

# Agenda



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Southern California Regional Rail Authority

## **BOARD OF DIRECTORS**

### **JUNE 27, 2025**

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Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

**BOARD ROSTER  
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

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



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

### **EX-OFFICIO MEMBERS**

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

Joy Lyndes  
Deputy Mayor  
City of Encinitas

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

Marty Simonoff  
Council Member, City of Brea

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

Gloria Roberts  
District Director, Caltrans District 7

Alternate:  
Marlon Regisford  
Caltrans District 7

\*Alternate represents either member

## BOARD OF DIRECTORS MEETING

**FRIDAY, JUNE 27, 2025 – 10:00 AM**

LOS ANGELES COUNTY METROPOLITAN  
TRANSPORTATION AUTHORITY (METRO)

BOARD ROOM

ONE GATEWAY PLAZA, 3RD FLOOR  
LOS ANGELES, CALIFORNIA 90012

### **AGENDA DESCRIPTIONS**

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

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

### **SUPPORTING DOCUMENTATION**

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

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

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

1. Call to Order
2. Safety Briefing
3. Pledge of Allegiance
4. Roll Call
5. Public Comment
6. PUBLIC HEARING

**6.A Adoption of the FY 2025-2026 (FY26) Metrolink Budget, Approval of FY26 Annual Contract Authority, and FY26 Salary Resolution, and Approval of Operating Forecasts for the four years FY2026-27 (FY27) through FY2029-30 (FY30)**

Under the terms of the Joint Exercise of Powers Agreement (JPA), the Authority is required to adopt a budget for the succeeding fiscal year no later than June 30th of each year. The Proposed FY2025-26 (FY26) Budget consists of the Operating Budget and State of Good Repair/New Capital Projects Budget. Consistent with multi-year budget planning, approval of the proposed budget forecasts for the fiscal years 2027 through 2030 is also requested at the time of budget adoption. In addition, the FY26 Annual Contract Authority and the FY26 Salary Resolution are submitted for approval as a part of the Budget Adoption process.

It is recommended that the Board:

1. Conduct a Public Hearing; and
2. Adopt the Proposed FY26 Budget; and
3. Approve FY26 Annual Contract Authority; and
4. Approve the FY26 Salary Resolution; and
5. Approve the Proposed Budget Forecasts for Fiscal Years FY27 through FY30

Adoption of the Proposed FY26 Budget will create a budget and spending authority for Metrolink for the fiscal year 2025-2026.

**6.B Adoption of the Proposed FY2025-2026 (FY26) Arrow Service Budget**

Under the terms of the Joint Exercise of Powers Agreement (JPA), the Authority is required to adopt a budget for the succeeding fiscal year no later than June 30th of each year. The Proposed FY2025-26 (FY26) Arrow Service Budget consists of the Operating Budget and State of Good Repair/New Capital Projects Budget for Arrow Service.

Arrow Service provides Diesel Multiple Unit (DMU) transportation over a 9-mile rail corridor from San Bernardino-Downtown to Redlands-University. Arrow achieved revenue service in late October 2022. This service is funded solely by San Bernardino County Transportation Authority (SBCTA).

It is recommended that the Board:

1. Conduct a Public Hearing on the Arrow Service Budget; and
2. Approve adoption of the FY2025-2026 Budget for Arrow Services.

Adoption of the Proposed FY26 Arrow Service Budget will create a budget and spending authority for Metrolink for the fiscal year 2025-2026.

## **7. REGULAR CALENDAR**

### **7.A Approval of Meeting Minutes - May 23, 2025 Regular Board Meeting**

It is recommended that the Board approve the Minutes of the May 23, 2025 Regular Board Meeting.

### **7.B Annual Renewal of Insurance Program for 2025-26 Fiscal Year**

The Authority requires insurance to effectively manage its operating and other major risks and ensure its continued economic viability in the event of a catastrophic event. Authorization is required to renew the listed insurance policies for Fiscal Year 2025-26.

At the present time staff seeks approval to renew the coverages identified below:

- Operating General Liability ("OGL");
- Terrorism Liability;
- Employment Practices Liability ("EPLI");
- Pollution Legal Liability;
- Property;
- Boiler and Machinery;
- Terrorism Property (including active shooter coverage);
- Auto Fleet Insurance;
- Errors and Omissions;
- Crime;
- Cyber Security and Privacy; and
- Workers' Compensation.

All current insurance policies expire June 30, 2025. Our longtime broker, Marsh USA, LLC., is providing brokerage services for the insurance renewal procurement and they are supported by Price Forbes in London. The costs quoted in this presentation reflect net premium to be paid by the Authority and include estimated fees and taxes, as applicable. Total cost for this year's renewal premium for all lines increased by \$578,013.79 and reflects a 3.35% increase from last year's premium.

It is recommended that the Board authorize the Chief Executive Officer to purchase insurance for the 2025-2026 insurance year for a total premium cost not to exceed \$17,830,547.59 as indicated below.

Sufficient funding is included for this level of premiums in the proposed FY2025-2026 budget, which is contingent upon Board approval on June 27, 2025.

**7.C FY2025-26 Annual Contract Authority for Contract No. MS289-22 - Track and Signal Infrastructure Maintenance and Support Services - Herzog Contracting Corporation**

Annual contract authority and continued on-call work directive project support on Contract No. MS289-22 are required to:

- Provide inspection, testing, reporting, maintenance for track, structures, signals, right-of way, train control systems.
- Stay in compliance with Federal Railroad Administration (FRA) and California Public Utilities Commission (CPUC) regulations and Authority standards.
- Support new capital, rehabilitation, and third-party reimbursable projects.

Annual contract authority for Base Maintenance services is requested every fiscal year and is required to provide inspection, testing, reporting, and maintenance for track, structures and right-of-way and maintenance of wayside Train Control, Communications, Signals Systems to stay in compliance with Federal Railroad Administration (FRA) regulations as well as to support capital, rehabilitation, and third-party external projects.

It is recommended that the Board authorize the Chief Executive Officer to approve the annual contract authority for Contract No. MS289-22 for Track and Signal Infrastructure Maintenance and Support Services with Herzog Contracting Corp (Herzog) in a not-to-exceed amount of \$47,070,707 for FY2025-26.

The amounts for which base maintenance annual contract authority is requested (\$47,070,707) are included in, and are contingent upon, the adoption of the Proposed FY26 Operating Budget and the FY26 Arrow Budget. Funding for subsequent years will be requested through the annual budget or an equivalent process. There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

**7.D Contract No. E761-25 - On-Call Professional Services for Metrolink Operations - Recommendation to Award - AECOM Technical Services, Inc.**

The Authority is seeking a consultant to provide On-Call Professional Services for staff augmentation, project management, and technical services for Metrolink Operations which are needed on a wide variety of small- and large-scale tasks and projects to support the Authority for day-to-day train operations and ancillary tasks. This contract is funded through both the Authority's annual Operating and Capital budget process. The existing On-call Contract No. E746-20 currently supporting these services is set to expire on June 30, 2025.

It is recommended that the Board authorize the Chief Executive Officer to award Contract No. E761-25 for On-Call Professional Services for Metrolink Operations to AECOM Technical Services, Inc. (AECOM) in a not-to-exceed contract authority of \$21,000,000 for a base term of five years with a single three-year option to be exercised at the discretion of the CEO, subject to budget availability. Work under this contract will be authorized through individual Contract Task Orders (CTO). This award is subject to resolution of any timely filed protest.

The amounts for which base maintenance annual contract authority to be used in FY26 is estimated at \$3,505,000 which is included in, and contingent upon, the adoption of the Proposed FY2025-26 Operating Budget and the FY2025-26 Capital Budget. Funding for subsequent years will be requested through the annual budget or an equivalent process. There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

**7.E Increase of Annual Authorization for Service Agreement No. SP522-25 - Iron Mountain, Inc.**

Staff requests an increase to the Annual Authorization for the Service Agreement with Iron Mountain, Inc., which provides records storage and management services to the Authority.

It is recommended that the Board authorize the Chief Executive Officer to amend the Annual Authorization for Service Agreement No. SP522-25 with Iron Mountain, Inc., from \$30,000 to \$39,500.

The amount for which contract authority is requested is included in the FY25 Operating Budget. The \$9,500 contract increase will be paid from the Administrative Services budget, for which sufficient funds were included in the FY25 budget.

**7.F Open Loop Demonstration Pilot Grant - MOU with the Southern California Association of Governments (SCAG)**

A Memorandum of Understanding (MOU) between the Authority and the Southern California Association of Governments (SCAG) is required to provide grant funding for an open payment demonstration. Once the MOU has been executed and funding has been authorized, vendor contracts can be awarded through the California Integrated Travel Project (Cal-ITP) Master Services Agreements.

It is important to note that all subsequent vendor agreements under the MSA, including those related to device connectivity and installation, will require negotiation prior to execution. These negotiations will ensure alignment with project objectives, funding parameters, and operational requirements.

This Open Loop Project is a New Capital Project and requires an Amendment to the FY26 Capital Budget.

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

1. Negotiate and execute a Memorandum of Understanding (MOU) with the Southern California Association of Governments (SCAG) in an amount not to exceed \$2,800,000, to secure grant funding for an open loop fare payment demonstration; and
2. Negotiate and execute vendor contracts, as necessary, under the California Integrated Travel Project (Cal-ITP) Master Services Agreement (MSA), within the same not-to-exceed grant amount, to implement the demonstration project. Note subsequent vendor agreements under the MSA, including those related to device connectivity and installation, will also require negotiation prior to execution; and
3. Amend the FY26 Capital Budget to include the Open Loop Project as a New Capital Project in the amount of \$2,800,000.

A \$2.8 million amendment to the FY26 capital budget will be required. Since the project is 100% grant-funded, all costs for the open loop payment demonstration will be absorbed through the SCAG grant. Following the successful demonstration of the open loop payment system, staff will assess the program's impact and provide recommendations to guide the establishment of funding for a systemwide expansion.

#### **7.G Rail-2-Rail Agreement - Time Extension No. 8**

The current Rail-2-Rail (R2R) Agreement with the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) and the National Passenger Railroad Corporation (Amtrak) was last extended to June 30, 2025. A new Cooperative Agreement is needed to continue the R2R program.

It is recommended the Board authorize the Chief Executive Officer to negotiate and execute an amendment which extends Agreement No. L-9-0005 between LOSSAN, the Southern California Regional Rail Authority (Authority), and Amtrak to continue the Rail-2-Rail (R2R) program for up to a twelve-month term through June 30, 2026, for a total maximum amount of \$687,792.

Contract authority is requested in the amount of \$687,792 which is included in the Proposed Operating Budget for FY26 anticipated to be adopted at the June 2025 Board meeting. Expenditure of funds is contingent upon adoption of the FY26 budget.

#### **7.H State Rail Assistance (SRA) Program Resolution**

The State of California's State Rail Assistance (SRA) Program requires that the Board adopt a resolution, provide required certifications and assurances, and delegate authority for execution of any actions necessary under this grant in order to receive SRA funds.

It is recommended that the Board adopt Resolution No. 25-147 Authorization for the Execution of the Resolution, Certifications and Assurances, and Authorized Agent Forms for the State Rail Assistance (SRA) Program to



support the Track Intrusion System and Positive Train Control Project.

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

**7.I Cooperative Agreement between the Orange County Transportation Authority and the Authority for Construction Support Services for "Area 3" of the Coastal Rail Stabilization Priority Project Request for Amendment to Operating Budget to include Coastal Rail Stabilization - "Area 3"**

Approval is required to negotiate and execute the Cooperative Agreement between the Orange County Transportation Authority and the Authority for Construction Support Services for "Area 3" of the Coastal Rail Stabilization Priority Project. An Amendment is also needed to the FY26 Operating Budget to include this San Clemente Item in the amount of \$4,500,000.

It is recommended that the Board authorize the Chief Executive Officer to negotiate and execute the Cooperative Agreement with the Orange County Transportation Authority for the Construction Support Services for "Area 3" of the Coastal Rail Stabilization Priority Project. This Agreement will provide \$4,500,000 of TIRCP & TCEP funding for project support services.

It is further recommended that the Committee recommend the Board adopt an Amendment to the FY26 Operating Budget in the amount of \$4,500,000 to cover the Constuction Support Services for "Area 3" of the Coastal Rail Stabilization.

At OCTA's request, the California Transportation Commission has allocated \$4,500,000 of emergency funding under the Trade Corridor Enhancement Program (TCEP) and the Transit and Intercity Rail Capital Program (TIRCP) to Metrolink.

This expense was not included in the FY26 Operating Budget. Approval of this item will add \$4,500,000 of expense to the FY26 Budget and amend the FY26 Budget to include this amount. The amount requested will be funded entirely by the emergency funding provided by the two cost-reimbursement sources described above. OCTA will facilitate obtaining timely reimbursements from Caltrans to minimize working capital impacts.

**7.J Contract No. H1660-18-OM - Ticket Vending Devices (TVDs) Maintenance, Operations and Hosting Services - Exercise Option to Extend Performance Period and Increase Contract Authority - INIT Innovation in Transportation, Inc. (INIT)**

The current contract expires on September 30, 2025, and the Authority requires the extension of performance period, and a contract authority increase to ensure our fare payment system continues to operate seamlessly for our customers.



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

1. Exercise the option to extend Contract No. H1660-18-OM with INIT through June 30, 2030; and
2. Increase the Contract authority by \$9,108,000, from \$19,600,000 to a new not-to-exceed amount of \$28,708,000.

The amount of \$1,947,916 is included in the FY26 Metrolink operating budget for the Base Operations, Maintenance, and Hosting services and the amount of \$71,101 is included in the FY26 Arrow operating budget for the Base and Maintenance services. Both amounts are contingent upon approval by the Member Agencies and adoption of the FY26 Budget by the Board. Budget amounts for future years will be included in annual budget processes and will be contingent upon approval in those years. Spending will not occur unless a budget is approved for these amounts.

**7.K      Contract No. H1656-15 - Masabi, LLC. Mobile/Online Ticketing - Increase Contract Authority and Extend Period of Performance for 24 Months**

Continued maintenance and support services are required for the Authority's mobile ticketing application, inspection application, web portal, and single board computers (SBCs) as well as increasing contract authority to procure and maintain the new Mobile app Electronic Benefit Transfer (EBT) discount verification feature, Google Maps Integration, and fare media validation via a new Cloud Solution.

It is recommended that the Board authorize the Chief Executive Officer to amend Contract No. H1656-15 with Masabi, LLC (Masabi) to:

1. Ratify action of the CEO to increase contract authority by \$724,238.87 from \$7,242,388.69 to a new total not-to-exceed contract authority of \$7,966,627.56 under CEO's 10% contingency; and
2. Extend the current period of performance to November 3, 2026 with an additional one-year option to be exercised at the discretion of the Authority's Chief Executive Officer. The current contract expires on November 3, 2025; and
3. Increase contract authority by \$3,863,012 from \$7,966,627.56 to a new not-to-exceed total amount of \$11,829,639.56.

Of the increased contract authority, \$158,022 is included in the FY25 adopted budget and \$1,906,676 is included in the Proposed FY26 Budget and is contingent upon Board adoption. The remaining authority will be included in future budgets and will only be spent if those budgets are adopted.

**7.L      Contract No. PO983-25 - Provision of Railroad Wood Ties - Recommendation to Award - Gemini Forest Products**

The Authority requires Wood Ties to support the continued maintenance and rehabilitation of its right-of-way system.

It is recommended that the Board authorize the Chief Executive Officer to award Contract No. PO983-25 for the Provision of Railroad Wood Ties to

Gemini Forest Products in a not-to-exceed amount of \$11,800,000 for a base term of three years, with two one-year renewal options. The options may be exercised at the discretion of the CEO. This award is subject to the resolution of any timely submitted protest.

The amount for which contract authority is requested is included in the proposed operating budget for FY26. Funding for subsequent fiscal years will be requested through the annual budget process.

**7.M Quarterly KPI Report - FY25 Q3**

This report responds to the Board's request for performance metrics that are more clearly aligned with the Authority's core mission. The Key Performance Indicators (KPI) presented in this report are for the third quarter of FY25 and align with the Authority's Strategic Business Plan.

Receive and file.

**7.N Assembly Bill 1234 Meetings Attended by Members of the Board of Directors**

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

Receive and file.

**7.O Performance Audit: (2024-06-IA) National Railroad Passenger Corporation (Amtrak)**

The Internal Audit Department (Internal Audit) completed the Performance Audit: (2024-06-IA) National Railroad Passenger Corporation (Amtrak).

Receive and file.

**7.P Financial Results for the First Ten Months of FY25 - April 2025 Ridership, Revenue, and Operating Results**

"Metrolink Reimagined" is the Metrolink term for the transition from commuter rail-based service to a regional provider of general transport. Initiatives designed to realize that transition require timely review of Ridership, Revenue, and Financial Operating Performance to provide assessment of the effectiveness of our efforts. Primary among these initiatives is the Optimized Service Schedule which began on October 21, 2024. This report covers monthly reporting on Ridership, Revenue, and Financial Operating Performance for the ten months ended April 30, 2025.

Receive and file.

**7.Q June Legislative Update**

Staff provides a regular monthly update on current legislative affairs.

Receive and file.

**7.R Capital Program Status Report**

Staff is providing an update on the progress of the Authority's Capital Program, including the Southern California Optimized Rail Expansion (SCORE) Program and the State of Good Repair Program.

Receive and file.

**7.S System Safety, Security, and Compliance (SSSC) Department Activities - Update Q3 FY25**

Staff is providing a summary of the Authority's safety, security, and compliance activities for Q3 for Fiscal Year (FY) 2025.

Receive and file.

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

- Authority Update

**9. Board Members' Comments**

**10. Chair's Comments**

**11. Closed Session**

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

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

Agency Designated Representative: Chair Doug Chaffee

Unrepresented Employee: Chief Executive Officer

**12. ADJOURNMENT**

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

**ITEM ID:** 2025-254-0

**TRANSMITTAL DATE:** June 20, 2025

**MEETING DATE:** June 27, 2025

**TO:** Board of Directors

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

**SUBJECT:** Adoption of the FY 2025-2026 (FY26) Metrolink Budget, Approval of FY26 Annual Contract Authority, and FY26 Salary Resolution, and Approval of Operating Forecasts for the four years FY2026-27 (FY27) through FY2029-30 (FY30)

### **Issue**

Under the terms of the Joint Exercise of Powers Agreement (JPA), the Authority is required to adopt a budget for the succeeding fiscal year no later than June 30th of each year. The Proposed FY2025-26 (FY26) Budget consists of the Operating Budget and State of Good Repair/New Capital Projects Budget. Consistent with multi-year budget planning, approval of the proposed budget forecasts for the fiscal years 2027 through 2030 is also requested at the time of budget adoption. In addition, the FY26 Annual Contract Authority and the FY26 Salary Resolution are submitted for approval as a part of the Budget Adoption process.

### **Recommendation**

It is recommended that the Board:

1. Conduct a Public Hearing; and
2. Adopt the Proposed FY26 Budget; and
3. Approve FY26 Annual Contract Authority; and
4. Approve the FY26 Salary Resolution; and
5. Approve the Proposed Budget Forecasts for Fiscal Years FY27 through FY30

### **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 FY26 Budget has been constructed in collaboration with Member Agencies' staff and CEOs to provide support to each of Metrolink's strategic goals.

## **Background**

### **Public Hearing Requirement:**

Members of the public will be notified of the June 27, 2025, public hearing in accordance with applicable requirements, by advertisements in newspapers and publications in English and foreign languages, throughout the five- county areas served by the Authority in the following newspapers (listed by newspaper, audience and language):

Orange County Reporter (OC), English  
Ventura County Star (VT), English  
Daily News (LA), English  
Riverside Press Enterprise (RIV), English  
San Bernardino County Sun (SB), English  
LA Sentinel (African American), English  
Asbarez Armenian Media Network (Armenian), Armenian Beirut Times (Arabic/Lebanese), Arabic/Lebanese Panorama (Russian), Russian La Opinion (Spanish), Spanish  
Rafu Shimpo (Japanese), Japanese  
World Journal (Chinese), Chinese  
The Korea Times (Korean), Korean  
Asian Journal (Tagalog), Tagalog  
Nguoi Viet Daily News (Vietnamese), Vietnamese  
Iranshahr Weekly (Persian), Persian

The Metrolink's Proposed FY26 Budget is posted on the [metrolinktrains.com](http://metrolinktrains.com) website. The Proposed FY26 Metrolink Budget with all attachments was transmitted to all Member Agencies for their consideration and adoption on April 30, 2025.

### **Budget Background**

Metrolink is transforming itself from a commuter rail to a regional rail, providing transportation services that align with the post-pandemic world of changed work modes and commuting patterns. Metrolink is also responding to the fact that it can no longer depend on commuters alone to support ridership and revenue growth.

Growing ridership must now come through reimagining Metrolink to provide service to a wider audience across the region. Metrolink must provide service to a multitude of audiences and purposes, including commuters, students, and leisure travelers to events, beaches, shopping, and family gatherings.

Member Agency CEOs encouraged Metrolink to partner with consultants to review our service and equipment usage. The results of this partnership led to the Optimized Service schedule which Metrolink implemented in October 2024.

The Proposed FY26 Operating Budget is based on the Optimized Service created by that effort and further refined. It included the addition of 32 trains to allow for pulse departures and fill in mid-day service gaps. As with any new and innovative initiative, time must be allowed to let the results reach their full potential. Consultants advise that two years are required before results can reasonably be evaluated.

