1 Regulatory Inspections

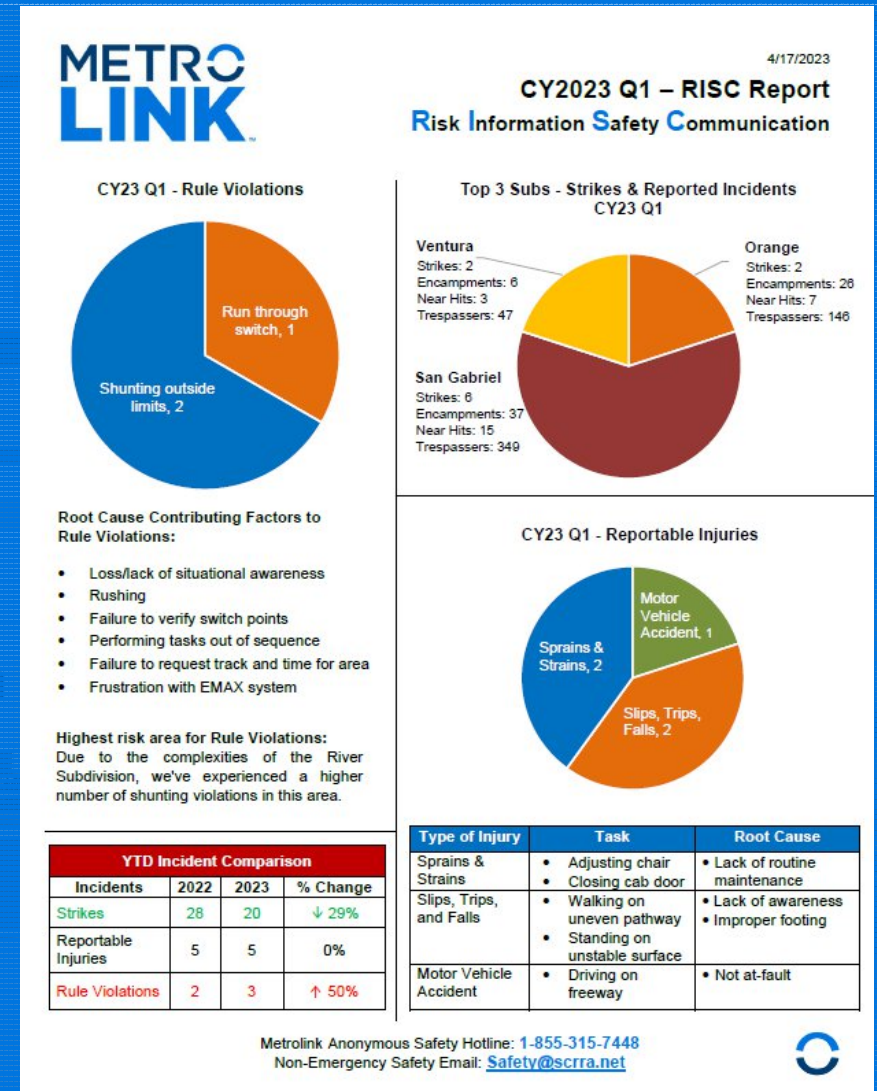


Risk Information Safety Communication (RISC)

- Rule Violations and Root Causes
- Top 3 Subs – Strikes & Reported Incidents
- Reportable Injuries – Type, Task, and Root Cause
- YTD Incident Comparisons

Distributed via email on the second Thursday of the month following the end of each quarter

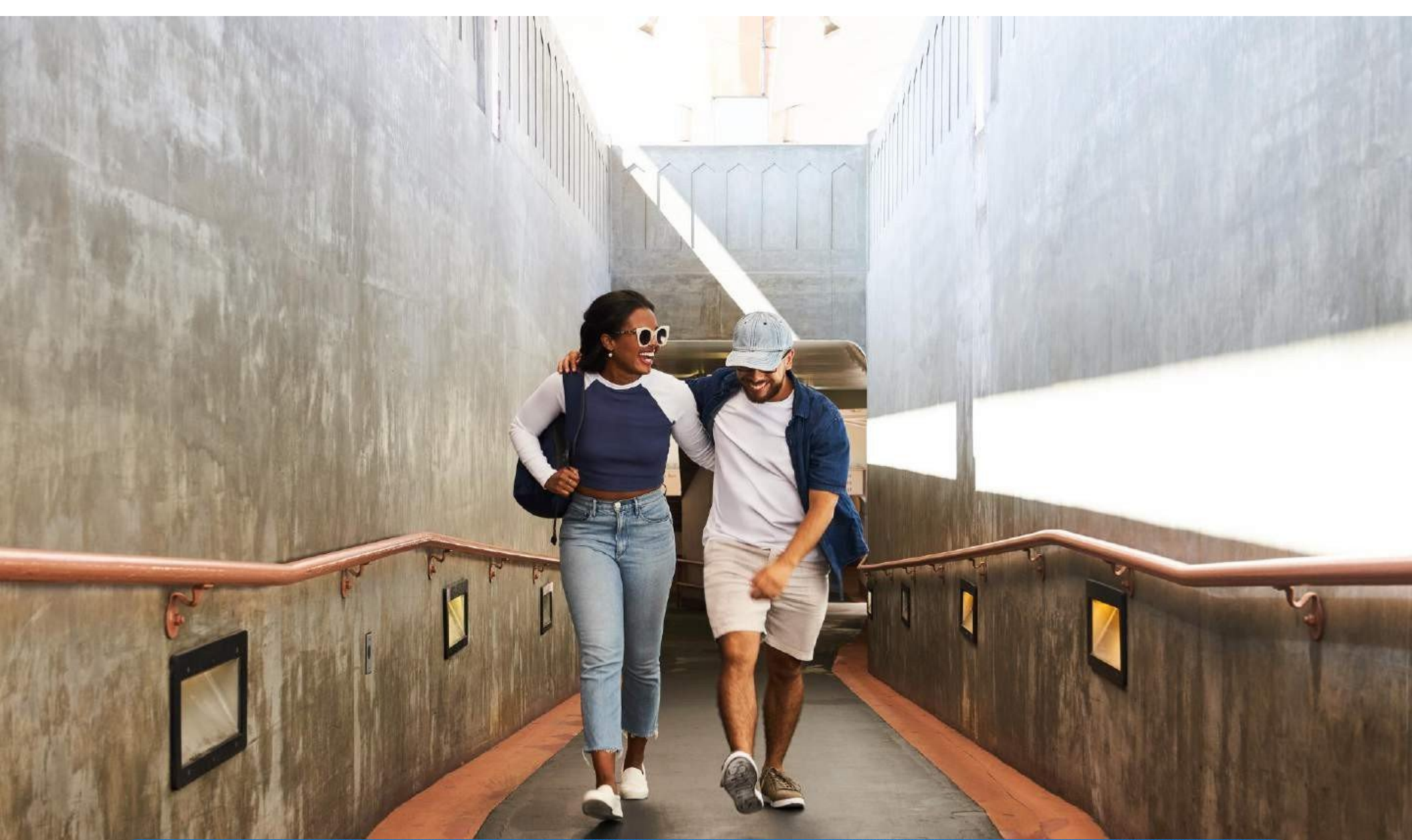
Will supplement weekly Hot Sheet and request operational feedback/action



Training

The System Safety Department conducts training throughout the year for Authority employees, contractors, and outside law enforcement and fire agencies to increase safety awareness and assist in avoiding potential workplace and emergency response hazards. In Q1 CY2023, staff conducted 63 classes resulting in 657 participants trained.





Thank you.