### **Discussion**

Kickoff meetings for the FY26 Budget were conducted in mid-September 2024. Budget amounts were proposed considering:

- Overarching goal of safety, and operational efficiency;
- Fiscal sustainability for our Member Agencies;
- Solutions to achieve improvements to farebox revenue;
- Condition of assets;
- Contractual obligations;
- Known adjustments for the forthcoming year;

The budget requests were submitted and subsequently analyzed and reviewed by staff. Internal meetings were concluded in early February. The Metrolink CFO conducted meetings with each of the Member Agency CFOs and staff in February. In response to Member Agency feedback, staff began to identify additional areas where the budget request could be reduced. Additional meetings were held with Member Agency CFOs on February 5th and 6th, February 19th through the 21st, and March 12th through the 14th. Questions were submitted and responses shared with all Member Agencies on February 11th and March 2nd. With the conclusion of Member Agency meetings, staff had reduced the Operating Budget request by \$10.1M, the SGR request was reduced by \$41.9M, and the New Capital request was reduced by \$15.6M. The Proposed FY26 Budget was reviewed with the Member Agency Advisory Committee (MAAC) on April 3rd. An overview of the Proposed FY26 Budget for Operations and the Capital Program detailing the total request for support was reviewed with the Member Agencies' Chief Executive Officers during the February 21st and March 21st monthly meetings.

### Foundation for Proposed FY26 Budget

The Proposed FY26 Budget provides funding to achieve:

- Continued emphasis on safe operations
- Investment in existing and new assets to maintain a state of good repair
- Funding for preparation for the 2028 Los Angeles Olympics Programs to generate increased ridership

### FY26 Operating Budget Assumptions:

#### Service

- Continuation of Optimized Service (full year in FY26)

#### Revenue

- Ridership and Revenue Forecast as provided by Sperry Capital/KPMG
- No fare increases
- Fare Restructure
- Student/Youth discount at 50%

#### Expense

- Contractor increases only as mandated by agreements
- New Train Operator/Rolling Stock Maintenance/Facility Maintenance Contract
- 3% Merit Pool and 3% COLA
- 4 New FTE Headcounts (2-New CFR Regulations, 1 Legal, 1 Outside '20 for LA Metro)
- 2028 Olympics Readiness
- No Special Trains

#### Reporting:

- Monthly
- Formal Mid-Year Budget Review
- Arrow Service as a separate budget funded by SBCTA

### **FY26 Operating Budget Details**

Proposed Total Operating Revenues are \$76.9M and reflect a projected net increase of \$8.9M or 13.1% from the FY2024-2025 (FY25) Budget. The year-over-year changes are detailed below in the Operating Revenues section.

Expenditures are \$352.4M and reflect an increase of \$20.4M or 6.1% higher than the FY25 Budget. Details of the year-over-year expense change are explained below in the Operating Expenditures section.

The required Operating Support is \$275.5M and is an increase of \$11.5M or 4.4% from the FY25 Budget. (See Attachment A for comparisons). The Proposed FY26 Budget Operating Statement by detailed categories compared to the FY25 Budget, by Member Agency, by Line, and historically over the last five years are included as Attachments B, C, D, and E.

### Operating Revenues

Operating Revenues include Farebox, Dispatching, and Maintenance-of-Way (MOW) Revenues, and Other Revenues, such as bank interest, sales of scrap materials, auctions of obsolete equipment, and other minor miscellaneous revenues. Operating Revenues are

estimated to total \$76.9M for FY26, an increase of \$8.9M or 13.1% compared to the FY25 Budget.

Farebox Revenue, which is the largest component of the Total Operating Revenue, is projected at \$51.7M, an increase of \$6.4M or 14.1% compared to the FY25 Budget. Other subsidies for fares including \$3.6M in a LCTOP grant for reduced student fares, and \$2.6M in Access Rider support are added to the farebox to arrive at a Pro Forma Farebox Revenue totaling \$58.3M, an increase of \$9.9M over FY25.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the forecasted rate of usage. The budget of \$2.3M for Dispatching Revenue reflects an increase of less than \$0.1M as compared to the FY25 Budget. The MOW Revenue is \$13.5M reflecting an increase of \$0.4M, or 3.0% as compared to the FY25 Budget. Other Revenues are budgeted at \$2.9M, a decrease of \$1.5M or 34%. This significant decrease is the result of lower projected bank interest on funds.

#### 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 FY25 Budget.

The Train Operations component of the Operating budget contains costs to provide Metrolink rail services across the six-county service areas, which includes the direct costs of railroad operations, equipment maintenance, and required support costs. The Proposed FY26 Budget for expenditures related to Train Operations including contingency is \$202.0M an increase of 10.3% from the FY25 Budget.

MOW expenditures are costs to perform the inspections and repairs on rails, signals, and structures needed to ensure reliable, safe, efficient operation of trains, and the safety of the public. The Proposed FY26 Budget amount for expenditures related to MOW is \$62.9M, an increase of \$8.3M or 15.2% from the FY25 Budget.

Administration and Services include internal expenditures related to Train Operations. The Proposed FY26 Budget for expenditures related to Administration & Services is \$60.2M, an increase of 6.9% as compared to the FY25 Budget.

The category of Insurance and Legal is \$22.9M for the Proposed FY26 Budget, a decrease of \$0.4M or 1.7% from the FY25 Budget.

Also included in the FY26 Budget and shown as separate items are \$1.1M for 2028 Olympics Readiness, \$0.5M for the new federal regulation CFR 245-246 compliance, and \$2.9M for Maintenance of Outside 20' funded by LA Metro. Overall, the total Proposed FY26 Budget for expenditures is \$352.4M and has increased from the FY25 Budget by \$20.4M or 6.1%. The components of this change are as described below.

Total Train Operations have increased by \$18.9M or 10.3% from the FY25 Budget. The primary drivers of this increase are:

- Train Operator Services have increased \$6.5M or 13.6%. \$1.6M of this increase is a full year of Optimized Service (compared to nine months in FY25), the balance is a combination of a salary increase for union rail workers and the expected annual



increase;

- Equipment Maintenance increase of 2.3% was the result of the new "Mini-Bundle" agreement;
- Materials have increased \$2.8M or 22.8% as a result of all rolling stock now out of warranty. Metrolink is the only owner of F125 Locomotives, making replacement parts expensive;
- Operating Facilities Maintenance increased by \$2.7M or 107.2%;
- LA Sheriffs increased by \$1.0M or 7.8% due to county mandated increases for the Los Angeles Sheriff's Department;
- SB Sheriffs are \$3.3M and new in FY26, funded entirely by SBCTA;
- TVM Maintenance has increased by \$1.1M primarily as a result of forecasted increased bank charges for credit cards on higher revenue;
- MOW has increased by \$8.3M or 15.2% from the FY25 Budget as a result of increases to Herzog track and signal maintenance.

Administration and Services have increased from FY25 Budget by \$3.9M or 6.9%. The primary drivers of this increase are:

- An increase to Operations Salaries & Benefits by \$1.8M or 10.1%
- An increase of \$2.5M or 10.1% in charges to Indirect Administrative.

Total Insurance and Legal expense has decreased by \$0.4M or 1.7% from the FY25 Budget, due to a projection of Property and Liability Insurance premiums lower by \$0.4M or 2.1%

#### Member Agency Operating Support

Member Agency support is required to fund the difference between the total costs of operations and forecasted revenues. The Proposed FY26 Budget estimates total Member Agency support is needed in the amount of \$275.5M or an increase of \$11.5M or 4.4% from the FY25 Budget. The Budget Summary Comparison (Attachment E) includes a year-over-year comparison of net operating support by Member Agency. In response to Member Agency requests, this schedule reflects the FY26 Proposed Member Agency support in whole dollars which are required to create Member Agency Board requests.

#### Capital Program Budget

##### State of Good Repair

For State of Good Repair (SGR) the Proposed FY26 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 FY26 budget request addresses only the SGR or annual cost of keeping assets in a State of Good Repair. The current backlog is estimated to be over \$1.0 billion.

##### SGR:

The SGR authorization request for FY26 was identified as necessary investments to maintain a SGR. These projects total \$137.5M, a decrease of \$22.1M or 13.9%. The projects are presented by Member Agency, by Line, and by individual project with locations and descriptions in Attachment F.

### New Capital:

The New Capital authorization request for FY26 was identified as necessary for safe and efficient rail operations. These projects total \$15.6M, an increase from the FY25 request of \$9.7M or 164.4%. The projects are presented by Member Agency, by Line, and by individual project with locations and descriptions in Attachment G. Carryover Capital Projects are also a portion of the budget. For FY26 SGR Carryover Projects total \$365.3M as shown in Attachment H. For FY26 New Capital Carryover Projects total \$92.3M as shown in Attachment I. A Capital Program cash flow forecast by year is included to indicate the amounts we anticipate billing to each Member Agency. This is Attachment J.

### Multi-Year Forecasts

Operating Budget Forecasts for FY27, FY28, FY29, and FY30. In Attachments K-1 thru K-4 we present forecasts which adhere to the principal discussed in CFO meetings of remaining within an increase of not more than 5% to Member Agency Support each year. These forecasts are provided to the Member Agencies for consideration and programming. The four-year forecasts will be considered for adoption individually during the applicable year.

### Annual Salary Resolution

Each year a report is presented with the Annual Budget, requesting Board approval of the annual Salary Resolution, which presents FTE headcount, grade range structure, a proposed position roster, and classification and salary plan. For FY26 the new FTE Headcount is 287. At FY25, the headcount was 285. As shown on the Resolution, two positions were eliminated and four positions were added, for a net increase of two positions.

### Operating Budget Attachments

The attachments listed below provide additional detail on the FY26 Proposed Budget for Operating as described:

- Attachment A - FY26 Proposed Operating Budget with Comparison to FY25
- Attachment B - Historical Actual and Budgeted Operating Statements
- Attachment C - FY26 Proposed Operating Budget by Member Agency
- Attachment D - FY26 Proposed Operating Budget by Line
- Attachment E - History of Actual and Budgeted Operating Support by Member Agency

### Capital Program Budget Attachments

The attachments listed below provide additional detail on the FY26 Proposed Budget for the Capital Program as described:

- Attachment F - FY26 Proposed SGR Projects by Member Agency, Line, and Project Detail List
- Attachment G - FY26 Proposed New Capital by Member Agency, Line, and Project Detail List
- Attachment H - FY26 SGR Carryover Projects
- Attachment I - FY26 New Capital Carryover Projects
- Attachment J - FY26 Proposed Capital Program Cashflow

### Multi-Year Forecast

Attachment K - Four-year forecast based on maximum 5% increase sustainability

### Annual Contract Renewal

Attachment L - Annual Contract Authority Renewal

## Annual Salary Resolution

Attachment SR - FY2025-26 Salary Resolution

Attachment SR-1 - FY26 Proposed Salary Grade Range Structure

Attachment SR-2 - FY26 Proposed Budgeted Position Roster

Attachment SR-3 - FY26 Proposed Classification and Salary Plan

## **Budget Impact**

Adoption of the Proposed FY26 Budget will create a budget and spending authority for Metrolink for the fiscal year 2025-2026.

## **Next Steps**

Upon recommendation of the AFCOM directors on June 13, on June 27 the Board will hold a public hearing and consider for adoption the FY26 Budget and approval the 4-year forecasts, Annual Contract Authority renewals, and the FY26 Salary Resolution.

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

Approved by: Tom Schamber, Interim Chief Financial Officer

## **Attachment(s)**

Attachment A - Operating Budget

Attachment B - Historical Budget

Attachment C - Budget by Member Agency

Attachment D - Budget by Line

Attachment E - Support by Member Agency

Attachment F - FY26 Proposed SGR Projects by Member Agency Line and Project Detail

Attachment G - FY26 Proposed New Capital by Member Agency, Line, and Project Detail List

Attachment H - FY26 SGR Carryover Projects

Attachment I - FY26 New Capital Carryover Projects

Attachment J - FY26 Proposed Capital Program Cashflow

Attachment K-1 - FY27 Forecast

Attachment K-2 - FY28 Forecast

Attachment K-3 - FY29 Forecast

Attachment K-4 - FY30 Forecast

Attachment L - Annual Contract Authority Renewal

Attachment SR - FY26 Salary Resolution Effective July 1

Attachment SR-1 - FY26 Proposed Salary Grade Range Structure Effective July 1

Attachment SR-2 - FY26 Proposed Budgeted Position Roster Effective July 1

Attachment SR-3 - FY26 Proposed Classification and Salary Plan Effective July 1

Presentation - Proposed FY26 Budget

## FY26 Proposed Operating Budget

(\$000s)	FY25 Adopted Budget	FY26 Proposed Budget	Variance FY26 Proposed vs FY25 Adopted	
			\$ Variance	% Variance
<b>Operating Revenue</b>				
Farebox Revenue	45,348	51,717	6,369	14.05%
Fare Reduction Subsidy	427	408	(19)	-4.36%
LCTOP Grant	-	3,574	3,574	n/a
Other Train Subsidies	2,565	2,565	-	0.00%
<b>Subtotal-Pro Forma FareBox</b>	<b>48,341</b>	<b>58,265</b>	<b>9,924</b>	<b>20.53%</b>
Dispatching	2,207	2,257	50	2.25%
Other Revenues	4,353	2,873	(1,481)	-34.01%
MOW Revenues	13,127	13,520	394	3.00%
<b>Total Operating Revenue</b>	<b>68,028</b>	<b>76,915</b>	<b>8,887</b>	<b>13.06%</b>
<b>Operating Expenses</b>				
<b><u>Operations &amp; Services</u></b>				
Train Operators	47,776	54,293	6,517	13.64%
Train Dispatch	5,919	6,033	114	1.93%
Equipment Maintenance	31,724	32,440	717	2.26%
Materials	12,350	15,160	2,810	22.75%
Fuel	33,293	31,831	(1,462)	-4.39%
Non-Scheduled Rolling Stock Repairs	150	125	(25)	-16.67%
Operating Facilities Maintenance	2,486	5,150	2,664	107.16%
Other Operating Train Services	973	1,115	142	14.58%
Security - LA Sheriffs	12,785	13,785	1,000	7.82%
Security - SB Sheriffs	-	3,290	3,290	n/a
Security - Guards	5,340	5,682	342	6.41%
Supplemental Security	251	251	-	0.00%
Public Safety Program	53	67	14	25.49%
Passenger Relations	1,975	1,978	4	0.19%
TVM Maintenance/Revenue Collection	4,929	6,035	1,107	22.45%
Marketing	3,003	3,651	648	21.57%
Media & External Communications	304	289	(14)	-4.76%
Utilities/Leases	2,704	2,843	139	5.15%
Transfers to Other Operators	2,615	2,892	277	10.60%
Amtrak Transfers	671	688	17	2.55%
Station Maintenance	6,266	6,980	714	11.40%
Rail Agreements	6,922	7,331	409	5.91%
Special Trains	500	-	(500)	-100.00%
<b>Subtotal Operations &amp; Services</b>	<b>182,987</b>	<b>201,910</b>	<b>18,924</b>	<b>10.34%</b>
<b><u>Maintenance-of-Way</u></b>				
MoW - Line Segments	44,890	52,672	7,782	17.34%
MoW Labor & Benefits	4,741	4,804	63	1.33%
Overhead MoW Expenses	4,347	4,634	287	6.61%
MoW - Extraordinary Maintenance	640	829	188	29.43%
<b>Subtotal Maintenance-of-Way</b>	<b>54,618</b>	<b>62,939</b>	<b>8,320</b>	<b>15.23%</b>
<b><u>Administration &amp; Services</u></b>				
Ops Salaries & Benefits	17,764	19,553	1,789	10.07%
Ops Non-Labor Expenses	11,613	11,713	99	0.86%
Indirect Administrative Expenses	24,283	26,741	2,459	10.13%
Ops Professional Services	2,654	2,175	(479)	-18.06%
<b>Subtotal Admin &amp; Services</b>	<b>56,314</b>	<b>60,182</b>	<b>3,868</b>	<b>6.87%</b>
<b>Contingency</b>	<b>50</b>	<b>50</b>	<b>-</b>	<b>0.00%</b>
<b>Total Operating Expenses</b>	<b>293,969</b>	<b>325,081</b>	<b>31,112</b>	<b>10.58%</b>
<b><u>Insurance and Legal</u></b>				
Liability/Property/Auto	19,201	18,804	(397)	-2.07%
Net Claims / SI	1,841	1,841	-	0.00%
Claims Administration	2,196	2,206	11	0.48%
<b>Subtotal Insurance and Legal</b>	<b>23,237</b>	<b>22,851</b>	<b>(386)</b>	<b>-1.66%</b>
<b>Total Expense</b>	<b>317,206</b>	<b>347,932</b>	<b>30,725</b>	<b>9.69%</b>
<b>Loss</b>	<b>(249,179)</b>	<b>(271,017)</b>	<b>(21,838)</b>	<b>8.76%</b>
Mobilization	10,338	-	(10,338)	-100.00%
Student Adventure Pass	3,211	-	(3,211)	-100.00%
2028 Olympics Readiness	-	1,100	1,100	n/a
CFR 245-246	-	500	500	n/a
Outside 20'	1,300	2,891	1,591	122.42%
<b>Total Expense</b>	<b>332,056</b>	<b>352,423</b>	<b>20,367</b>	<b>6.13%</b>
<b>Loss / Member Support Required</b>	<b>(264,028)</b>	<b>(275,508)</b>	<b>(11,480)</b>	<b>4.35%</b>

Numbers may not foot due to rounding

# Historical Actual and Budgeted Operating Statements

(\$000s)	FY 21-22 Actual	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Adopted Budget	FY 25-26 Proposed Budget	Variance FY26 Proposed vs FY25 Adopted	
						\$ Variance	% Variance
<b>Operating Revenue</b>							
Farebox Revenue	25,128	31,114	32,175	45,348	51,717	6,369	14.05%
Fare Reduction Subsidy	689	571	188	427	408	(19)	-4.36%
LCTOP Grant	-	-	-	-	3,574	3,574	n/a
AV Line Discount	(15)	-	-	-	-	-	n/a
Mobility 4 All Subsidy	-	389	758	-	-	-	n/a
Student Adventure Pass	-	-	7,475	-	-	-	n/a
Other Train Subsidies	2,365	2,443	2,534	2,565	2,565	-	0.00%
Special Trains	121	29	36	-	-	-	n/a
<b>Subtotal-Pro Forma FareBox</b>	<b>28,288</b>	<b>34,546</b>	<b>43,166</b>	<b>48,341</b>	<b>58,265</b>	<b>9,924</b>	<b>20.53%</b>
Dispatching	2,155	2,245	2,677	2,207	2,257	50	2.25%
Other Revenues	459	1,094	5,193	4,353	2,873	(1,481)	-34.01%
MOW Revenues	11,506	13,402	13,528	13,127	13,520	394	3.00%
<b>Total Operating Revenue</b>	<b>42,407</b>	<b>51,287</b>	<b>64,563</b>	<b>68,028</b>	<b>76,915</b>	<b>8,887</b>	<b>13.06%</b>
<b>Operating Expenses</b>							
<b><u>Operations &amp; Services</u></b>							
Train Operators	36,314	36,075	40,146	47,776	54,293	6,517	13.64%
Train Dispatch	5,275	5,260	6,131	5,919	6,033	114	1.93%
Equipment Maintenance	27,941	28,750	30,089	31,724	32,440	717	2.26%
Materials	11,189	13,594	14,306	12,350	15,160	2,810	22.75%
Fuel	21,245	31,881	29,397	33,293	31,831	(1,462)	-4.39%
Non-Scheduled Rolling Stock Repairs	43	93	125	150	125	(25)	-16.67%
Operating Facilities Maintenance	1,804	2,244	2,241	2,486	5,150	2,664	107.16%
Other Operating Train Services	520	532	904	973	1,115	142	14.58%
Security - LA Sheriffs	9,920	10,316	11,530	12,785	13,785	1,000	7.82%
Security - SB Sheriffs	-	-	-	-	3,290	3,290	n/a
Security - Guards	4,053	4,624	5,493	5,340	5,682	342	6.41%
Supplemental Security	-	-	413	251	251	-	0.00%
Public Safety Program	14	7	25	53	67	14	25.49%
Passenger Relations	1,622	1,636	1,686	1,975	1,978	4	0.19%
TVM Maintenance/Revenue Collection	3,675	4,752	4,473	4,929	6,035	1,107	22.45%
Marketing	2,646	2,622	2,887	3,003	3,651	648	21.57%
Media & External Communications	101	232	164	304	289	(14)	-4.76%
Utilities/Leases	2,913	2,538	2,370	2,704	2,843	139	5.15%
Transfers to Other Operators	1,975	2,130	2,664	2,615	2,892	277	10.60%
Amtrak Transfers	238	322	577	671	688	17	2.55%
Station Maintenance	1,984	2,081	4,591	6,266	6,980	714	11.40%
Rail Agreements	3,193	5,313	6,280	6,922	7,331	409	5.91%
Special Trains	74	-	169	500	-	(500)	-100.00%
<b>Subtotal Operations &amp; Services</b>	<b>136,741</b>	<b>155,000</b>	<b>166,664</b>	<b>182,987</b>	<b>201,910</b>	<b>18,924</b>	<b>10.34%</b>
<b><u>Maintenance-of-Way</u></b>							
MoW - Line Segments	42,850	41,219	44,593	44,890	52,672	7,782	17.34%
MoW Labor & Benefits	3,920	3,975	4,410	4,741	4,804	63	1.33%
Overhead MoW Expenses	2,970	3,198	3,366	4,347	4,634	287	6.61%
MoW - Extraordinary Maintenance	242	873	695	640	829	188	29.43%
<b>Subtotal Maintenance-of-Way</b>	<b>49,982</b>	<b>49,264</b>	<b>53,063</b>	<b>54,618</b>	<b>62,939</b>	<b>8,320</b>	<b>15.23%</b>
<b><u>Administration &amp; Services</u></b>							
Ops Salaries & Benefits	15,107	15,144	16,922	17,764	19,553	1,789	10.07%
Ops Non-Labor Expenses	7,594	8,616	9,023	11,613	11,713	99	0.86%
Indirect Administrative Expenses	17,645	17,614	18,259	24,283	26,741	2,459	10.13%
Ops Professional Services	2,276	1,786	1,573	2,654	2,175	(479)	-18.06%
<b>Subtotal Admin &amp; Services</b>	<b>42,622</b>	<b>43,161</b>	<b>45,776</b>	<b>56,314</b>	<b>60,182</b>	<b>3,868</b>	<b>6.87%</b>
<b>Contingency</b>	<b>-</b>	<b>40</b>	<b>-</b>	<b>50</b>	<b>50</b>	<b>-</b>	<b>0.00%</b>
<b>Total Operating Expenses</b>	<b>229,344</b>	<b>247,465</b>	<b>265,503</b>	<b>293,969</b>	<b>325,081</b>	<b>31,112</b>	<b>10.58%</b>
<b>Insurance and Legal</b>							
Liability/Property/Auto	12,857	13,406	15,598	19,201	18,804	(397)	-2.07%
Net Claims / SI	(684)	382	1,065	1,841	1,841	-	0.00%
Claims Administration	1,708	1,935	1,949	2,196	2,206	11	0.48%
<b>Total Net Insurance and Legal</b>	<b>13,880</b>	<b>15,723</b>	<b>18,612</b>	<b>23,237</b>	<b>22,851</b>	<b>(386)</b>	<b>-1.66%</b>

(\$000s)	FY 21-22 Actual	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Adopted Budget	FY 25-26 Proposed Budget	Variance FY26 Proposed vs FY25 Adopted	
						\$ Variance	% Variance
Mobilization	-	-	-	10,338	-	(10,338)	-100.0%
Student Adventure Pass	-	-	-	3,211	-	(3,211)	-100.0%
2028 Olympics Readiness	-	-	-	-	1,100	1,100	n/a
CFR 245-246	-	-	-	-	500	500	n/a
Outside 20'	-	-	-	1,300	2,891	1,591	122.4%
<b>Total Expense before Non-Recurring</b>	<b>243,224</b>	<b>263,188</b>	<b>284,115</b>	<b>332,056</b>	<b>352,423</b>	<b>20,367</b>	<b>6.1%</b>
<b>Loss before Non-Recurring</b>	<b>(200,817)</b>	<b>(211,901)</b>	<b>(219,552)</b>	<b>(264,028)</b>	<b>(275,508)</b>	<b>(11,480)</b>	<b>4.3%</b>
<b>Net Effect of Unbudgeted Special Trains</b>	-	-	108	-	-	-	n/a
Member Support before Non-Recurring	198,209	229,801	252,342	264,028	275,508	11,480	4.3%
Surplus / (Deficit) before Non-Recurring	(2,608)	17,900	32,899	-	-	-	n/a
Prior year Carryforward / (Deficit)	196	(2,921)	-	-	-	-	n/a
<b>Net Surplus / (Deficit) before Non-Recurring</b>	<b>(2,412)</b>	<b>14,979</b>	<b>32,899</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
<b>Non-Recurring Settlement Expense 3</b>	<b>-</b>	<b>-</b>	<b>3,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
<b>Total Expenses including Non-Recurring</b>	<b>243,224</b>	<b>263,188</b>	<b>287,347</b>	<b>332,056</b>	<b>352,423</b>	<b>20,367</b>	<b>6.1%</b>
<b>Net Loss including Non-Recurring</b>	<b>(200,817)</b>	<b>(211,901)</b>	<b>(222,443)</b>	<b>(264,028)</b>	<b>(275,508)</b>	<b>(11,480)</b>	<b>4.3%</b>
<b>All Member Support</b>	<b>198,405</b>	<b>226,880</b>	<b>252,342</b>	<b>264,028</b>	<b>275,508</b>	<b>11,480</b>	<b>4.3%</b>
<b>Net Surplus / (Deficit)</b>	<b>(2,412)</b>	<b>14,979</b>	<b>29,899</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
<b>*San Clemente Track Work</b>							
Member Support	5,000	5,896	1,557	1,666	-	-	n/a
Total Expense	3,604	4,339	60	-	-	-	n/a
Surplus / (Deficit)	1,396	1,557	1,497	-	-	-	n/a
Surplus transferred to next year	1,396	1,557	1,497	-	-	-	n/a
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a
<b>San Clemente #2</b>							
Member Support	-	6,000	4,887	2,913	-	-	n/a
Total Expense	-	1,113	1,966	-	-	-	n/a
Surplus / (Deficit)	-	4,887	2,922	-	-	-	n/a
Surplus transferred to next year	-	4,887	2,922	-	-	-	n/a
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a
<b>San Clemente #3</b>							
Member Support	-	-	8,900	4,003	-	-	n/a
Total Expense	-	-	5,286	-	-	-	n/a
Surplus / (Deficit)	-	-	3,614	-	-	-	n/a
Surplus transferred to next year	-	-	3,614	-	-	-	n/a
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a

Numbers may not foot due to rounding.

\*Note: FY26 budgeted amounts for San Clemente will be available subsequent to FY25 year-end

## FY26 Proposed Operating Budget by Member Agency

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Operating Revenue</b>						
Farebox Revenue	27,722	11,983	4,371	6,039	1,603	51,717
Fare Reduction Subsidy	244	-	-	164	-	408
LCTOP Grant	1,916	828	302	417	111	3,574
Other Train Subsidies	2,565	-	-	-	-	2,565
<b>Subtotal-Pro Forma FareBox</b>	<b>32,447</b>	<b>12,811</b>	<b>4,673</b>	<b>6,620</b>	<b>1,714</b>	<b>58,265</b>
Dispatching	1,135	713	19	135	254	2,257
Other Revenues	1,489	551	332	325	176	2,873
MOW Revenues	7,359	3,103	889	1,684	486	13,520
<b>Total Operating Revenue</b>	<b>42,431</b>	<b>17,178</b>	<b>5,913</b>	<b>8,764</b>	<b>2,629</b>	<b>76,915</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operators	29,009	11,901	5,788	5,505	2,090	54,293
Train Dispatch	3,567	1,071	471	591	333	6,033
Equipment Maintenance	16,713	6,504	3,620	3,906	1,697	32,440
Materials	7,811	3,040	1,692	1,825	793	15,160
Fuel	17,007	6,977	3,393	3,228	1,225	31,831
Non-Scheduled Rolling Stock Repairs	67	25	13	15	5	125
Operating Facilities Maintenance	2,763	1,044	517	605	221	5,150
Other Operating Train Services	558	219	136	124	79	1,115
Security - LA Sheriffs	7,395	2,795	1,384	1,620	590	13,785
Security - SB Sheriffs	-	-	-	3,290	-	3,290
Security - Guards	2,507	911	1,184	555	526	5,682
Supplemental Security	135	58	21	30	8	251
Public Safety Program	32	12	10	7	7	67
Passenger Relations	1,017	441	179	272	69	1,978
TVM Maintenance/Revenue Collection	2,637	1,296	984	760	358	6,035
Marketing	1,881	816	327	503	124	3,651
Media & External Communications	137	50	43	30	29	289
Utilities/Leases	1,349	490	423	299	283	2,843
Transfers to Other Operators	1,705	556	185	351	95	2,892
Amtrak Transfers	290	304	-	-	95	688
Station Maintenance	4,459	985	440	787	310	6,980
Rail Agreements	2,112	2,012	1,817	439	950	7,331
Special Trains	-	-	-	-	-	-
<b>Subtotal Operations &amp; Services</b>	<b>103,149</b>	<b>41,506</b>	<b>22,626</b>	<b>24,742</b>	<b>9,887</b>	<b>201,910</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	29,775	10,123	3,359	6,634	2,781	52,672
MoW Labor & Benefits	2,707	867	365	577	289	4,804
Overhead MoW Expenses	2,706	823	336	510	258	4,634
MoW - Extraordinary Maintenance	485	119	79	88	57	829
<b>Subtotal Maintenance-of-Way</b>	<b>35,673</b>	<b>11,932</b>	<b>4,139</b>	<b>7,809</b>	<b>3,385</b>	<b>62,939</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	9,276	3,369	2,910	2,053	1,946	19,553
Ops Non-Labor Expenses	6,025	2,440	1,387	1,209	652	11,713
Indirect Administrative Expenses	12,686	4,608	3,979	2,808	2,661	26,741
Ops Professional Services	1,032	375	324	228	216	2,175
<b>Subtotal Admin &amp; Services</b>	<b>29,019</b>	<b>10,791</b>	<b>8,600</b>	<b>6,298</b>	<b>5,474</b>	<b>60,182</b>
<b><u>Contingency</u></b>	<b>24</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>50</b>
<b>Total Operating Expenses</b>	<b>167,865</b>	<b>64,238</b>	<b>35,373</b>	<b>38,854</b>	<b>18,751</b>	<b>325,081</b>
<b><u>Insurance and Legal</u></b>						
Liability/Property/Auto	10,087	3,813	1,888	2,210	805	18,804
Net Claims / SI	987	373	185	216	79	1,841
Claims Administration	1,183	447	222	259	94	2,206
<b>Subtotal Insurance and Legal</b>	<b>12,258</b>	<b>4,634</b>	<b>2,295</b>	<b>2,686</b>	<b>978</b>	<b>22,851</b>
<b>Total Expense</b>	<b>180,123</b>	<b>68,871</b>	<b>37,667</b>	<b>41,540</b>	<b>19,729</b>	<b>347,932</b>
<b>Loss</b>	<b>(137,692)</b>	<b>(51,694)</b>	<b>(31,755)</b>	<b>(32,776)</b>	<b>(17,100)</b>	<b>(271,017)</b>
2028 Olympics Readiness	522	190	164	116	109	1,100
CFR 245-246	251	89	61	56	43	500
Outside 20'	2,891	-	-	-	-	2,891
<b>Total Expense</b>	<b>183,788</b>	<b>69,150</b>	<b>37,892</b>	<b>41,711</b>	<b>19,882</b>	<b>352,423</b>
<b>Loss/Member Support Required</b>	<b>(141,357)</b>	<b>(51,973)</b>	<b>(31,980)</b>	<b>(32,947)</b>	<b>(17,252)</b>	<b>(275,508)</b>

## FY26 Proposed Operating Budget by Line

(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
<b>Operating Revenue</b>								
Farebox Revenue	14,452	4,263	9,482	2,880	11,822	4,392	4,427	51,717
Fare Reduction Subsidy	408	-	-	-	-	-	-	408
LCTOP Grant	999	295	655	199	817	303	306	3,574
Other Train Subsidies	847	154	872	308	180	-	205	2,565
<b>Subtotal-Pro Forma FareBox</b>	<b>16,705</b>	<b>4,712</b>	<b>11,009</b>	<b>3,386</b>	<b>12,819</b>	<b>4,695</b>	<b>4,938</b>	<b>58,265</b>
Dispatching	251	530	372	6	1,028	26	44	2,257
Other Revenues	631	382	593	231	390	327	318	2,873
MOW Revenues	3,965	1,513	3,412	263	2,025	1,398	945	13,520
<b>Total Operating Revenue</b>	<b>21,552</b>	<b>7,137</b>	<b>15,387</b>	<b>3,886</b>	<b>16,261</b>	<b>6,447</b>	<b>6,245</b>	<b>76,915</b>
<b>Operating Expenses</b>								
<b><u>Operations &amp; Services</u></b>								
Train Operators	12,653	5,526	11,431	2,895	9,671	6,197	5,920	54,293
Train Dispatch	1,765	923	1,593	125	601	519	507	6,033
Equipment Maintenance	7,419	3,951	6,774	2,307	4,860	3,731	3,400	32,440
Materials	3,467	1,847	3,165	1,078	2,271	1,743	1,589	15,160
Fuel	7,418	3,240	6,702	1,697	5,670	3,633	3,471	31,831
Non-Scheduled Rolling Stock Repairs	30	13	27	8	20	14	12	125
Operating Facilities Maintenance	1,234	555	1,125	336	816	573	512	5,150
Other Operating Train Services	225	146	203	123	169	119	131	1,115
Security - LA Sheriffs	3,302	1,485	3,011	899	2,185	1,533	1,371	13,785
Security - SB Sheriffs	2,779	-	-	282	-	216	13	3,290
Security - Guards	771	878	954	792	503	646	1,138	5,682
Supplemental Security	70	21	46	14	57	21	21	251
Public Safety Program	10	11	12	10	6	8	9	67
Passenger Relations	581	173	351	100	383	211	180	1,978
TVM Maintenance/Revenue Collection	1,125	835	1,058	574	790	902	752	6,035
Marketing	1,077	315	648	182	711	388	330	3,651
Media & External Communications	42	48	52	43	28	35	41	289
Utilities/Leases	415	473	514	426	270	348	398	2,843
Transfers to Other Operators	882	253	646	136	652	70	253	2,892
Amtrak Transfers	-	250	-	-	438	-	-	688
Station Maintenance	2,103	984	1,596	415	1,217	11	654	6,980
Rail Agreements	-	950	-	2,205	1,213	1,259	1,704	7,331
Special Trains	-	-	-	-	-	-	-	-
<b>Subtotal Operations &amp; Services</b>	<b>47,367</b>	<b>22,877</b>	<b>39,906</b>	<b>14,646</b>	<b>32,530</b>	<b>22,177</b>	<b>22,406</b>	<b>201,910</b>
<b><u>Maintenance-of-Way</u></b>								
MoW - Line Segments	15,717	7,777	12,653	1,207	7,302	4,767	3,248	52,672
MoW Labor & Benefits	1,393	796	1,097	60	646	495	317	4,804
Overhead MoW Expenses	1,282	710	1,222	71	630	445	273	4,634
MoW - Extraordinary Maintenance	182	125	132	115	140	111	24	829
<b>Subtotal Maintenance-of-Way</b>	<b>18,574</b>	<b>9,408</b>	<b>15,104</b>	<b>1,453</b>	<b>8,718</b>	<b>5,818</b>	<b>3,863</b>	<b>62,939</b>
<b><u>Administration &amp; Services</u></b>								
Ops Salaries & Fringe Benefits	2,853	3,250	3,531	2,929	1,860	2,391	2,739	19,553
Ops Non-Labor Expenses	2,459	1,402	2,326	944	1,833	1,386	1,362	11,713
Indirect Administrative Expenses	3,902	4,444	4,829	4,006	2,543	3,270	3,746	26,741
Ops Professional Services	317	361	393	326	207	266	305	2,175
<b>Subtotal Admin &amp; Services</b>	<b>9,531</b>	<b>9,457</b>	<b>11,079</b>	<b>8,205</b>	<b>6,443</b>	<b>7,314</b>	<b>8,153</b>	<b>60,182</b>
<b><u>Contingency</u></b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>50</b>
<b>Total Operating Expenses</b>	<b>75,480</b>	<b>41,751</b>	<b>66,098</b>	<b>24,311</b>	<b>47,696</b>	<b>35,315</b>	<b>34,429</b>	<b>325,081</b>
<b><u>Insurance and Legal</u></b>								
Liability/Property/Auto	4,504	2,025	4,107	1,226	2,980	2,092	1,870	18,804
Net Claims / SI	441	198	402	120	292	205	183	1,841
Claims Administration	528	238	482	144	350	245	219	2,206
<b>Subtotal Insurance and Legal</b>	<b>5,473</b>	<b>2,461</b>	<b>4,991</b>	<b>1,490</b>	<b>3,621</b>	<b>2,542</b>	<b>2,273</b>	<b>22,851</b>
<b>Total Expense</b>	<b>80,953</b>	<b>44,212</b>	<b>71,089</b>	<b>25,801</b>	<b>51,318</b>	<b>37,857</b>	<b>36,701</b>	<b>347,932</b>
<b>Loss</b>	<b>(59,401)</b>	<b>(37,076)</b>	<b>(55,702)</b>	<b>(21,915)</b>	<b>(35,056)</b>	<b>(31,411)</b>	<b>(30,456)</b>	<b>(271,017)</b>
2028 Olympics Readiness	160	183	199	165	105	135	154	1,100
CFR 245-246	96	80	100	55	54	56	58	500
Outside 20'	482	843	482	301	301	181	301	2,891
<b>Total Expense</b>	<b>81,692</b>	<b>45,319</b>	<b>71,869</b>	<b>26,322</b>	<b>51,778</b>	<b>38,229</b>	<b>37,214</b>	<b>352,423</b>
<b>Loss/Member Support Required</b>	<b>(60,140)</b>	<b>(38,182)</b>	<b>(56,482)</b>	<b>(22,436)</b>	<b>(35,517)</b>	<b>(31,782)</b>	<b>(30,969)</b>	<b>(275,508)</b>



## History of actual and budgeted Operating Support with variances of FY26 vs FY25

### Support by Member Agency

	<b>Total Support</b>	<b>METRO Share</b>	<b>OCTA Share</b>	<b>RCTC Share</b>	<b>SBCTA Share</b>	<b>VCTC Share</b>
<b>FY25 Adopted Budget</b>	<b>\$264,028,362</b>	\$137,759,830	\$50,331,477	\$30,289,196	\$29,569,677	\$16,078,182
<b>FY26 Proposed Budget</b>	<b>\$275,508,494</b>	\$141,356,991	\$51,972,543	\$31,979,697	\$32,947,082	\$17,252,181

<b>Year-Over-Year Change</b>	<b>Total Support</b>	<b>METRO Share</b>	<b>OCTA Share</b>	<b>RCTC Share</b>	<b>SBCTA Share</b>	<b>VCTC Share</b>
<b>FY26 vs FY25</b>						
\$ increase	<b>\$11,480,132</b>	\$3,597,160	\$1,641,066	\$1,690,501	\$3,377,405	\$1,173,999
% increase	<b>4.3%</b>	2.6%	3.3%	5.6%	11.4%	7.3%

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

								FUNDINGS					
PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
2858	Rehab	Ventura County Line	Ventura - LA County	Communications	VENTURA SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION (LA)	<p>Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:</p> <ul style="list-style-type: none"><li>- Positive Train Control (PTC) systems</li><li>- Centralized train control systems</li><li>- Communication Back-haul systems</li><li>- Customer Information Systems</li><li>- Video Surveillance and Security Systems</li><li>- Voice Communication Systems</li><li>- System Power Components</li><li>- Shelter Environmental Subsystems</li></ul> <p>Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.</p>	\$456,000	\$456,000	\$0	\$0	\$0	\$0	\$0
3045	Rehab	ALL	All	Facilities	METROLINK CAM EXPENSES FOR FISCAL 2026	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 is year 3 of the agreed \$5,000,000 over 3 years. Future years to be negotiated.	\$1,700,000	\$807,500	\$336,600	\$188,700	\$244,800	\$122,400	\$0
3065	Rehab	ALL	All	Train Control	PTC TRACK DATABASE AND TECHNICAL SERVICES REHAB	<ul style="list-style-type: none"><li>• Corgi is the PTC database manager, it’s the interface used for geospatial data management of the track database. It has been in place since the PTC Integrator Vendor (I/V) project in 2012 and migration of PTC into revenue service on Metrolink property in 2015. The scope of work will include Phase 2 of rewriting/reprogramming Corgi so it it compliant with the latest cyber security protocols and SCRRA IDTS policies, including a major update so it can support an updated Interoperable Train Control (ITC) industry data model. This will require the Corgi Vendor to make the updates and perform DEV and Postproduction testing with SCRRA PTC staff. Additionally, as required with this overhaul any supporting tools (i.e. Wabtrax/Webtrax, ArcGIS, ESRI) or operating system updates will be completed.</li><li>• PTC utilizes IBM Engineering Workflow Management (aka Jazz) to comply with CFR Title 49 part 236 supporting Configuration, Change, Discrepancy, Risk, Requirements, Records and Reporting management. This application has been in place since 2016. This program now calls for a major software upgrade but there are security and database rehab dependencies that will need to be completed as part of this project.</li></ul> <p>Scope of work:</p> <ul style="list-style-type: none"><li>- Migration of Database System from MSSQL to latest Oracle Enterprise Edition per SCRRA security and IDTS policies</li><li>-Upgrade any operating systems and security tools</li><li>-Update any scripting or configurations pre-deployment and post deployment</li><li>-Testing</li><li>-Upgrade IBM Engineering Workflow Management and its related program artifacts to the latest version &amp; Validation</li></ul> <p>This may require hardware updates upon assessment once project</p>	\$986,000	\$468,350	\$195,228	\$109,446	\$141,984	\$70,992	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3085	Rehab	ALL	All	Business Systems	EAM Software Optimization and future enhancements	Metrolink is focusing on improving its Transit Asset Management (TAM) best practices by leveraging the Trapeze EAM System and managing a single system of truth. As the utilization of the EAM system increases and the software evolves with each new version, staff anticipates system enhancements to continue, and business workflows to be further refined. One system improvement that is planned includes the delivery of the State of Good Repair (SGR) and Capital Planning module. This SGR module will make it easier for staff to monitor the progress towards the agency’s SGR goals and to report reliability of assets and expand its ability to make improved capital investment decisions. This along with other planned system and process improvements are expected to add value and allow improved decision-making by the asset managers. These additional system improvements will require a commensurate level of asset management technical support, targeted training, and system implementation efforts. These resources will work in collaboration with each business unit to ensure asset strategies and objectives are being achieved. This includes leveraging data from the EAM System, which considers benefits and risks associated with each asset, rigorous assessment of asset conditions to guide lifecycle management, implementation of new asset management procedures, combining agency engineering and operational functional requirements. In addition, the agency is developing a new EAM Learning & Development Program and will require dedicated contracted support to deliver and execute the proposed framework. Which includes a comprehensive, centralized and effective training program that will meet the agency’s training goals and objectives. Contracted support includes technical instructional designer and coordinators to support the Learning Management System implementation and to work collaboratively with our 3rd party vendors to ensure all training needs are met and the agency complies with all applicable federal rail administration regulations.	\$1,500,000	\$712,500	\$297,000	\$166,500	\$216,000	\$108,000	\$0
3105	Rehab	ALL	All	Rolling Stock	Bombardier Railcar Rebuild (EP199-19)	<p>BUDGET REDUCED BY 50% FROM \$22M to \$11MM - SCOPE STILL TO BE REDUCED BY 50%</p> <ul style="list-style-type: none"><li>• Continue to rebuild on remaining 33 Bombardier cars as next option orders</li><li>• Extend lifecycle by 15 years</li><li>• Upgrade Bombardier railcar onboard system for safety and convenience.</li></ul> <p>ORIGINAL SCOPE ABOVE – SCOPE STILL NEEDS TO BE REDUCED.</p>	\$11,026,000	\$5,237,350	\$2,183,148	\$1,223,886	\$1,587,744	\$793,872	\$0
3146	Rehab	ALL	All	Information Technology	Rehab of End-User Equipment, Printers, and Conference Rooms	This project aims to rehabilitate and upgrade a range of end-user equipment - including laptops, desktops, monitors, docking stations, tablets, Ricoh and HP printers, and conference room technology such as video and audio equipment - to enhance operational efficiency by reducing downtime caused by outdated or malfunctioning technology, ensure reliable performance through regular maintenance and upgrades to minimize the risk of technical issues, improve user experience by providing modern equipment that effectively meets their needs, support organizational growth by establishing a foundation for future technological innovations, and strengthen cybersecurity.	\$486,000	\$230,850	\$96,228	\$53,946	\$69,984	\$34,992	\$0
3165	Rehab	ALL	All	Track	FY26 Systemwide Track Measurement Systems	Condition assessments, and measurement systems for Track, Track components, and also Systemwide Asset Management, MRP Updates, and SGR Planning and reporting.	\$1,500,000	\$712,500	\$297,000	\$166,500	\$216,000	\$108,000	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3166	Rehab	Ventura County Line	Ventura - VC County	Track	SoGR_FY26_VENTURA (VC)_TRACK	BUDGET DECREASED BY 70%; SCOPE STILL TO BE DECREASED ACCORDINGLY. Ventura Sub (VC) Track Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings Specific Work will include: 3,000 Ties; 1 Road Crossing  BUDGET DECREASED from \$2,606K to \$781K; SCOPE STILL TO BE DECREASED ACCORDINGLY.	\$781,000	\$0	\$0	\$0	\$0	\$781,000	\$0
3167	Rehab	Ventura County Line	Ventura - VC County	Structures	SoGR_FY26_VENTURA (VC)_STRUCTURES_DESIGN	Ventura (VC) Sub Structures Design 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 Ventura County Design and Environmental Clearance for 5 culverts in Ventura County  Budget reduced by 25%; need to adjust descope.	\$773,000	\$0	\$0	\$0	\$0	\$773,000	\$0
3168	Rehab	Ventura County Line	Ventura - VC County	Train Control	SoGR_FY26_VENTURA (VC)_SIGNAL	Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Signal systems - Crossing systems  Specific Work will include Upgrading control points and crossings  Budget reduced by 35%; NEED TO ADJUST SCOPE.	\$2,008,000	\$0	\$0	\$0	\$0	\$2,008,000	\$0
3172	Rehab	Ventura County Line	Ventura - LA County	Structures	SoGR_FY26_VENTURA (LA)_STRUCTURES_DESIGN	Ventura (LA) 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 5 culverts in LA County Design for 3 Bridges in LA County  Budget reduced by 45%; need to adjust descope.	\$1,275,000	\$1,275,000	\$0	\$0	\$0	\$0	\$0
3173	Rehab	San Bernardino Lline	San Gabriel	Train Control	SOGR_FY26_SAN GABRIEL_SIGNAL	BUDGET DECREASED BY 65%; SCOPE STILL TO BE DECREASED ACCORDINGLY. San Gabriel (SG) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems (7) VHLC (3) Crossings  BUDGET DECREASED from \$12.6M to \$4.4M; SCOPE STILL TO BE DECREASED ACCORDINGLY.	\$4,425,000	\$2,655,000	\$0	\$0	\$1,770,000	\$0	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3174	Rehab	San Bernardino LIne	San Gabriel	Track	SOGR_FY26_SAN GABRIEL_TRACK	<p>BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.</p> <p>San Gabriel (SG) Track Rehabilitation addresses five major components to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <p>-Rail -Ties -Crossings -Special Trackwork -Ballast</p> <p>Specific work will include: Replacing 7546 feet of Rail Upgrading 1 crossing Replace 2 turnouts Ballast to support projects listed</p> <p>BUDGET DECREASED from \$6.8M to \$3.4 M; SCOPE NEEDS TO BE DECREASED.</p>	\$3,408,000	\$2,044,800	\$0	\$0	\$1,363,200	\$0	\$0
3176	Rehab	San Bernardino LIne	San Gabriel	Structures	SOGR_FY26_SAN GABRIEL_STRUCTURES_CONSTRUCTION	<p>San Gabriel (SG) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <p>-Bridges -Culverts -Tunnels</p> <p>Specific work will include: REPLACE (4) CULVERTS/BRIDGES THAT HAVE DESIGNED/ENVIRONMENTALLY CLEARED WITH FY-22 FUNDING</p> <p>Budget reduced by 25%; need to adjust descope.</p>	\$4,875,000	\$2,925,000	\$0	\$0	\$1,950,000	\$0	\$0
3177	Rehab	ALL	River	Train Control	SOGR_FY26_RIVER_SIGNAL	<p>River (RV) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog:</p> <p>*Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems UPGRADE (2) CONTROL POIINT HOUSE AND SIGNALS</p> <p>Budget reduced by 30%; need to adjust descope.</p>	\$3,010,000	\$1,429,750	\$595,980	\$334,110	\$433,440	\$216,720	\$0
3178	Rehab	ALL	River	Structures	SOGR_FY26_RIVER_STRUCTURES_DESIGN	<p>River (RV) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <p>-Bridges -Culverts -Tunnels</p> <p>Specific work will include: River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <p>- Bridges *DESIGN ONLY* Bridge load rating analysis updates, design and/or repair recommendations, and alternative analysis and environmental clearance</p> <p>Budget reduced by 35%; need to adjust descope.</p>	\$1,625,000	\$771,875	\$321,750	\$180,375	\$234,000	\$117,000	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3179	Rehab	ALL	River	Track	SOGR_FY26_RIVER_TRACK	River (RV) Track Rehabilitation addresses five major components to sufficiently rehabilitate aging infrastructure and growing backlog: -Rail -Ties -Crossings -Special Trackwork -Ballast Specific work will include: REHAB (7) TURNOUTS  Budget reduced by 35%; need to adjust descope.	\$2,893,000	\$1,374,175	\$572,814	\$321,123	\$416,592	\$208,296	\$0
3180	Rehab	Perris Valley Line	San Jacinto (PVL)	Train Control	SOGR_FY26_PERRIS_VALLEY_SIGNAL	Perris Valley (PVL) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems Upgrade (3) VHLC  Budget reduced by 35%; need to adjust scope.	\$2,018,000	\$0	\$0	\$2,018,000	\$0	\$0	\$0
3185	Rehab	ALL	All	Information Technology	Rehab of Network Device Assets (Corporate and Train Control)	Replace Cisco Switches, Cisco Meraki Wireless Access Points and Palo Alto Firewalls that are reaching end of support  BUDGET DECREASED by 8% from \$923K; SCOPE MAY NEED TO BE DECREASED.	\$850,000	\$403,750	\$168,300	\$94,350	\$122,400	\$61,200	\$0
3187	Rehab	ALL	All	Information Technology	Upgrade of Metrolink Server Infrastructure Environment	Metrolink IDTS is planning on upgrading its server environment, moving away from a dependency of VMware and migrating towards Nutanix.	\$483,000	\$229,425	\$95,634	\$53,613	\$69,552	\$34,776	\$0
3205	Rehab	Antelope Valley Line	Valley	Track	SoGR_FY26_VALLEY_TRACK	BUDGET DECREASED BY 38%; SCOPE STILL TO BE DECREASED ACCORDINGLY. 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 includes: TIES: 11,000 Wood Tie Replacement RAIL: 10,000ft of Rail to address curves BALLAST: Ballast to support projects listed. "  BUDGET DECREASED from \$9.7M to \$6.3M; SCOPE NEEDS TO BE ADJUSTED.	\$6,005,000	\$6,005,000	\$0	\$0	\$0	\$0	\$0
3206	Rehab	Antelope Valley Line	Valley	Structures	SoGR_FY26_VALLEY_STRUCTURES_CONSTRUCTION	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 Structure repairs that will be designed with FY22 funds. This would address up to This would address up to 6 Structures of 10 on the Valley Sub that will be made Shovel-Ready with FY22 Design. These funds are needed due to construction cost escalation issues Metrolink has recently experienced.  Budget reduced by 25%; need to adjust scope.	\$4,875,000	\$4,875,000	\$0	\$0	\$0	\$0	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3207	Rehab	Antelope Valley Line	Valley	Train Control	SoGR_FY26_VALLEY_SIGNAL	<p>BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.</p> <p>Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog:</p> <p>*Signal system - Upgrading Control Points (CP) and intermediates</p> <p>*Crossing systems - Upgrading crossings</p> <p>1&gt; 1 EL1A Upgrade (Construction Only)</p> <p>2&gt; 2 Crossings</p> <p>3&gt; 1 EL1A Upgrade</p> <p>4&gt; 1 VHLC Upgrade</p> <p>5&gt; 1 HB-DE Detector Upgrade</p> <p>BUDGET DECREASED from \$8.9M to \$4.475M; SCOPE NEEDS TO BE ADJUSTED.</p>	\$4,475,000	\$4,475,000	\$0	\$0	\$0	\$0	\$0
3208	Rehab	Orange County Line	Orange	Train Control	SoGR_FY26_ORANGE_SIGNAL	<p>Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog:</p> <p>*Signal system - Upgrading Control Points (CP), intermediates and HT Switches</p> <p>*Crossing systems - Upgrading crossings</p> <p>1&gt; Control Point - VHLC Upgrade</p> <p>2&gt; Intermediates - Signals</p> <p>3&gt; Hand Throw Switches</p> <p>4&gt; Crossings</p> <p>Budget reduced by 30%; need to adjust scope.</p>	\$7,350,000	\$0	\$7,350,000	\$0	\$0	\$0	\$0
3210	Rehab	Orange County Line	Orange	Structures	SoGR_FY26_ORANGE_STRUCTURES_CONSTRUCTION	<p>Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <p>- Bridges</p> <p>- Culverts</p> <p>- Tunnels</p> <p>Specific work will include:</p> <p>This budget will provide additional construction funds for up to 2 of 12 structures that will be constructed with partial funds from the FY24 and FY25 budget, primarily in the Dana Point and San Clemente area. Projects were designed with FY24 funds. These funds are needed due to construction cost escalation issues Metrolink has recently experienced.</p> <p>Budget reduced by 25%; need to adjust scope.</p>	\$3,750,000	\$0	\$3,750,000	\$0	\$0	\$0	\$0
3212	Rehab	Orange County Line	Orange	Track	SoGR_FY26_ORANGE_TRACK	<p>Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <p>- Rail</p> <p>- Ties</p> <p>- Crossings</p> <p>- Special Trackwork</p> <p>- Ballast</p> <p>Specific work will includes:</p> <p>RAIL:</p> <p>Upgrade 115# to 136# Rail Tangent North Rail (Approx. 15,000 LF)</p> <p>SPECIAL TRACKWORK:</p> <p>2 - #20 turnouts</p> <p>BALLAST:</p> <p>Ballast to support projects listed.</p> <p>Budget reduced by 35%; need to adjust scope.</p>	\$5,363,000	\$0	\$5,363,000	\$0	\$0	\$0	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3225	Rehab	ALL	All	Train Control	FY26 Back-Office Train Control System Rehab	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/Vegas Servers 2) CAD Workstations and Monitors 3) CAD/BOS/MDM/IC3 4) Train Control Firewall, Routers and Switches	\$2,918,000	\$1,386,050	\$577,764	\$323,898	\$420,192	\$210,096	\$0
3226	Rehab	ALL	All	Non-Revenue Fleet	FY26 Systemwide MOW and Ops vehicle and equipment replacement	Replace MOW and Ops. vehicles that are beyond their useful life and no longer reliable to support rail operations. The amount is based on MRP. The vehicles and equipment replaced will be based on the availability of ZEV (Zero Emission Vehicles) and will replace fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way.	\$3,135,000	\$1,489,125	\$620,730	\$347,985	\$451,440	\$225,720	\$0
3229	Rehab	ALL	All	Rolling Stock	Rotem HVAC Overhaul/Rebuild	<ul style="list-style-type: none"> <li>Overhaul/rebuild on Hyundai Rotem HVAC units and controller box.</li> <li>Out-Of-Scope Repair as needed.</li> </ul>	\$2,407,000	\$1,143,325	\$476,586	\$267,177	\$346,608	\$173,304	\$0
3230	Rehab	ALL	All	Train Control	FY26 ON-BOARD TRAIN CONTROL SYSTEMS REHAB	Upgrade the remaining PTC equipment and software on locomotives that have not been updated in the past 7–12 years. With evolving standards and the phasing out of certain technologies, more equipment is becoming obsolete and in need of modernization.	\$2,500,000	\$1,187,500	\$495,000	\$277,500	\$360,000	\$180,000	\$0
3233	Rehab	ALL	All	Rolling Stock	Rotem Door Overhaul Data Logging Door Control Panel	<ul style="list-style-type: none"> <li>Install data logger on door control system to improve the maintainability against one of the top road issues.</li> </ul>	\$1,100,000	\$522,500	\$217,800	\$122,100	\$158,400	\$79,200	\$0
3234	Rehab	ALL	All	Rolling Stock	F125 Intermediate Engine Overhaul	<ul style="list-style-type: none"> <li>Engine overhaul - clean, inspect, and replace parts.</li> <li>Total 42 engines.</li> </ul>	\$15,072,000	\$7,159,200	\$2,984,256	\$1,672,992	\$2,170,368	\$1,085,184	\$0
3235	Rehab	ALL	All	Rolling Stock	Metrolink Communication System Overhaul	<ul style="list-style-type: none"> <li>Communication System Power Supply Install (fleet-wide)</li> <li>Interior destination screens</li> <li>Control Unit Upgrade</li> <li>Side Destination Screen Control Unit Upgrade</li> <li>Car built-in conductor PA.</li> </ul>	\$1,001,000	\$475,475	\$198,198	\$111,111	\$144,144	\$72,072	\$0
3237	Rehab	ALL	All	Rolling Stock	Car End-Door System Improvement	<ul style="list-style-type: none"> <li>Improvement in passengers' comfort in opening end-door of Bombardier &amp; Talgo-SYSTRA cars.</li> <li>New design on the end-door mechanism.</li> <li>All legacy Bombardier car and Talgo-SYSTRA car.</li> </ul>	\$454,000	\$215,650	\$89,892	\$50,394	\$65,376	\$32,688	\$0
3239	Rehab	ALL	All	Facilities	LAUS Backup Generator Replacement	Replace 2 1995 and 1996 back-up generators providing backup power to LAUS switches, signaling and comm shelter.  Olympian 95A01920-S 1995  Olympian 96A04252-S 1996	\$327,000	\$155,325	\$64,746	\$36,297	\$47,088	\$23,544	\$0



PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3242	Rehab	ALL	All	Information Technology	MOW - Rolling Stock Trapeze	EAM Application – Role: Administrator to support EAM Application. In support of the Agency's EAM efforts and system wide roll out of Trapeze, IT requires consultant support until a permanent position is filled. This initial funding will cover approximately two years of FTE support. A. As an administrator of EAM application, support all user groups that uses different modules of application. B. Dispatch Operations team – Major and minor schedule changes, equipment cycles, training to new dispatch team members, refresher training and any issues related dispatching of trips. Also helps with Incident management module by automating Delay creation, entering new Delay codes, retiring existing delay codes etc. C. Mechanical (Rolling stock) team – Helps Rolling stock team with equipment maintenance like PM (Preventive Maintenance) and Repair work orders. Setting new PM schedules, changes to existing schedules, new reports, and training. Helps Alstom team with any issues related to EAM application. D. Material management team – Helps materials team with Inventory counts, reports and any issue with application, receiving and PO interfaces. E. Facilities team – Helps Facilities team with PM schedules, Asset configuration, parent-child relation setups and any issues with Mobile focus app. F. MOW (Maintenance of Way) Team – Communications and Structures team are recently gone live with EAM application. Helps these team with any issues with PM work orders, general application issues and training.	\$414,000	\$196,650	\$81,972	\$45,954	\$59,616	\$29,808	\$0
3246	Rehab	Antelope Valley Line	Valley	Structures	SoGR_FY26_VALLEY_TUNNEL 25 DESIGN	BUDGET DECREASED BY 8%; SCOPE STILL TO BE DECREASED ACCORDINGLY. Tunnel 25 Track and Drainage improvements (TO BE FILLED IN WHEN FEASIBILITY STUDY IS COMPLETE). Need \$5M upfront for geo test testing/drilling, and design for slab track section. The total project cost will be around \$40M.  BUDGET DECREASED from \$5M to \$4.6M; SCOPE MAY NEED TO BE ADJUSTED.	\$4,600,000	\$4,600,000	\$0	\$0	\$0	\$0	\$0
3266	Rehab	ALL	All	Rolling Stock	Hyundai-Rotem Railcar Overhaul	BUDGET DECREASED BY 60%; SCOPE STILL TO BE DECREASED ACCORDINGLY.  • General overhaul on board system such as truck, brake system, coupler, diaphragm, windows, restroom, rubber floor, exterior scheme, next generation door engine, etc. • Upgrades onboard system - convenience outlet at every seat, door obstacle detection system, etc.  BUDGET DECREASED from \$25M to \$10M; SCOPE NEEDS TO BE ADJUSTED.	\$10,008,000	\$4,753,800	\$1,981,584	\$1,110,888	\$1,441,152	\$720,576	\$0
3268	Rehab	ALL	All	Track	SOGR_FY26_SYSTEMWIDE TRACK REHABILITATION_Rail Grinding/Surfacing	Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program (~\$1.5M) - Surfacing Program to restore track profiles and cross sections (~\$2M) - Vac Truck: Cleaning fouled ballast at select systemwide (~\$1.5M)	\$5,000,000	\$2,375,000	\$990,000	\$555,000	\$720,000	\$360,000	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3271	Rehab	Orange County Line	Orange	Communications	ORANGE SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	Orange Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	\$480,000	\$0	\$480,000	\$0	\$0	\$0	\$0
3272	Rehab	ALL	All	Facilities	CMF Roof Replacement	Replace dilapidated roofs at CMF they are beyond their useful life and repair.  Phase 1 - Modified Bitumen: material control and office flat roofs, all cutters, removal of decommissioned HVAC equipment. \$1.8M  Phase 2 - standing seam roof; progressive, loco, car shops.	\$1,463,000	\$694,925	\$289,674	\$162,393	\$210,672	\$105,336	\$0
3273	Rehab	San Bernardino Lline	San Gabriel	Communications	SAN GABRIEL SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	San Gabriel Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	\$639,000	\$383,400	\$0	\$0	\$255,600	\$0	\$0
3274	Rehab	ALL	River	Communications	RIVER SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	River Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	\$242,000	\$114,950	\$47,916	\$26,862	\$34,848	\$17,424	\$0
3275	Rehab	Ventura County Line	Ventura - VC County	Communications	VENTURA SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	\$332,000	\$0	\$0	\$0	\$0	\$332,000	\$0
3276	Rehab	Antelope Valley Line	Valley	Communications	VALLEY SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION		\$450,000	\$450,000	\$0	\$0	\$0	\$0	\$0
3277	Rehab	Freight RR ROW	Riverside	Communications	RIVERSIDE LINE TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	Riverside Line Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: Customer Information Systems - Shelter Environmental Subsystems. Specifically (PEDELY, WEST CORONA, NORTH MAIN CORONA, LA SIERRA STATIONS) Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors. Note: cut EAST ONTARIO station from this scope as it resides in SB County.	\$368,000	\$0	\$0	\$368,000	\$0	\$0	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3285	Rehab	Freight RR ROW	Freight RR ROW	Communications	LOS ANGELES FREIGHT ROW CIS, SYSTEMS REHABILITATION	LOS ANGELES FREIGHT ROW Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog for the Customer Information Systems - Video Surveillance and Security Systems. SPECIFICALLY LOOKING TO UPGRADE CUSTOMER INFORMATION SYSTEMS AT (COMMERCE, MONTEBELLO AND INDUSTRY STATIONS) FOR FY26. Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	\$450,000	\$450,000	\$0	\$0	\$0	\$0	\$0
3365	Rehab	ALL	All	Rolling Stock	MP36 Locomotive Service Life Extension & Repair	<p>BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.</p> <p>The MP36 OOS &amp; Service Life Extension project is scoped to send 4 “base” units in for Heavy Repair to allow them to return to service. The ask of \$12.4M being requested for FY-26 will allow us to overhaul the entire fleet and extend the life of the fleet by 15 more years. With the inclusion of this ask of \$12.5M we will be able to overhaul all the units and be ready for the Olympics. The prior funding associated with this project is as follows: FY21 = \$1M FY23 = \$3.6M FY24 = \$3.6M FY25 = \$8.316M This is an ongoing program with the current funding associated with procurement that is expected to be executed by May 2025.</p> <p>BUDGET DECREASED from \$12.5M to \$6.2M; SCOPE NEEDS TO BE ADJUSTED. THIS WILL NOT BE THE FINAL ASK DUE TO THE BUDGET REDUCTION.</p>	\$6,246,000	\$2,966,850	\$1,236,708	\$693,306	\$899,424	\$449,712	\$0
SGR TOTAL							\$137,502,000	\$67,808,550	\$32,455,508	\$11,082,406	\$16,620,624	\$9,534,912	\$0
PROJECT COUNT							48						

## PROJECT : VENTURA SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION (LA)

SCOPE			TYPE: REHAB   MRP						
Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.									
Mile Posts: 441.24 - 460.8			Division: Ventura - LA County    County: LA    Asset Type: Communications						
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									
JUSTIFICATION			RANKING // PROJECT READINESS						
SCRRA's communications systems infrastructure has evolved over the past 30 years, which requires changes in technology. Much of SCRRA's infrastructure has aged to the point of its useful life, is obsolete or is no longer supported by its manufacturer. SCRRA's long-term goal is to upgrade and replace existing infrastructure to not only maintain a good state of repair, but to enhance its communications systems to stay at the forefront of available technologies. FY25 Ventura (LA) Comm Project was not funded, so there is a funding need to maintain SoGR.			1. Condition of Asset..... Marginal 2. System Impact..... Low						
RISK CREATED BY NON-IMPLEMENTATION									
The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents.									
Current Age: 24 Year(s)    Standard Lifespan: 15 Year(s)									
BUDGET			CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$59,000								
ENVIRONMENTAL	\$0			2027	\$34,200	\$34,200	\$34,200	\$34,200	\$136,800
ROW ACQUISITION	\$0								
MATERIAL	\$110,000			2028	\$45,600	\$45,600	\$45,600	\$45,600	\$182,400
CONSTRUCTION	\$200,000								
SPECIAL RAIL EQUIP	\$0			2029	\$34,200	\$34,200	\$34,200	\$34,200	\$136,800
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$5,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$42,000								
* SUPPORT STAFF	\$14,000								
* CONSULTANT	\$0								
CONTINGENCY	\$26,000			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	\$456,000								

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 : METROLINK CAM EXPENSES FOR FISCAL 2026

SCOPE				TYPE: REHAB   NON-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 is year 3 of the agreed \$5,000,000 over 3 years. Future years to be negotiated.															
Mile Posts: n/a				Division: All    County: ALL    Asset Type: Facilities											
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 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn  2. System Impact..... Average  We are going to get billed by Metro and pay our share.											
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.															
RISK CREATED BY NON-IMPLEMENTATION															
Failure to implement improvements can lead to lead station vulnerability, additional co in utilities and subcontractor.															
Current Age: 124 Year(s)      Standard Lifespan: 0 Year(s)															
BUDGET				CASH FLOW											
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL						
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$1,360,000	\$1,360,000						
DESIGN	\$0														
ENVIRONMENTAL	\$0														
ROW ACQUISITION	\$0			2027	\$85,000	\$85,000	\$85,000	\$85,000	\$340,000						
MATERIAL	\$0														
CONSTRUCTION	\$1,600,000														
SPECIAL RAIL EQUIP	\$0			2028	\$0	\$0	\$0	\$0	\$0						
FLAGGING	\$0														
BUS BRIDGES	\$0														
CLOSE OUT	\$0			2029	\$0	\$0	\$0	\$0	\$0						
DBE/LABOR	\$14,000														
PROJECT MANAGEMENT															
* P.M STAFF	\$5,000			2030	\$0	\$0	\$0	\$0	\$0						
* SUPPORT STAFF	\$15,000														
* CONSULTANT	\$0														
CONTINGENCY	\$66,000			2031	\$0	\$0	\$0	\$0	\$0						
TOTAL	\$1,700,000														
				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%											

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 : PTC TRACK DATABASE AND TECHNICAL SERVICES REHAB

SCOPE			TYPE: REHAB   NON-MRP					
<p>• Corgi is the PTC database manager, it's the interface used for geospatial data management of the track database. It has been in place since the PTC Integrator Vendor (I/V) project in 2012 and migration of PTC into revenue service on Metrolink property in 2015. The scope of work will include Phase 2 of rewriting/reprogramming Corgi so it it compliant with the latest cyber security protocols and SCRRRA IDTS policies, including a major update so it can support an updated Interoperable Train Control (ITC) industry data model. This will require the Corgi Vendor to make the updates and perform DEV and Postproduction testing with SCRRRA PTC staff. Additionally, as required with this overhaul any supporting tools (i.e. Wabtrax/Webtrax, ArcGIS, ESRI) or operating system updates will be completed.</p> <p>• PTC utilizes IBM Engineering Workflow Management (aka Jazz) to comply with CFR Title 49 part 236 supporting Configuration, Change, Discrepancy, Risk, Requirements, Records and Reporting management. This application has been in place since 2016. This program now calls for a major software upgrade but there are security and database rehab dependencies that will need to be completed as part of this project.</p> <p>Scope of work:</p> <p>-Migration of Database System from MSSQL to latest Oracle Enterprise Edition per SCRRRA security and IDTS policies</p> <p>-Upgrade any operating systems and security tools</p> <p>-Update any scripting or configurations pre-deployment and post deployment</p> <p>-Testing</p> <p>-Upgrade IBM Engineering Workflow Management and its related program artifacts to the latest version &amp; Validation. This may require hardware updates upon assessment once project is ready to start. Support from SCRRRA's internal IT will be required as these programs reside on the SCRRRA IT infrastructure. PTC Staff and consultants would provide additional support.</p> <p>Mile Posts: n/a</p> <p>Division: All    County: ALL    Asset Type: Train Control</p>								
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 2: Maintain Fiscal Sustainability) Reduce operating cost								
4. (Goal 4: Retain and Grow Ridership) Improve service reliability								
JUSTIFICATION			RANKING // PROJECT READINESS					
<p>To remain compliant with the latest regulatory, security, and industry standards the PTC applications of Corgi and IBM Engineering Workflow Management and their infrastructure require rehab. This will also support the state of good repair, as Corgi supports PTC track database changes tied to rehabilitation, capital and third-party projects. It also supports any PTC database changes tied to PTC efficiency and smart projects (i.e., WCNSS, EO-PTC), including interoperable operations. IBM Engineering Workflow Management is the program used to support the regulatory required PTC configuration revision control measures and record keeping.</p>			1. Condition of Asset..... Worn					
			2. System Impact..... Low					
RISK CREATED BY NON-IMPLEMENTATION			This does not directly impact service, but it can impact the ability to deliver projects and putting changes into service.					
Unable to support any project delivery projects or capital projects that require PTC track database updates and support any updates to interoperable operations. Unable to remain complaint with security and regulatory requirements impacting the configuration revision control measures in place for PTC. Potential cyber security exposure without required updates in place.								
Current Age: 12 Year(s)      Standard Lifespan: 7 Year(s)								
BUDGET			CASH FLOW					
AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0		2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0							
ENVIRONMENTAL	\$0		2027	\$123,250	\$123,250	\$123,250	\$123,250	\$493,000
ROW ACQUISITION	\$0		2028	\$123,250	\$123,250	\$123,250	\$123,250	\$493,000
MATERIAL	\$200,000							
CONSTRUCTION	\$0		2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0		2030	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0		2031	\$0	\$0	\$0	\$0	\$0
BUS BRIDGES	\$0							
CLOSE OUT	\$0							
DBE/LABOR	\$8,000							
PROJECT MANAGEMENT								
* P.M STAFF	\$16,000							
* SUPPORT STAFF	\$84,000							
* CONSULTANT	\$588,000							
CONTINGENCY	\$90,000		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	\$986,000							

**PROJECT : EAM SOFTWARE OPTIMIZATION AND FUTURE ENHANCEMENTS**

SCOPE			TYPE: REHAB   MRP					
<p>Metrolink is focusing on improving its Transit Asset Management (TAM) best practices by leveraging the Trapeze EAM System and managing a single system of truth. As the utilization of the EAM system increases and the software evolves with each new version, staff anticipates system enhancements to continue, and business workflows to be further refined. One system improvement that is planned includes the delivery of the State of Good Repair (SGR) and Capital Planning module. This SGR module will make it easier for staff to monitor the progress towards the agency's SGR goals and to report reliability of assets and expand its ability to make improved capital investment decisions. This along with other planned system and process improvements are expected to add value and allow improved decision-making by the asset managers.</p> <p>These additional system improvements will require a commensurate level of asset management technical support, targeted training, and system implementation efforts. These resources will work in collaboration with each business unit to ensure asset strategies and objectives are being achieved. This includes leveraging data from the EAM System, which considers benefits and risks associated with each asset, rigorous assessment of asset conditions to guide lifecycle management, implementation of new asset management procedures, combining agency engineering and operational functional requirements. In addition, the agency is developing a new EAM Learning &amp; Development Program and will require dedicated contracted support to deliver and execute the proposed framework. Which includes a comprehensive, centralized and effective training program that will meet the agency's training goals and objectives. Contracted support includes technical instructional designer and coordinators to support the Learning Management System implementation and to work collaboratively with our 3rd party vendors to ensure all training needs are met and the agency complies with all applicable federal rail administration</p> <p>Mile Posts: n/a</p> <p>Division: All County: ALL Asset Type: Business Systems</p>								
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 4: Retain and Grow Ridership) Increase system utilization								
4. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost								
5. (Goal 2: Maintain Fiscal Sustainability) Increase fare revenue								
JUSTIFICATION			RANKING // PROJECT READINESS					
In 2021, Metrolink began optimizing and building out the Enterprise Asset Management (EAM) System that was suffering from lack of attention and funding deficits. Since this time, the agency has been able to consolidate siloed asset management systems into a single system of record establishing a consistent and solid asset foundation, based upon high quality data, and improved business workflows. This has led to business units being able to capture asset maintenance records and asset condition data to make more informed decisions over an asset life cycle. It's important to continue these investments in the EAM System and maintain the agency's assets in a State of Good Repair (SGR). A key limitation noted in a recent 2023 Federal Transit Administration sponsored TAM Best Practices assessment; identified the need for the agency to continue to enhance its EAM System and establish formal, data driven condition-based support tools so that decisions are made while considering the full life-cycle costs. The agency is responding to these findings and is currently working on implementing a Rail Friction Management decision support tool on a pilot basis that will prioritize rail segments to improve grinding and recommend optimal grinding strategies for segments and routes to maximize asset life extension leading to cost savings. The output from this pilot will also provide the agency with unique decay curves that can be input into the EAM System SGR module when implemented.			1. Condition of Asset..... Worn					
However, the Facilities, Rolling Stock and Maintenance of Way departments will require a commensurate level of technical support to deliver data analytics, refined business processes, condition and risk frameworks that take into consideration calculated rankings to drive prioritization and actionable projects. Furthermore, the business units will benefit from technical support as they work towards delivering their asset class strategies. The added technical support will also be utilized to acquire necessary business requirements for future EAM System enhancements, providing data science and analytics, creating and reporting Key Performance Indicators, assisting with application programming interfaces improving business processes, and working in collaboration with the EAM Learning & Development Team to ensure all applicable functional application training is delivered in compliance with CFR requirements. Ultimately this technical support will be instrumental in enhancing the agency's asset management capabilities, and create greater efficiency, accuracy, and standardization in asset management processes and maximizing the potential of the Trapeze EAM System.			2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION								
The risk of not continuing to improve the agency's asset management practices and its primary decision support tool could lead to poorly understood risks, excessive maintenance and capital costs, and noncompliance with federal								
Current Age: 125 Year(s) Standard Lifespan: 0 Year(s)								
BUDGET			CASH FLOW					
AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0		2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$600,000							
ENVIRONMENTAL	\$0		2027	\$56,250	\$56,250	\$56,250	\$56,250	\$225,000
ROW ACQUISITION	\$0							
MATERIAL	\$0		2028	\$131,250	\$131,250	\$131,250	\$131,250	\$525,000
CONSTRUCTION	\$0							
SPECIAL RAIL EQUIP	\$0		2029	\$131,250	\$131,250	\$131,250	\$131,250	\$525,000
FLAGGING	\$0							
BUS BRIDGES	\$0		2030	\$56,250	\$56,250	\$56,250	\$56,250	\$225,000
CLOSE OUT	\$0							
DBE/LABOR	\$15,000		2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT								
* P.M STAFF	\$139,000							
* SUPPORT STAFF	\$49,000							
* CONSULTANT	\$585,000		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	\$112,000							
TOTAL	\$1,500,000							

**PROJECT : BOMBARDIER RAILCAR REBUILD (EP199-19)**

SCOPE				TYPE: REHAB   MRP					
BUDGET REDUCED BY 50% FROM \$22M to \$11MM - SCOPE STILL TO BE REDUCED BY 50%									
<ul style="list-style-type: none"><li>Continue to rebuild on remaining 33 Bombardier cars as next option orders</li><li>Extend lifecycle by 15 years</li><li>Upgrade Bombardier railcar onboard system for safety and convenience.</li></ul> ORIGINAL SCOPE ABOVE – SCOPE STILL NEEDS TO BE REDUCED.									
Mile Posts: n/a				Division: All    County: ALL    Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
JUSTIFICATION				RANKING // PROJECT READINESS					
<ul style="list-style-type: none"><li>SCRRRA has 1st generation Bombardier car in 88 quantities that was delivered back 1992. All these 88 cars Almost 30 years degraded conditions.</li><li>Multiple OEM parts that are obsolete.</li><li>FTA recommended life-cycle extension program.</li><li>\$59M is to complete remaining 33 cars with FY25 of \$23.6M - EP199-19 contractor (Talgo-SYSTRRA) is confirming the delivery schedule of the last car to be delivered to LA before 2028 LA Olympic.</li></ul>				1. Condition of Asset..... Marginal					
				2. System Impact..... Average					
RISK CREATED BY NON-IMPLEMENTATION									
<ul style="list-style-type: none"><li>Increase of impact to revenue service due to increase in unscheduled maintenance on degraded equipment.</li></ul>									
Current Age: 28 Year(s)      Standard Lifespan: 30 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2027	\$689,125	\$689,125	\$689,125	\$689,125	\$2,756,500
ROW ACQUISITION	\$0								
MATERIAL	\$9,000,000			2028	\$2,067,375	\$2,067,375	\$2,067,375	\$2,067,375	\$8,269,500
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2029	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$10,000			2030	\$0	\$0	\$0	\$0	\$0
DBE/LABOR	\$15,000								
PROJECT MANAGEMENT				2031	\$0	\$0	\$0	\$0	\$0
* P.M STAFF	\$324,000								
* SUPPORT STAFF	\$140,000								
* CONSULTANT	\$534,000								
Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%									
CONTINGENCY	\$1,003,000								
TOTAL	\$11,026,000								



**PROJECT : REHAB OF END-USER EQUIPMENT, PRINTERS, AND CONFERENCE ROOMS**

SCOPE			TYPE: REHAB   NON-MRP						
This project aims to rehabilitate and upgrade a range of end-user equipment - including laptops, desktops, monitors, docking stations, tablets, Ricoh and HP printers, and conference room technology such as video and audio equipment - to enhance operational efficiency by reducing downtime caused by outdated or malfunctioning technology, ensure reliable performance through regular maintenance and upgrades to minimize the risk of technical issues, improve user experience by providing modern equipment that effectively meets their needs, support organizational growth by establishing a foundation for future technological innovations, and strengthen cybersecurity.									
Mile Posts: n/a			Division: All    County: ALL    Asset Type: Information Technology						
OBJECTIVES			RISKS CAUSING PROJECT DELAY						
1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 3: Invest in People and Assets) Reduce employee turnover 4. (Goal 6: Improve Communications to Customers and Stakeholders) Improve communication and 5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications									
JUSTIFICATION									RANKING // PROJECT READINESS
The IT department has made significant investments in various assets approaching the end of their useful life. As these assets near this critical phase, they face the risk of becoming unsupported, which can lead to increased vulnerability and operational challenges. Specifically, the assets in question include printers, conference room equipment (such as audio-visual units, video displays, and televisions), user laptops, desktops, tablets, monitors, and Polycom phones. Particularly concerning are the Ricoh printers, which are nearing a point where repair parts may become scarce or completely unavailable. This not only threatens the functionality of the printing infrastructure but also raises the risk of operational delays and increased costs associated with sourcing alternative solutions. As these devices age, they are likely to exhibit diminished performance, leading to frequent breakdowns, slower processing times, and increased maintenance costs, which ultimately hinders the organization's ability to operate smoothly and meet its goals. Additionally, outdated technology poses significant cybersecurity risks. As equipment becomes unsupported, it may not receive critical security updates, leaving the organization vulnerable to cyber threats. This includes potential data breaches and malware attacks that can exploit weaknesses in obsolete systems. Modernizing the infrastructure is vital not just for operational efficiency but also for enhancing the organization's security posture. This project is essential to address these challenges proactively. By rehabilitating and upgrading the aging assets, we aim to ensure that all equipment remains functional, efficient, and secure. Upgrading these critical components will not only improve reliability but also strengthen cybersecurity defenses, protecting sensitive information and ensuring a secure working environment. Investing in modern technology will enable the organization to maintain a competitive edge, enhance productivity, and prepare for future growth, all while safeguarding against potential cyber threats.			1. Condition of Asset..... Marginal 2. System Impact..... High  The end-user computing infrastructure plays a critical role in the daily operations of all users across various locations, including those working remotely, such as contractors. This infrastructure encompasses all devices and systems that facilitate user access to applications, data, and communication tools, as well as essential equipment like printers and conference room technology.						
RISK CREATED BY NON-IMPLEMENTATION									
The risks associated with not funding this project include the following: 1. Users will lack the necessary tools to effectively perform their daily responsibilities. 2. Communication among employees, departments, and customers will be impaired. 3. Equipment may become unusable due to the inability to service or repair aging assets. 4. There will be an increased risk of cybersecurity threats, as unsupported systems may not receive critical security updates. Current Age: 11 Year(s)    Standard Lifespan: 6 Year(s)									
BUDGET			CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2027	\$60,750	\$60,750	\$60,750	\$60,750	\$243,000
ROW ACQUISITION	\$0								
MATERIAL	\$433,000			2028	\$60,750	\$60,750	\$60,750	\$60,750	\$243,000
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2029	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$4,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$14,000								
* SUPPORT STAFF	\$11,000								
* CONSULTANT	\$0								
CONTINGENCY	\$24,000								
TOTAL	\$486,000								
				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 : FY26 SYSTEMWIDE TRACK MEASUREMENT SYSTEMS

SCOPE		TYPE: REHAB   MRP							
Condition assessments, and measurement systems for Track, Track components, and also Systemwide Asset Management, MRP Updates, and SGR Planning and reporting.									
Mile Posts: n/a		Division: All County: ALL Asset Type: Track							
OBJECTIVES		RISKS CAUSING PROJECT DELAY							
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 4. (Goal 4: Retain and Grow Ridership) Increase system utilization									
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 require rehabilitation based on limits set by SCRRRA staff and industry standards.		1. Condition of Asset..... Worn 2. System Impact..... High  This can be started upon funding execution because this work requires mostly professional services from Metrolink's available Engineering On-Call Contracts.							
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: 100 Year(s) Standard Lifespan: 50 Year(s)									
BUDGET		CASH FLOW							
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$1,000,000			2027	\$37,500	\$37,500	\$37,500	\$37,500	\$150,000
ENVIRONMENTAL	\$0			2028	\$131,250	\$131,250	\$131,250	\$131,250	\$525,000
ROW ACQUISITION	\$0			2029	\$131,250	\$131,250	\$131,250	\$131,250	\$525,000
MATERIAL	\$0			2030	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
CONSTRUCTION	\$0			2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
FLAGGING	\$50,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$15,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$175,000								
* SUPPORT STAFF	\$23,000								
* CONSULTANT	\$100,000								
CONTINGENCY	\$137,000								
TOTAL	\$1,500,000								

**PROJECT : SOGR\_FY26\_VENTURA (VC)\_TRACK**

SCOPE				TYPE: REHAB   MRP					
BUDGET DECREASED BY 70%; SCOPE STILL TO BE DECREASED ACCORDINGLY. Ventura Sub (VC) Track Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings Specific Work will include: 3,000 Ties; 1 Road Crossing BUDGET DECREASED from \$2,606K to \$781K; SCOPE STILL TO BE DECREASED ACCORDINGLY. 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				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
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.									
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 standards would require slow orders with potential delays to passenger service.									
Current Age: 101 Year(s)    Standard Lifespan: 60 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2027	\$19,525	\$19,525	\$19,525	\$19,525	\$78,100
ROW ACQUISITION	\$0								
MATERIAL	\$320,000			2028	\$68,338	\$68,338	\$68,338	\$68,336	\$273,350
CONSTRUCTION	\$225,000								
SPECIAL RAIL EQUIP	\$0			2029	\$68,338	\$68,338	\$68,338	\$68,336	\$273,350
FLAGGING	\$20,000								
BUS BRIDGES	\$0			2030	\$39,050	\$39,050	\$39,050	\$39,050	\$156,200
CLOSE OUT	\$0								
DBE/LABOR	\$5,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$56,000								
* SUPPORT STAFF	\$15,000								
* CONSULTANT	\$69,000			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	\$71,000								
TOTAL	\$781,000								

**PROJECT : SOGR\_FY26\_VENTURA (VC)\_STRUCTURES\_DESIGN**

SCOPE				TYPE: REHAB   MRP					
Ventura (VC) Sub Structures Design 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 Ventura County Design and Environmental Clearance for 5 culverts in Ventura County Budget reduced by 25%; need to adjust descope.									
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 Design identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The design needs have 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: 101 Year(s) Standard Lifespan: 100 Year(s)									
BUDGET				CASH FLOW					
AMOUNT START END				FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING \$0				2026	\$0	\$0	\$0	\$0	\$0
DESIGN \$645,000									
ENVIRONMENTAL \$0									
ROW ACQUISITION \$0									
MATERIAL \$0									
CONSTRUCTION \$0				2027	\$19,325	\$19,325	\$19,325	\$19,325	\$77,300
SPECIAL RAIL EQUIP \$0									
FLAGGING \$0									
BUS BRIDGES \$0									
CLOSE OUT \$0									
DBE/LABOR \$5,000				2028	\$67,638	\$67,638	\$67,638	\$67,636	\$270,550
PROJECT MANAGEMENT									
* P.M STAFF \$41,000									
* SUPPORT STAFF \$6,000									
* CONSULTANT \$5,000									
CONTINGENCY \$71,000				2029	\$67,638	\$67,638	\$67,638	\$67,636	\$270,550
TOTAL \$773,000									
				2030	\$38,650	\$38,650	\$38,650	\$38,650	\$154,600
				2031	\$0	\$0	\$0	\$0	\$0
				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					

## PROJECT : SOGR\_FY26\_VENTURA (VC)\_SIGNAL

SCOPE				TYPE: REHAB   MRP					
Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Signal systems - Crossing systems Specific Work will include Upgrading control points and crossings Budget reduced by 35%; NEED TO ADJUST SCOPE.									
Mile Posts: 426.4 - 441.26				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 and Crossing systems. The need has been identified because the assets have fallen below a State of Good Repair and require 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. Location may fail which will cause train delays and possible safety issues. Current Age: 101 Year(s)    Standard Lifespan: 25 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$235,000			2027	\$40,160	\$40,160	\$40,160	\$40,160	\$160,640
ENVIRONMENTAL	\$0			2028	\$100,400	\$100,400	\$100,400	\$100,400	\$401,600
ROW ACQUISITION	\$0			2029	\$165,660	\$165,660	\$165,660	\$165,660	\$662,640
MATERIAL	\$650,000			2030	\$140,560	\$140,560	\$140,560	\$140,560	\$562,240
CONSTRUCTION	\$650,000			2031	\$55,220	\$55,220	\$55,220	\$55,220	\$220,880
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$34,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$10,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$177,000								
* SUPPORT STAFF	\$21,000								
* CONSULTANT	\$48,000								
CONTINGENCY	\$183,000			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	\$2,008,000								

**PROJECT : SOGR\_FY26\_VENTURA (LA)\_STRUCTURES\_DESIGN**

SCOPE				TYPE: REHAB   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: Design and Environmental Clearance for 5 culverts in LA County Design for 3 Bridges in LA County Budget reduced by 45%; need to adjust descope.									
Mile Posts: 441.24 - 426.39				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 Design identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The design needs have 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: 101 Year(s)    Standard Lifespan: 100 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$1,000,000								
ENVIRONMENTAL	\$0			2027	\$31,875	\$31,875	\$31,875	\$31,875	\$127,500
ROW ACQUISITION	\$0								
MATERIAL	\$0			2028	\$111,562	\$111,562	\$111,562	\$111,564	\$446,250
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2029	\$111,562	\$111,562	\$111,562	\$111,564	\$446,250
FLAGGING	\$10,000								
BUS BRIDGES	\$0			2030	\$63,750	\$63,750	\$63,750	\$63,750	\$255,000
CLOSE OUT	\$0								
DBE/LABOR	\$10,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$102,000								
* SUPPORT STAFF	\$21,000								
* CONSULTANT	\$16,000								
CONTINGENCY	\$116,000			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	\$1,275,000								

**PROJECT : SOGR\_FY26\_SAN GABRIEL\_SIGNAL**

SCOPE				TYPE: REHAB   MRP					
BUDGET DECREASED BY 65%; SCOPE STILL TO BE DECREASED ACCORDINGLY. San Gabriel (SG) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems (7) VHLC (3) Crossings Mile Posts: 1.08 - 57.66									
				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				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.									
RISK CREATED BY NON-IMPLEMENTATION									
Location may fail which will cause train delays and possible safety issues. 1. Condition of Asset..... Worn 2. System Impact..... High Current Age: 30 Year(s) Standard Lifespan: 20 Year(s)									
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			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$600,000								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2027	\$88,500	\$88,500	\$88,500	\$88,500	\$354,000
MATERIAL	\$1,100,000								
CONSTRUCTION	\$1,300,000								
SPECIAL RAIL EQUIP	\$0			2028	\$221,250	\$221,250	\$221,250	\$221,250	\$885,000
FLAGGING	\$45,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2029	\$365,062	\$365,062	\$365,062	\$365,064	\$1,460,250
DBE/LABOR	\$10,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$385,000			2030	\$309,750	\$309,750	\$309,750	\$309,750	\$1,239,000
* SUPPORT STAFF	\$32,000								
* CONSULTANT	\$550,000								
CONTINGENCY	\$403,000			2031	\$121,688	\$121,688	\$121,688	\$121,686	\$486,750
TOTAL	\$4,425,000								
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 : SOGR\_FY26\_SAN GABRIEL\_TRACK**

SCOPE			TYPE: REHAB   MRP						
<p>BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.</p> <p>San Gabriel (SG) Track Rehabilitation addresses five major components to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <ul style="list-style-type: none"> <li>-Rail</li> <li>-Ties</li> <li>-Crossings</li> <li>-Special Trackwork</li> <li>-Ballast</li> </ul> <p>Specific work will include:</p> <p>Replacing 7546 feet of Rail</p> <p>Upgrading 1 crossing</p> <p>Replace 2 turnouts</p> <p>Ballast to support projects listed</p> <p>Mile Posts: 3.73 - 57.66</p> <p style="text-align: right;">Division: San Gabriel    County: LA / SB    Asset Type: Track</p>									
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						
<p>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 require rehabilitation based on limits set by SCRRA staff and industry standards.</p>			1. Condition of Asset..... Worn 2. System Impact..... High 1. Condition of Asset..... Worn 2. System Impact..... High						
RISK CREATED BY NON-IMPLEMENTATION									
<p>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.</p> <p>Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)</p> <p>Current Age: 125 Year(s)    Standard Lifespan: 0 Year(s)</p>									
BUDGET			CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$150,000								
ENVIRONMENTAL	\$0			2027	\$85,200	\$85,200	\$85,200	\$85,200	\$340,800
ROW ACQUISITION	\$0								
MATERIAL	\$450,000			2028	\$298,200	\$298,200	\$298,200	\$298,200	\$1,192,800
CONSTRUCTION	\$1,900,000								
SPECIAL RAIL EQUIP	\$0			2029	\$298,200	\$298,200	\$298,200	\$298,200	\$1,192,800
FLAGGING	\$60,000								
BUS BRIDGES	\$0			2030	\$170,400	\$170,400	\$170,400	\$170,400	\$681,600
CLOSE OUT	\$0								
DBE/LABOR	\$10,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$200,000								
* SUPPORT STAFF	\$28,000								
* CONSULTANT	\$300,000								
CONTINGENCY	\$310,000			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	\$3,408,000								



**PROJECT : SOGR\_FY26\_SAN GABRIEL\_STRUCTURES\_CONSTRUCTION**

SCOPE				TYPE: REHAB   MRP						
San Gabriel (SG) 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 - 57.66										
				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 the State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High 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: 125 Year(s)    Standard Lifespan: 100 Year(s)										
BUDGET				CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL	
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0	
DESIGN	\$75,000			2027	\$182,812	\$182,812	\$182,812	\$182,814	\$731,250	
ENVIRONMENTAL	\$0			2028	\$548,438	\$548,438	\$548,438	\$548,436	\$2,193,750	
ROW ACQUISITION	\$0			2029	\$365,625	\$365,625	\$365,625	\$365,625	\$1,462,500	
MATERIAL	\$0			2030	\$121,875	\$121,875	\$121,875	\$121,875	\$487,500	
CONSTRUCTION	\$3,000,000			2031	\$0	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP	\$0									
FLAGGING	\$250,000									
BUS BRIDGES	\$25,000									
CLOSE OUT	\$10,000									
DBE/LABOR	\$14,000									
PROJECT MANAGEMENT										
* P.M STAFF	\$487,000									
* SUPPORT STAFF	\$70,000									
* CONSULTANT	\$500,000									
CONTINGENCY	\$444,000									
TOTAL	\$4,875,000									
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 : SOGR\_FY26\_RIVER\_SIGNAL

SCOPE				TYPE: REHAB   MRP					
River (RV) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems UPGRADE (2) CONTROL POIINT HOUSE AND SIGNALS  Budget reduced by 30%: need to adjust descop Mile Posts: 1 - 481.9									
				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					
The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High 1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
Location may fail which will cause train delays and possible safety issues. Current Age: 33 Year(s)    Standard Lifespan: 25 Year(s)									
BUDGET				CASH FLOW					
AMOUNT                      START                      END				FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING                      \$0				2026	\$0	\$0	\$0	\$0	\$0
DESIGN                      \$280,000									
ENVIRONMENTAL                      \$0				2027	\$60,200	\$60,200	\$60,200	\$60,200	\$240,800
ROW ACQUISITION                      \$0									
MATERIAL                      \$750,000				2028	\$150,500	\$150,500	\$150,500	\$150,500	\$602,000
CONSTRUCTION                      \$1,200,000									
SPECIAL RAIL EQUIP                      \$0				2029	\$248,325	\$248,325	\$248,325	\$248,325	\$993,300
FLAGGING                      \$23,000									
BUS BRIDGES                      \$0				2030	\$210,700	\$210,700	\$210,700	\$210,700	\$842,800
CLOSE OUT                      \$0									
DBE/LABOR                      \$15,000				2031	\$82,775	\$82,775	\$82,775	\$82,775	\$331,100
PROJECT MANAGEMENT									
* P.M STAFF                      \$140,000									
* SUPPORT STAFF                      \$28,000									
* CONSULTANT                      \$300,000									
CONTINGENCY                      \$274,000				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                      \$3,010,000									

## PROJECT : SOGR\_FY26\_RIVER\_STRUCTURES\_DESIGN

SCOPE				TYPE: REHAB   MRP					
River (RV) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts -Tunnels Specific work will include: River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges *DESIGN ONLY* Bridge load rating analysis updates, design and/or repair recommendations, and alternative analysis and environmental clearance Mile Posts: 0.8 - 484.9									
Division: River				County: ALL		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 the State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High 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: 125 Year(s) Standard Lifespan: 100 Year(s)									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2026	\$0	\$0	\$0	\$0	\$0
DESIGN		\$800,000		2027	\$40,625	\$40,625	\$40,625	\$40,625	\$162,500
ENVIRONMENTAL		\$325,000		2028	\$142,188	\$142,188	\$142,188	\$142,186	\$568,750
ROW ACQUISITION		\$0		2029	\$142,188	\$142,188	\$142,188	\$142,186	\$568,750
MATERIAL		\$0		2030	\$81,250	\$81,250	\$81,250	\$81,250	\$325,000
CONSTRUCTION		\$0		2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP		\$0		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
FLAGGING		\$20,000							
BUS BRIDGES		\$0							
CLOSE OUT		\$0							
DBE/LABOR		\$7,000							
PROJECT MANAGEMENT									
* P.M STAFF		\$140,000							
* SUPPORT STAFF		\$35,000							
* CONSULTANT		\$150,000							
CONTINGENCY		\$148,000							
TOTAL		\$1,625,000							

**PROJECT : SOGR\_FY26\_RIVER\_TRACK**

SCOPE				TYPE: REHAB   MRP					
River (RV) Track Rehabilitation addresses five major components to sufficiently rehabilitate aging infrastructure and growing backlog: Rail, Ties, Crossings, Special Track Work, Ballast Mile Posts: .70 - 484.9									
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 require rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High 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: 25 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$115,000			2027	\$72,325	\$72,325	\$72,325	\$72,325	\$289,300
ENVIRONMENTAL	\$0			2028	\$253,138	\$253,138	\$253,138	\$253,136	\$1,012,550
ROW ACQUISITION	\$0			2029	\$253,138	\$253,138	\$253,138	\$253,136	\$1,012,550
MATERIAL	\$400,000			2030	\$144,650	\$144,650	\$144,650	\$144,650	\$578,600
CONSTRUCTION	\$1,500,000			2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
FLAGGING	\$80,000								
BUS BRIDGES	\$20,000								
CLOSE OUT	\$10,000								
DBE/LABOR	\$15,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$165,000								
* SUPPORT STAFF	\$50,000								
* CONSULTANT	\$275,000								
CONTINGENCY	\$263,000								
TOTAL	\$2,893,000								

## PROJECT : SOGR\_FY26\_PERRIS\_VALLEY\_SIGNAL

SCOPE				TYPE: REHAB   MRP					
Perris Valley (PVL) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems Upgrade (3) VHLC  Budget reduced by 35%: need to adjust scope. Mile Posts: 65 - 85									
				Division: San Jacinto (PVL)    County: RV    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					
The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High  1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
Location may fail which will cause train delays and possible safety issues. Current Age: 26 Year(s) Standard Lifespan: 30 Year(s) Current Age: 33 Year(s)      Standard Lifespan: 25 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$300,000								
ENVIRONMENTAL	\$0			2027	\$40,360	\$40,360	\$40,360	\$40,360	\$161,440
ROW ACQUISITION	\$0								
MATERIAL	\$500,000			2028	\$100,900	\$100,900	\$100,900	\$100,900	\$403,600
CONSTRUCTION	\$600,000								
SPECIAL RAIL EQUIP	\$0			2029	\$166,485	\$166,485	\$166,485	\$166,485	\$665,940
FLAGGING	\$19,000								
BUS BRIDGES	\$0			2030	\$141,260	\$141,260	\$141,260	\$141,260	\$565,040
CLOSE OUT	\$0								
DBE/LABOR	\$15,000			2031	\$55,495	\$55,495	\$55,495	\$55,495	\$221,980
PROJECT MANAGEMENT									
* P.M STAFF	\$175,000								
* SUPPORT STAFF	\$25,000								
* CONSULTANT	\$200,000								
CONTINGENCY	\$184,000			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	\$2,018,000								

## PROJECT : REHAB OF NETWORK DEVICE ASSETS (CORPORATE AND TRAIN CONTROL)

SCOPE			TYPE: REHAB   MRP					
Replace Cisco Switches, Cisco Meraki Wireless Access Points and Palo Alto Firewalls that are reaching end of support  BUDGET DECREASED by 8% from \$923K; SCOPE MAY NEED TO BE DECREASED.  <div style="display: flex; justify-content: space-between;"> <span>Mile Posts: n/a</span> <span>Division: All    County: ALL    Asset Type: Information Technology</span> </div>								
<b>OBJECTIVES</b>			<b>RISKS CAUSING PROJECT DELAY</b>					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 3. (Goal 4: Retain and Grow Ridership) Increase system utilization 4. (Goal 3: Invest in People and Assets) Reduce employee turnover 5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents								
<b>JUSTIFICATION</b>			<b>RANKING // PROJECT READINESS</b>					
Metrolink IDTS has invested in many assets that are and are nearing end of support and will no longer be supported by the manufacturer and will not have the desired functionality and efficiency. The assets are as follows: a) Cisco Switches b) Cisco Meraki Wireless Access Points c) Palo Alto Firewalls and related network equipment.			1. Condition of Asset..... Marginal 2. System Impact..... High The network devices requested comprise the network infrastructure of Metrolink. Any issues with these devices will create service outages					
<b>RISK CREATED BY NON-IMPLEMENTATION</b>								
The risk of not funding this project are: 1. Network devices will not have the current software patches and firmware and will make Metrolink vulnerable to cybersecurity attacks 2. Network devices will no longer be support by the manufacturer and will not have any support should we encounter issues with the network devices. 3. We will no longer have any replacement warranty for the devices should they fail.								
Current Age: 6 Year(s)    Standard Lifespan: 6 Year(s)								
<b>BUDGET</b>			<b>CASH FLOW</b>					
AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0		2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0		2027	\$106,250	\$106,250	\$106,250	\$106,250	\$425,000
ENVIRONMENTAL	\$0		2028	\$106,250	\$106,250	\$106,250	\$106,250	\$425,000
ROW ACQUISITION	\$0		2029	\$0	\$0	\$0	\$0	\$0
MATERIAL	\$0		2030	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$753,000		2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0							
FLAGGING	\$0							
BUS BRIDGES	\$0							
CLOSE OUT	\$0							
DBE/LABOR	\$5,000							
PROJECT MANAGEMENT								
* P.M STAFF	\$14,000							
* SUPPORT STAFF	\$0							
* CONSULTANT	\$0							
CONTINGENCY	\$78,000							
TOTAL	\$850,000							

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 : UPGRADE OF METROLINK SERVER INFRASTRUCTURE ENVIRONMENT**

SCOPE				TYPE: REHAB   MRP					
Metrolink IDTS is planning on upgrading its server environment, moving away from a dependency of VMware and migrating towards Nutanix.									
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 4: Retain and Grow Ridership) Increase system utilization 3. (Goal 4: Retain and Grow Ridership) Improve service reliability 4. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 5. (Goal 3: Invest in People and Assets) Reduce employee turnover				1. Condition of Asset..... Good 2. System Impact..... High  The process to migrate off the use of VMware requires time. IDTS is providing a plan to comfortably migrate off VMware within 3 years					
JUSTIFICATION									
Our dependency on software such as VMware put us at risk of being entirely dependent on VMware and any changes they wish to do. Recently acquisitions are increasing the cost of ownership to more than triple our current spend. We are looking to upgrade our Server Infrastructure to allow Metrolink to move away from a dependency from VMware. Hardware Infrastructure must be upgraded to allow Metrolink to migrate off VMware for their servers									
RISK CREATED BY NON-IMPLEMENTATION									
The risk of not funding this project is creating a dependence on VMware owners and accepting all price increases they wish to incur.									
Current Age: 124 Year(s)    Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2027	\$90,562	\$90,562	\$90,562	\$90,564	\$362,250
MATERIAL	\$0								
CONSTRUCTION	\$420,000								
SPECIAL RAIL EQUIP	\$0			2028	\$30,188	\$30,188	\$30,188	\$30,186	\$120,750
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2029	\$0	\$0	\$0	\$0	\$0
DBE/LABOR	\$5,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$14,000			2030	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$0								
* CONSULTANT	\$0								
CONTINGENCY	\$44,000			2031	\$0	\$0	\$0	\$0	\$0
TOTAL	\$483,000								
				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 : SOGR\_FY26\_VALLEY\_TRACK

SCOPE			TYPE: REHAB   MRP					
BUDGET DECREASED BY 38%; SCOPE STILL TO BE DECREASED ACCORDINGLY.								
Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:								
<div>- Rail</div> <div>- Ties</div> <div>- Crossings</div> <div>- Special Trackwork</div> <div>- Ballast</div>								
Specific work will includes:								
TIES: 11,000 Wood Tie Replacement								
RAIL: 10,000ft of Rail to address curves								
BALLAST: Ballast to support projects listed.								
"								
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 require 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: 101 Year(s)    Standard Lifespan: 60 Year(s)								
BUDGET			CASH FLOW					
	AMOUNT	START      END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0		2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$45,000							
ENVIRONMENTAL	\$0		2027	\$150,125	\$150,125	\$150,125	\$150,125	\$600,500
ROW ACQUISITION	\$0							
MATERIAL	\$900,000		2028	\$525,438	\$525,438	\$525,438	\$525,436	\$2,101,750
CONSTRUCTION	\$3,000,000							
SPECIAL RAIL EQUIP	\$0		2029	\$525,438	\$525,438	\$525,438	\$525,436	\$2,101,750
FLAGGING	\$800,000							
BUS BRIDGES	\$45,000		2030	\$300,250	\$300,250	\$300,250	\$300,250	\$1,201,000
CLOSE OUT	\$8,000							
DBE/LABOR	\$15,000		2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT								
* P.M STAFF	\$315,000							
* SUPPORT STAFF	\$35,000							
* CONSULTANT	\$296,000							
CONTINGENCY	\$546,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$6,005,000							



## PROJECT : SOGR\_FY26\_VALLEY\_STRUCTURES\_CONSTRUCTION

SCOPE			TYPE: REHAB   MRP						
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 Structure repairs that will be designed with FY22 funds. This would address up to This would address up to 6 Structures of 10 on the Valley Sub that will be made Shovel-Ready with FY22 Design. These funds are needed due to construction cost escalation issues Metrolink has recently experienced.  Budget reduced by 25%; need to adjust scope.  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: 121 Year(s)    Standard Lifespan: 100 Year(s)									
BUDGET			CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$75,000			2027	\$182,812	\$182,812	\$182,812	\$182,814	\$731,250
ENVIRONMENTAL	\$0			2028	\$548,438	\$548,438	\$548,438	\$548,436	\$2,193,750
ROW ACQUISITION	\$0			2029	\$365,625	\$365,625	\$365,625	\$365,625	\$1,462,500
MATERIAL	\$0			2030	\$121,875	\$121,875	\$121,875	\$121,875	\$487,500
CONSTRUCTION	\$3,000,000			2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$250,000								
BUS BRIDGES	\$25,000								
CLOSE OUT	\$10,000								
DBE/LABOR	\$14,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$487,000								
* SUPPORT STAFF	\$70,000								
* CONSULTANT	\$500,000								
CONTINGENCY	\$444,000								
TOTAL	\$4,875,000								

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 : SOGR\_FY26\_VALLEY\_SIGNAL

SCOPE				TYPE: REHAB   MRP					
BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY. Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading Control Points (CP) and intermediates *Crossing systems - Upgrading crossings 1> 1 EL1A Upgrade (Construction Only) 2> 2 Crossings 3> 1 EL1A Upgrade 4> 1 VHLC Upgrade 5> 1 HB-DE Detector Upgrade									
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				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.									
RISK CREATED BY NON-IMPLEMENTATION									
Location may fail which will cause train delays and possible safety issues.									
Current Age: 35 Year(s)    Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$575,000								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2027	\$89,500	\$89,500	\$89,500	\$89,500	\$358,000
MATERIAL	\$1,150,000								
CONSTRUCTION	\$1,300,000								
SPECIAL RAIL EQUIP	\$0			2028	\$223,750	\$223,750	\$223,750	\$223,750	\$895,000
FLAGGING	\$50,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2029	\$369,188	\$369,188	\$369,188	\$369,186	\$1,476,750
DBE/LABOR	\$10,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$388,000			2030	\$313,250	\$313,250	\$313,250	\$313,250	\$1,253,000
* SUPPORT STAFF	\$35,000								
* CONSULTANT	\$560,000								
CONTINGENCY	\$407,000			2031	\$123,062	\$123,062	\$123,062	\$123,064	\$492,250
TOTAL	\$4,475,000								
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 : SOGR\_FY26\_ORANGE\_SIGNAL**

SCOPE				TYPE: REHAB   MRP					
Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading Control Points (CP), intermediates and HT Switches *Crossing systems - Upgrading crossings 1> Control Point - VHLC Upgrade 2> Intermediates - Signals 3> Hand Throw Switches 4> Crossings  Budget reduced by 30%; need to adjust scope.  Mile Posts: 165.08 - 207.4									
				Division: Orange    County: OC    Asset Type: Train Control					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 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 need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.									
RISK CREATED BY NON-IMPLEMENTATION									
Location may fail which will cause train delays and possible safety issues.									
Current Age: 31 Year(s)    Standard Lifespan: 20 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$735,000			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2027	\$147,000	\$147,000	\$147,000	\$147,000	\$588,000
ROW ACQUISITION	\$0								
MATERIAL	\$1,750,000			2028	\$367,500	\$367,500	\$367,500	\$367,500	\$1,470,000
CONSTRUCTION	\$2,600,000								
SPECIAL RAIL EQUIP	\$0			2029	\$606,375	\$606,375	\$606,375	\$606,375	\$2,425,500
FLAGGING	\$85,000								
BUS BRIDGES	\$25,000			2030	\$514,500	\$514,500	\$514,500	\$514,500	\$2,058,000
CLOSE OUT	\$0								
DBE/LABOR	\$16,000			2031	\$202,125	\$202,125	\$202,125	\$202,125	\$808,500
PROJECT MANAGEMENT									
* P.M STAFF	\$685,000			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	\$50,000								
* CONSULTANT	\$735,000								
CONTINGENCY	\$669,000								
TOTAL	\$7,350,000								

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 : SOGR\_FY26\_ORANGE\_STRUCTURES\_CONSTRUCTION

SCOPE				TYPE: REHAB   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 the State of Good Repair and require 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: 121 Year(s)    Standard Lifespan: 100 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$60,000			2027	\$140,625	\$140,625	\$140,625	\$140,625	\$562,500
ENVIRONMENTAL	\$0			2028	\$421,875	\$421,875	\$421,875	\$421,875	\$1,687,500
ROW ACQUISITION	\$0			2029	\$281,250	\$281,250	\$281,250	\$281,250	\$1,125,000
MATERIAL	\$125,000			2030	\$93,750	\$93,750	\$93,750	\$93,750	\$375,000
CONSTRUCTION	\$2,225,000			2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$200,000								
BUS BRIDGES	\$25,000								
CLOSE OUT	\$10,000								
DBE/LABOR	\$14,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$340,000								
* SUPPORT STAFF	\$35,000								
* CONSULTANT	\$375,000								
CONTINGENCY	\$341,000								
TOTAL	\$3,750,000								
				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 : SOGR\_FY26\_ORANGE\_TRACK

SCOPE				TYPE: REHAB   MRP					
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 includes: RAIL: Upgrade 115# to 136# Rail Tangent North Rail (Approx. 15,000 LF) SPECIAL TRACKWORK: 2 - #20 turnouts BALLAST: Ballast to support projects listed.  Mile Posts: 165.08 - 207.4 <div>Division: Orange    County: OC    Asset Type: Track</div>									
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 require 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: 101 Year(s)    Standard Lifespan: 60 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$150,000								
ENVIRONMENTAL	\$0			2027	\$134,075	\$134,075	\$134,075	\$134,075	\$536,300
ROW ACQUISITION	\$0								
MATERIAL	\$775,000			2028	\$469,262	\$469,262	\$469,262	\$469,264	\$1,877,050
CONSTRUCTION	\$3,000,000								
SPECIAL RAIL EQUIP	\$0			2029	\$469,262	\$469,262	\$469,262	\$469,264	\$1,877,050
FLAGGING	\$125,000								
BUS BRIDGES	\$25,000			2030	\$268,150	\$268,150	\$268,150	\$268,150	\$1,072,600
CLOSE OUT	\$10,000								
DBE/LABOR	\$15,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$245,000								
* SUPPORT STAFF	\$75,000								
* CONSULTANT	\$455,000								
CONTINGENCY	\$488,000			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	\$5,363,000								

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 : FY26 BACK-OFFICE TRAIN CONTROL SYSTEM REHAB

SCOPE		TYPE: REHAB   MRP				
<p>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.</p> <p>Train Control Back Office:</p> <p>1) DOC/MOC/Vegas Servers</p> <p>2) CAD Workstations and Monitors</p> <p>Mile Posts: n/a</p> <div style="text-align: right; padding-top: 10px;">Division: All    County: ALL    Asset Type: Train Control</div>						
OBJECTIVES	RISKS CAUSING PROJECT DELAY					
<p>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</p> <p>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</p> <p>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</p> <p>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</p>						
JUSTIFICATION	RANKING // PROJECT READINESS					
<p>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 SCRRRA staff and industry standards. Some of the PTC hardware is already 10 years old and some of the design was 5 years earlier than that. The office element consists mainly of computers (servers, field laptops, etc.) that date back to 2011, 2012. Mission critical computers are usually rehabbed every 5 years. Our onboard and wayside cellular systems that were implemented back in 2012 were state of the art 3G systems that will be unsupported and completely sun-setted by the Telco companies.</p>	<p>1. Condition of Asset..... Worn</p> <p>2. System Impact..... High</p>					
RISK CREATED BY NON-IMPLEMENTATION						
<p>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.</p> <p>Current Age: 124 Year(s)    Standard Lifespan: 0 Year(s)</p>						
BUDGET	CASH FLOW					
AMOUNT      START      END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING      \$0	2026	\$0	\$0	\$0	\$0	\$0
DESIGN      \$300,000						
ENVIRONMENTAL      \$0						
ROW ACQUISITION      \$0	2027	\$109,425	\$109,425	\$109,425	\$109,425	\$437,700
MATERIAL      \$1,700,000						
CONSTRUCTION      \$0						
SPECIAL RAIL EQUIP      \$0	2028	\$364,750	\$364,750	\$364,750	\$364,750	\$1,459,000
FLAGGING      \$0						
BUS BRIDGES      \$0						
CLOSE OUT      \$0	2029	\$145,900	\$145,900	\$145,900	\$145,900	\$583,600
DBE/LABOR      \$8,000						
PROJECT MANAGEMENT						
* P.M STAFF      \$105,000	2030	\$109,425	\$109,425	\$109,425	\$109,425	\$437,700
* SUPPORT STAFF      \$53,000						
* CONSULTANT      \$613,000						
CONTINGENCY      \$139,000	2031	\$0	\$0	\$0	\$0	\$0
TOTAL      \$2,918,000						
<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>						

## PROJECT : FY26 SYSTEMWIDE MOW AND OPS VEHICLE AND EQUIPMENT REPLACEMENT

SCOPE				TYPE: REHAB   MRP					
Replace MOW and Ops. vehicles that are beyond their useful life and no longer reliable to support rail operations. The amount is based on MRP. The vehicles and equipment replaced will be based on the availability of ZEV (Zero Emission Vehicles) and will replace fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way.									
Mile Posts: n/a				Division: All    County: ALL    Asset Type: Non-Revenue Fleet					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 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									
JUSTIFICATION				RANKING // PROJECT READINESS					
MOW and Ops vehicle and equipment replacement as identified by the Metrolink Rehabilitation Plan (MRP). The need has been identified because the assets have fallen below a State of Good Repair and require replacement based on limits set by SCRRRA staff and industry standards. Budget includes annual increase in alignment with MRP.				1. Condition of Asset..... Worn 2. System Impact..... Average  This can be started upon funding execution because this work requires mostly procurement and new asset availability					
RISK CREATED BY NON-IMPLEMENTATION									
If the project is not approved, the vehicles and equipment will be unreliable, casing long down time, budgetary contains on operations and will be added to the backlog in future years.									
Current Age: 27 Year(s)      Standard Lifespan: 8 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2027	\$156,750	\$156,750	\$156,750	\$156,750	\$627,000
ROW ACQUISITION	\$0								
MATERIAL	\$0			2028	\$235,125	\$235,125	\$235,125	\$235,125	\$940,500
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$2,800,000			2029	\$391,875	\$391,875	\$391,875	\$391,875	\$1,567,500
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$11,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$70,000								
* SUPPORT STAFF	\$48,000								
* CONSULTANT	\$0								
				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
CONTINGENCY	\$206,000								
TOTAL	\$3,135,000								

## PROJECT : ROTEM HVAC OVERHAUL/REBUILD

SCOPE				TYPE: REHAB   NON-MRP					
<ul style="list-style-type: none"> <li>Overhaul/rebuild on Hyundai Rotem HVAC units and controller box.</li> <li>Out-Of-Scope Repair as needed.</li> </ul>									
Mile Posts: n/a				Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
JUSTIFICATION				RANKING // PROJECT READINESS					
<ul style="list-style-type: none"> <li>Remove systemic design issue in OEM HVAC Unit - high maintenance cost and impact to costumer convenience and safety.</li> <li>Continue to overhaul/rebuild for the remaining HVAC units as the currently ongoing project.</li> </ul>				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
<ul style="list-style-type: none"> <li>Impact to car availability due to no spare HVAC units.</li> <li>Increase in maintenance cost to procure parts that are obsolete.</li> </ul> Current Age: 15 Year(s) Standard Lifespan: 10 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2027	\$120,350	\$120,350	\$120,350	\$120,350	\$481,400
ROW ACQUISITION	\$0								
MATERIAL	\$1,840,000			2028	\$180,525	\$180,525	\$180,525	\$180,525	\$722,100
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2029	\$240,700	\$240,700	\$240,700	\$240,700	\$962,800
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$60,175	\$60,175	\$60,175	\$60,175	\$240,700
CLOSE OUT	\$0								
DBE/LABOR	\$0			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$175,000								
* SUPPORT STAFF	\$70,000								
* CONSULTANT	\$103,000								
CONTINGENCY	\$219,000			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	\$2,407,000								



## PROJECT : FY26 ON-BOARD TRAIN CONTROL SYSTEMS REHAB

SCOPE				TYPE: REHAB   MRP					
Upgrade the remaining PTC equipment and software on locomotives that have not been updated in the past 7–12 years. With evolving standards and the phasing out of certain technologies, more equipment is becoming obsolete and in need of modernization.									
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				1. Condition of Asset..... Worn  2. System Impact..... High					
JUSTIFICATION									
The Train Control Systems rehabilitation outlined in the Metrolink Rehabilitation Plan (MRP) includes both Positive Train Control (PTC) and centralized train control systems and equipment. This need has been identified due to these assets falling below the State of Good Repair, as defined by SCRRRA staff and industry standards. Some PTC hardware is already over 10 years old, with initial designs dating back an additional five years. Our onboard systems, first implemented in 2012, were cutting-edge at the time but now require updated hardware to maintain functionality and operational efficiency.									
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: 124 Year(s)    Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2027	\$62,500	\$62,500	\$62,500	\$62,500	\$250,000
ROW ACQUISITION	\$0								
MATERIAL	\$1,250,000			2028	\$218,750	\$218,750	\$218,750	\$218,750	\$875,000
CONSTRUCTION	\$625,000								
SPECIAL RAIL EQUIP	\$0			2029	\$218,750	\$218,750	\$218,750	\$218,750	\$875,000
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000
CLOSE OUT	\$0								
DBE/LABOR	\$10,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$175,000								
* SUPPORT STAFF	\$49,000								
* CONSULTANT	\$249,000								
				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	\$142,000								
TOTAL	\$2,500,000								

## PROJECT : ROTEM DOOR OVERHAUL DATA LOGGING DOOR CONTROL PANEL

SCOPE				TYPE: REHAB   NON-MRP					
• Install data logger on door control system to improve the maintainability against one of the top road issues.									
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									
JUSTIFICATION				RANKING // PROJECT READINESS					
• Requested \$1.1M is for the option order which would be executed by mid 2026. • Engineering analysis conducted years ago, approximately 40% of the reported door issues resulted in No Defect Found. This is because of no hard data recorded on the door system at the event. The project is to increase the data points on the door system that would be recorded for the staff to better understand the status of the door signals at the event of the issue.				1. Condition of Asset..... Marginal 2. System Impact..... Average					
RISK CREATED BY NON-IMPLEMENTATION									
• Door issues are one of the top causes that result in the delay to revenue service. Understanding what is the root cause of the issue is as significant as troubleshooting the issue itself. If not implemented, almost half of the door issues will likely keep resulting in No Defect Found. • EP199-19 Bombardier Railcar Rebuild program had similar capability delivered and has proven its usefulness.									
Current Age: 15 Year(s)    Standard Lifespan: 15 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0			2027	\$68,750	\$68,750	\$68,750	\$68,750	\$275,000
ENVIRONMENTAL	\$0			2028	\$206,250	\$206,250	\$206,250	\$206,250	\$825,000
ROW ACQUISITION	\$0			2029	\$0	\$0	\$0	\$0	\$0
MATERIAL	\$700,000			2030	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0			2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$20,000								
DBE/LABOR	\$30,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$75,000								
* SUPPORT STAFF	\$25,000								
* CONSULTANT	\$150,000								
CONTINGENCY	\$100,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$1,100,000								

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 : F125 INTERMEDIATE ENGINE OVERHAUL

SCOPE				TYPE: REHAB   NON-MRP					
<div>• Engine overhaul - clean, inspect, and replace parts.</div> <div>• Total 42 engines.</div>									
Mile Posts: n/a				Division: All    County: ALL    Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
<div>1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</div> <div>2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</div> <div>3. (Goal 4: Retain and Grow Ridership) Improve service reliability</div>									
JUSTIFICATION									
<div>• Overhaul of engine is required as per the maintenance manual - overhaul would be required every 4 years.</div> <div>• 14 engines are expected to be delivered within the budget up to FY25.</div> <div>• As per the schedule, the last engine would be overhauled by June 2028 which means, since FY26 funding would be available by Jan 2027, it would give PM sufficient time to execute the option order in time.</div>									
RISK CREATED BY NON-IMPLEMENTATION									
<div>• Increase of impact to revenue service due to engine failures.</div> <div>• Impact to shop availability due to increase of unscheduled maintenance for the failed engines.</div>									
Current Age: 8 Year(s)    Standard Lifespan: 30 Year(s)									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2026	\$0	\$0	\$0	\$753,600	\$753,600
DESIGN		\$0		2027	\$753,600	\$753,600	\$753,600	\$753,600	\$3,014,400
ENVIRONMENTAL		\$0		2028	\$1,318,800	\$1,318,800	\$1,318,800	\$1,318,800	\$5,275,200
ROW ACQUISITION		\$0		2029	\$1,130,400	\$1,130,400	\$1,130,400	\$1,130,400	\$4,521,600
MATERIAL		\$12,000,000		2030	\$376,800	\$376,800	\$376,800	\$376,800	\$1,507,200
CONSTRUCTION		\$0		2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP		\$0		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
FLAGGING		\$0							
BUS BRIDGES		\$0							
CLOSE OUT		\$0							
DBE/LABOR		\$0							
PROJECT MANAGEMENT									
* P.M STAFF		\$657,000							
* SUPPORT STAFF		\$263,000							
* CONSULTANT		\$186,000							
CONTINGENCY		\$1,966,000							
TOTAL		\$15,072,000							

## PROJECT : METROLINK COMMUNICATION SYSTEM OVERHAUL

SCOPE				TYPE: REHAB   NON-MRP					
<ul style="list-style-type: none"> <li>Communication System Power Supply Install (fleet-wide)</li> <li>Interior destination screens</li> <li>Control Unit Upgrade</li> <li>Side Destination Screen Control Unit Upgrade</li> <li>Car built-in conductor PA.</li> </ul>									
Mile Posts: n/a				Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 4: Retain and Grow Ridership) Improve service reliability 4. (Goal 4: Retain and Grow Ridership) Increase system utilization									
JUSTIFICATION				RANKING // PROJECT READINESS					
<ul style="list-style-type: none"> <li>Heavily outdated technology in the communication control device - ex) 512MB CF card. This issue is in all control device.</li> <li>Newly upgraded control system will be required for advanced features such as interior side destination and so on.</li> </ul>				1. Condition of Asset..... Marginal 2. System Impact..... High The product was delivered back in 2010. The malfunction rate on the control system and maintenance attention has been increasing continuously. Due to the age of the product, it is projected to have multiple unscheduled maintenance instances. The need of the interior panels seems very useful for passenger convenience.					
RISK CREATED BY NON-IMPLEMENTATION									
<ul style="list-style-type: none"> <li>Degradation in the performance of the communication system.</li> <li>Impact to car availability as the system is mandatory for the revenue service operation</li> </ul>									
Current Age: 15 Year(s) Standard Lifespan: 15 Year(s)									
BUDGET				CASH FLOW					
AMOUNT	START	END		FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0			2027	\$50,050	\$50,050	\$50,050	\$50,050	\$200,200
ENVIRONMENTAL	\$0			2028	\$75,075	\$75,075	\$75,075	\$75,075	\$300,300
ROW ACQUISITION	\$0			2029	\$100,100	\$100,100	\$100,100	\$100,100	\$400,400
MATERIAL	\$650,000			2030	\$25,025	\$25,025	\$25,025	\$25,025	\$100,100
CONSTRUCTION	\$0			2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$20,000								
DBE/LABOR	\$30,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$70,000								
* SUPPORT STAFF	\$20,000								
* CONSULTANT	\$120,000								
CONTINGENCY	\$91,000								
TOTAL	\$1,001,000								

## PROJECT : CAR END-DOOR SYSTEM IMPROVEMENT

SCOPE			TYPE: REHAB   NON-MRP					
<ul style="list-style-type: none"> <li>Improvement in passengers' comfort in opening end-door of Bombardier &amp; Talgo-SYSTRA cars.</li> <li>New design on the end-door mechanism.</li> <li>All legacy Bombardier car and Talgo-SYSTRA car.</li> </ul>								
Mile Posts: n/a			Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES			RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents								
JUSTIFICATION			RANKING // PROJECT READINESS					
One of the major complaints from the passengers is the end-door being difficult to operate. Hyundai-Rotem cars had a resolution applied with a project and delivered a new design to the system for around 30% improvement in the end-door operation. This project is to cover the rest of the fleet - legacy Bombardier cars and Talgo-SYSTRA rebuilt cars.			1. Condition of Asset..... Marginal 2. System Impact..... Average It is very true that current end door system in Bombardier and even Talgo-SYSTRA passenger cars requires a significant amount of force to open. This can present a safety issue for passengers traveling between train cars. To mitigate the issue for improving the system, it would require new design on the end-door system. This requested project will bring a new design and deliver a product to reduce the force required to open end doors therefore providing convenience to the customer as well as ensuring safety for any emergency case. A similar project is active on the Rotem rail car fleet which resulted in such satisfactory outcome to the agency.					
RISK CREATED BY NON-IMPLEMENTATION								
Continuous complaint from the passengers. Impact to safe operation when it is needed in any emergency.								
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		2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0		2027	\$56,750	\$56,750	\$56,750	\$56,750	\$227,000
ENVIRONMENTAL	\$0		2028	\$56,750	\$56,750	\$56,750	\$56,750	\$227,000
ROW ACQUISITION	\$0		2029	\$0	\$0	\$0	\$0	\$0
MATERIAL	\$270,000		2030	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0		2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0							
FLAGGING	\$0							
BUS BRIDGES	\$0							
CLOSE OUT	\$2,000							
DBE/LABOR	\$5,000							
PROJECT MANAGEMENT								
* P.M STAFF	\$25,000							
* SUPPORT STAFF	\$10,000							
* CONSULTANT	\$100,000							
CONTINGENCY	\$42,000							
TOTAL	\$454,000							

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 : LAUS BACKUP GENERATOR REPLACEMENT

SCOPE				TYPE: REHAB   NON-MRP					
Replace 2 1995 and 1996 back-up generators providing backup power to LAUS switches, signaling and comm shelter.									
Olympian 95A01920-S 1995									
Olympian 96A04252-S 1996									
Mile Posts: n/a				Division: All    County: ALL    Asset Type: Facilities					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 3. (Goal 3: Invest in People and Assets) Maintain State of Good Repair				1. Condition of Asset..... Worn  2. System Impact..... High  It is very concerning that the impact to the operation of any revenue trains in LA Union Station will be significant if the back-up generators do not function when it is needed. The generators were delivered almost 30 years ago. It is highly recommended to 100% replace the generators even if they are back-up.					
JUSTIFICATION									
Based on the report provided to SCRRA in 2023 by the generator maintenance contractor, the requested two generators have only 0-5 year life expectancy due to condition, availability of replacement parts and critical nature of the location. We had a similar unit failed at CMF, when under load in 2016 causing internal damage to the motor. It not cost effective to overhaul this size and type of generators and due to new AQMD regulation, more appropriate and cost effective to replace them with new one.									
RISK CREATED BY NON-IMPLEMENTATION									
Catastrophic failure of the generator(s) during a power outage can bring LAUS rail traffic to a halt after UPS batteries are depleted.									
Current Age: 30 Year(s)      Standard Lifespan: 25 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2027	\$77,662	\$77,662	\$77,662	\$77,664	\$310,650
ROW ACQUISITION	\$0								
MATERIAL	\$200,000			2028	\$4,088	\$4,088	\$4,088	\$4,086	\$16,350
CONSTRUCTION	\$75,000								
SPECIAL RAIL EQUIP	\$0			2029	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$5,000								
BUS BRIDGES	\$0			2030	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$4,000								
DBE/LABOR	\$3,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$4,000								
* SUPPORT STAFF	\$6,000								
* CONSULTANT	\$0								
CONTINGENCY	\$30,000			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	\$327,000								

**PROJECT : MOW - ROLLING STOCK TRAPEZE**

SCOPE		TYPE: REHAB   MRP
<p>EAM Application – Role: Administrator to support EAM Application. In support of the Agency's EAM efforts and system wide roll out of Trapeze, IT requires consultant support until a permanent position is filled. This initial funding will cover approximately two years of FTE support.</p> <p>A. As an administrator of EAM application, support all user groups that uses different modules of application.</p> <p>B. Dispatch Operations team – Major and minor schedule changes, equipment cycles, training to new dispatch team members, refresher training and any issues related dispatching of trips. Also helps with Incident management module by automating Delay creation, entering new Delay codes, retiring existing delay codes etc.</p> <p>C. Mechanical (Rolling stock) team – Helps Rolling stock team with equipment maintenance like PM (Preventive Maintenance) and Repair work orders. Setting new PM schedules, changes to existing schedules, new reports, and training. Helps Alstom team with any issues related to EAM application.</p> <p>D. Material management team – Helps materials team with Inventory counts, reports and any issue with application, receiving and PO interfaces.</p> <p>E. Facilities team – Helps Facilities team with PM schedules, Asset configuration, parent-child relation setups and any issues with Mobile focus app.</p> <p>F. MOW (Maintenance of Way) Team – Communications and Structures team are recently gone live with EAM application. Helps these team with any issues with PM work orders, general application issues and training.</p>		
<p>Mile Posts: n/a</p>		<p>Division: All    County: ALL    Asset Type: Information Technology</p>
OBJECTIVES	RISKS CAUSING PROJECT DELAY	
<p>1. (Goal 4: Retain and Grow Ridership) Increase system utilization</p> <p>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</p> <p>3. (Goal 7: Improve Organizational Efficiency) Clearly define staff roles and responsibilities</p>		
JUSTIFICATION	RANKING // PROJECT READINESS	
<p>We need a backup resource for trapeze application support. From the start of this software implementation back in 2022, there has been a heavy reliance on the (1) Integrated Digital &amp; Technology Services (IDTS) EAM Architect staff to provide the application support for database administration, assisting with loading asset inventories, refining maintenance inspections, adjusting inspection cycles, reviewing and validating new asset data, creating interfaces, scheduled reporting, ad-hoc reporting, training, investigating and/or responding to user product support calls and inquiries, and supporting the execution and rollout of new system workflows. The lack of agency technical staff was a known risk at the start of this EAM effort; however, the project team has utilized external contractor resources to backfill and provide the necessary support to keep the project progressing forward.</p> <p>However, as the project team continues to build out the Trapeze EAM System across the remaining MoW and the Rolling Stock Service and Inspection (S&amp;I) Teams, the number of end-users is expected to significantly increase. The additional MoW end-users are currently utilizing a Herzog purchased software known as TrackAsset and is supported by a separate software vendor. To date, there are approximately 116 end-users spanning across the agencies administration and operations departments. With the addition of the MoW and Rolling Stock S&amp;I Teams, the number of end users is expected to grow to nearly 335 or a 189 percent increase by the end of fiscal year 2026.</p> <p>As the agency transitions to a post go-live support role it highly recommended to increase the level of technical application support staff commensurate to the increase in workload that is anticipated with the addition of 6 new business units. In addition to the increased number of business units and user population, there is a greater level of technical expertise required to manage the complexities of MoW teams. This is due in part because some MoW teams such as the Signals team are regulated by the Federal Rail Administration and their workflows and inspections receive a high level of scrutiny and are subject to regular audits. There are also several million more assets, asset components, and sub elements, that require a high degree of asset management and administration, which the agency has not had to oversee in the past. It is not feasible to manage these groups with the level of existing IDTS support who lacks the technical background to support these new MoW business units. As a result, the Operations Division is requesting the equivalent of (2) additional application specialists who have relevant business unit knowledge and technical expertise to support the Trapeze EAM end-users to ensure optimal system performance and to mitigate any down time.</p>	<p>1. Condition of Asset..... Worn</p> <p>2. System Impact..... High</p>	
RISK CREATED BY NON-IMPLEMENTATION		
<p>Major operational impact. And due to strict Federal Rail Administration requirements, some of these groups can't afford any downtime when they call for support. The lack of agency technical staff was a known risk at the start of this EAM effort;</p>		
<p>Current Age: 124 Year(s)    Standard Lifespan: 0 Year(s)</p>		
BUDGET		
AMOUNT	START	END
CONTRACT PACKAGING		
DESIGN	\$0	
ENVIRONMENTAL		
ROW ACQUISITION	\$0	
MATERIAL		
CONSTRUCTION	\$350,000	
SPECIAL RAIL EQUIP		
FLAGGING	\$0	
BUS BRIDGES		
CLOSE OUT	\$0	
DBE/LABOR		
	\$5,000	
PROJECT MANAGEMENT		
* P.M STAFF	\$14,000	
* SUPPORT STAFF		
	\$21,000	
* CONSULTANT		
	\$0	
CONTINGENCY		
	\$24,000	
TOTAL		
	\$414,000	

CASH FLOW					
FY	Q1	Q2	Q3	Q4	TOTAL
2026	\$0	\$0	\$0	\$0	\$0
2027	\$51,750	\$51,750	\$51,750	\$51,750	\$207,000
2028	\$51,750	\$51,750	\$51,750	\$51,750	\$207,000
2029	\$0	\$0	\$0	\$0	\$0
2030	\$0	\$0	\$0	\$0	\$0
2031	\$0	\$0	\$0	\$0	\$0

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

## PROJECT : SOGR\_FY26\_VALLEY\_TUNNEL 25 DESIGN

SCOPE				TYPE: REHAB   NON-MRP					
BUDGET DECREASED BY 8%; SCOPE STILL TO BE DECREASED ACCORDINGLY. Tunnel 25 Track and Drainage improvements (TO BE FILLED IN WHEN FEASIBILITY STUDY IS COMPLETE). Need \$5M upfront for geo test testing/drilling, and design for slab track section. The total project cost will be around \$40M.									
BUDGET DECREASED from \$5M to \$4.6M; SCOPE MAY NEED TO BE ADJUSTED.									
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				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
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.									
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: 125 Year(s)    Standard Lifespan: 100 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$4,000,000								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2027	\$287,500	\$287,500	\$287,500	\$287,500	\$1,150,000
MATERIAL	\$0								
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2028	\$575,000	\$575,000	\$575,000	\$575,000	\$2,300,000
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2029	\$287,500	\$287,500	\$287,500	\$287,500	\$1,150,000
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$140,000			2030	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$44,000								
* CONSULTANT	\$75,000								
CONTINGENCY	\$341,000			2031	\$0	\$0	\$0	\$0	\$0
TOTAL	\$4,600,000								
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%									

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 : HYUNDAI-ROTEM RAILCAR OVERHAUL

SCOPE			TYPE: REHAB   MRP											
BUDGET DECREASED BY 60%; SCOPE STILL TO BE DECREASED ACCORDINGLY.														
<div>• General overhaul on board system such as truck, brake system, coupler, diaphragm, windows, restroom, rubber floor, exterior scheme, next generation door engine, etc.</div> <div>• Upgrades onboard system - convenience outlet at every seat, door obstacle detection system, etc.</div>														
BUDGET DECREASED from \$25M to \$10M; SCOPE NEEDS TO BE ADJUSTED.														
Mile Posts: n/a			Division: All    County: ALL    Asset Type: Rolling Stock											
OBJECTIVES			RISKS CAUSING PROJECT DELAY											
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost														
JUSTIFICATION									RANKING // PROJECT READINESS					
Hyundai-Rotem fleet will hit 15 years of mid-life next year, 2025. The overhaul will be required to operate the cars safely and reliably.									1. Condition of Asset..... Adequate 2. System Impact..... Average					
RISK CREATED BY NON-IMPLEMENTATION														
Increase of impact to revenue service due to increase in unscheduled maintenance on degraded equipment.														
Current Age: 15 Year(s)    Standard Lifespan: 30 Year(s)														
BUDGET			CASH FLOW											
AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL						
CONTRACT PACKAGING	\$0		2026	\$0	\$0	\$0	\$500,400	\$500,400						
DESIGN	\$0													
ENVIRONMENTAL	\$0		2027	\$500,400	\$500,400	\$500,400	\$500,400	\$2,001,600						
ROW ACQUISITION	\$0													
MATERIAL	\$7,670,000		2028	\$875,700	\$875,700	\$875,700	\$875,700	\$3,502,800						
CONSTRUCTION	\$0													
SPECIAL RAIL EQUIP	\$0		2029	\$750,600	\$750,600	\$750,600	\$750,600	\$3,002,400						
FLAGGING	\$0													
BUS BRIDGES	\$0													
CLOSE OUT	\$33,000		2030	\$250,200	\$250,200	\$250,200	\$250,200	\$1,000,800						
DBE/LABOR	\$25,000													
PROJECT MANAGEMENT			2031	\$0	\$0	\$0	\$0	\$0						
* P.M STAFF	\$420,000													
* SUPPORT STAFF	\$175,000													
* CONSULTANT	\$775,000													
			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	\$910,000													
TOTAL	\$10,008,000													

**PROJECT : SOGR\_FY26\_SYSTEMWIDE TRACK REHABILITATION\_RAIL GRINDING/SURFACING**

SCOPE				TYPE: REHAB   MRP					
Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program (~\$1.5M) - Surfacing Program to restore track profiles and cross sections (~\$2M) - Vac Truck: Cleaning fouled ballast at select systemwide (~\$1.5M)									
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. ADDRESSES BACKLOG				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 standards would require Current Age: 124 Year(s)    Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2026	\$0	\$0	\$0	\$0	\$0
DESIGN		\$0							
ENVIRONMENTAL		\$0		2027	\$187,500	\$187,500	\$187,500	\$187,500	\$750,000
ROW ACQUISITION		\$0							
MATERIAL		\$75,000		2028	\$875,000	\$875,000	\$875,000	\$875,000	\$3,500,000
CONSTRUCTION		\$4,550,000							
SPECIAL RAIL EQUIP		\$0		2029	\$187,500	\$187,500	\$187,500	\$187,500	\$750,000
FLAGGING		\$0							
BUS BRIDGES		\$0							
CLOSE OUT		\$0		2030	\$0	\$0	\$0	\$0	\$0
DBE/LABOR		\$13,000							
PROJECT MANAGEMENT				2031	\$0	\$0	\$0	\$0	\$0
* P.M STAFF		\$70,000							
* SUPPORT STAFF		\$53,000							
* CONSULTANT		\$0							
CONTINGENCY		\$239,000		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		\$5,000,000							

## PROJECT : ORANGE SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION

SCOPE				TYPE: REHAB   MRP					
Orange Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.									
Mile Posts: 165.06 - 207.36				Division: Orange    County: OC    Asset Type: Communications					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 4: Retain and Grow Ridership) Improve service reliability 4. (Goal 4: Retain and Grow Ridership) Increase system utilization 5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer				1. Condition of Asset..... Marginal 2. System Impact..... High					
JUSTIFICATION									
Over the last 25 years, SCRRA's Communications systems has infrastructure has evolved and grown to keep pace with the technological demands of the railroad operations. Many components of the Communications Systems have exceeded their end-of-life cycle. To Maintain and upgrade the Communications Systems requires continual assessments of the state of the system components in order to prioritize the system rehab efforts.									
RISK CREATED BY NON-IMPLEMENTATION									
Communication System failures and resulting impacts to train operation could be the result of not implementing the maintenance and upgrades that are needed.									
Current Age: 24 Year(s)    Standard Lifespan: 15 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$40,000								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2027	\$36,000	\$36,000	\$36,000	\$36,000	\$144,000
MATERIAL	\$120,000								
CONSTRUCTION	\$227,000								
SPECIAL RAIL EQUIP	\$0			2028	\$48,000	\$48,000	\$48,000	\$48,000	\$192,000
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2029	\$36,000	\$36,000	\$36,000	\$36,000	\$144,000
DBE/LABOR	\$5,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$44,000			2030	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$16,000								
* CONSULTANT	\$0								
CONTINGENCY	\$28,000			2031	\$0	\$0	\$0	\$0	\$0
TOTAL	\$480,000								
				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 : CMF ROOF REPLACEMENT

SCOPE		TYPE: REHAB   MRP			
Replace dilapidated roofs at CMF they are beyond their useful life and repair.					
Phase 1 - Modified Bitumen: material control and office flat roofs, all cutters, removal of decommissioned HVAC equipment. \$1.8M					
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 3: Invest in People and Assets) Reduce employee turnover 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost					
JUSTIFICATION	RANKING // PROJECT READINESS				
Every year we have outside contractor address leaks on the flat roofs several times during the season. They typically only provide 90 day warranties. Every repair range from \$10k to \$25K. Last year we spend \$43k in CMF flat roofs repairs. In previous 3 we spend between \$25-35K every season, not to mention repairs to interior damages caused by leaks from ceiling tiles next to Leslie's and Linda's cubicles to window frame drywall repairs at Manny's office. We spend about \$30K to extend life of progressive shop metal roof, patching rusted holes in the roof.	1. Condition of Asset..... Marginal 2. System Impact..... Average The facilities project manager lacks sufficient information about the project. The proposal was submitted by the maintenance team at the last minute within the project proposal timeframe, which did not allow adequate time to evaluate the project's necessity and level of criticality. During the asset assessment conducted in July/August, the roof condition appeared to be satisfactory, with some patchwork completed by the maintenance team. However, the maintenance team later emphasized the issue as a significant problem at the last moment, requiring more time for a thorough assessment and proper determination of the requested funding amount. The project manager believes				
RISK CREATED BY NON-IMPLEMENTATION					
Major interior damage causing office space deemed unusable for extended amount time or damage to material control inventory sensitive to moisture. Ongoing, unnecessary operational cost.					
Current Age: 33 Year(s)    Standard Lifespan: 30 Year(s)					
BUDGET					
	AMOUNT	START      END			
CONTRACT PACKAGING	\$0				
DESIGN	\$65,000				
ENVIRONMENTAL	\$0				
ROW ACQUISITION	\$0				
MATERIAL	\$0				
CONSTRUCTION	\$1,200,000				
SPECIAL RAIL EQUIP	\$0				
FLAGGING	\$0				
BUS BRIDGES	\$0				
CLOSE OUT	\$15,000				
DBE/LABOR	\$10,000				
PROJECT MANAGEMENT					
* P.M STAFF	\$18,000				
* SUPPORT STAFF	\$22,000				
* CONSULTANT	\$0				
CONTINGENCY	\$133,000				
TOTAL	\$1,463,000				
CASH FLOW					
FY	Q1	Q2	Q3	Q4	TOTAL
2026	\$0	\$0	\$0	\$73,150	\$73,150
2027	\$73,150	\$73,150	\$73,150	\$73,150	\$292,600
2028	\$128,012	\$128,012	\$128,012	\$128,014	\$512,050
2029	\$109,725	\$109,725	\$109,725	\$109,725	\$438,900
2030	\$36,575	\$36,575	\$36,575	\$36,575	\$146,300
2031	\$0	\$0	\$0	\$0	\$0
Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					

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

SCOPE				TYPE: REHAB   MRP					
San Gabriel Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.									
Mile Posts: 2.4 - 57.7				Division: San Gabriel    County: LA / SB    Asset Type: Communications					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 4: Retain and Grow Ridership) Improve service reliability 4. (Goal 4: Retain and Grow Ridership) Increase system utilization 5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications									
JUSTIFICATION									
Over the last 25 years, SCRRA's Communications systems has infrastructure has evolved and grown to keep pace with the technological demands of the railroad operations. Many components of the Communications Systems have exceeded their end-of-life cycle. To Maintain and upgrade the Communications Systems requires continual assessments of the state of the system components in order to prioritize the system rehab efforts.				1. Condition of Asset..... Marginal 2. System Impact..... Average					
RISK CREATED BY NON-IMPLEMENTATION									
Communication System failures and resulting impacts to train operation could be the result of not implementing the maintenance and upgrades that are needed.									
Current Age: 24 Year(s)    Standard Lifespan: 15 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$60,000								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2027	\$47,925	\$47,925	\$47,925	\$47,925	\$191,700
MATERIAL	\$150,000								
CONSTRUCTION	\$325,000								
SPECIAL RAIL EQUIP	\$0			2028	\$63,900	\$63,900	\$63,900	\$63,900	\$255,600
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2029	\$47,925	\$47,925	\$47,925	\$47,925	\$191,700
DBE/LABOR	\$5,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$44,000			2030	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$18,000								
* CONSULTANT	\$0								
CONTINGENCY	\$37,000			2031	\$0	\$0	\$0	\$0	\$0
TOTAL	\$639,000								
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 : RIVER SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION

SCOPE				TYPE: REHAB   MRP						
River Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.										
Mile Posts: 0.0 - 3.5				Division: River    County: LA    Asset Type: Communications						
OBJECTIVES				RISKS CAUSING PROJECT DELAY						
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 4: Retain and Grow Ridership) Improve service reliability 4. (Goal 4: Retain and Grow Ridership) Increase system utilization 5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints				1. Condition of Asset..... Marginal 2. System Impact..... Average						
JUSTIFICATION										
Over the last 25 years, SCRRA's Communications systems has infrastructure has evolved and grown to keep pace with the technological demands of the railroad operations. Many components of the Communications Systems have exceeded their end-of-life cycle. To Maintain and upgrade the Communications Systems requires continual assessments of the state of the system components in order to prioritize the system rehab efforts.										
RISK CREATED BY NON-IMPLEMENTATION										
Communication System failures and resulting impacts to train operation could be the result of not implementing the maintenance and upgrades that are needed.										
Current Age: 24 Year(s)    Standard Lifespan: 15 Year(s)										
BUDGET				CASH FLOW						
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL	
CONTRACT PACKAGING		\$0		2026	\$0	\$0	\$0	\$0	\$0	
DESIGN		\$10,000								
ENVIRONMENTAL		\$0								
ROW ACQUISITION		\$0		2027	\$18,150	\$18,150	\$18,150	\$18,150	\$72,600	
MATERIAL		\$66,000								
CONSTRUCTION		\$105,000								
SPECIAL RAIL EQUIP		\$0		2028	\$24,200	\$24,200	\$24,200	\$24,200	\$96,800	
FLAGGING		\$0								
BUS BRIDGES		\$0								
CLOSE OUT		\$0		2029	\$18,150	\$18,150	\$18,150	\$18,150	\$72,600	
DBE/LABOR		\$5,000								
PROJECT MANAGEMENT										
* P.M STAFF		\$23,000		2030	\$0	\$0	\$0	\$0	\$0	
* SUPPORT STAFF		\$14,000								
* CONSULTANT		\$5,000								
CONTINGENCY		\$14,000		2031	\$0	\$0	\$0	\$0	\$0	
TOTAL		\$242,000								
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 : VENTURA SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION

SCOPE				TYPE: REHAB   MRP											
Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.															
Mile Posts: 426.4 - 441.24				Division: Ventura - VC County    County: VN    Asset Type: Communications											
OBJECTIVES				RISKS CAUSING PROJECT DELAY											
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 4: Retain and Grow Ridership) Improve service reliability 4. (Goal 4: Retain and Grow Ridership) Increase system utilization 5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications				1. Condition of Asset..... Marginal 2. System Impact..... Average											
JUSTIFICATION										RANKING // PROJECT READINESS					
Over the last 25 years, SCRRA's Communications systems has infrastructure has evolved and grown to keep pace with the technological demands of the railroad operations. Many components of the Communications Systems have exceeded their end-of-life cycle. To Maintain and upgrade the Communications Systems requires continual assessments of the state of the system components in order to prioritize the system rehab efforts.															
RISK CREATED BY NON-IMPLEMENTATION															
Communication System failures and resulting impacts to train operation could be the result of not implementing the maintenance and upgrades that are needed.															
Current Age: 24 Year(s)    Standard Lifespan: 15 Year(s)															
BUDGET				CASH FLOW											
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL						
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0						
DESIGN	\$30,000			2027	\$24,900	\$24,900	\$24,900	\$24,900	\$99,600						
ENVIRONMENTAL	\$0			2028	\$33,200	\$33,200	\$33,200	\$33,200	\$132,800						
ROW ACQUISITION	\$0			2029	\$24,900	\$24,900	\$24,900	\$24,900	\$99,600						
MATERIAL	\$115,000			2030	\$0	\$0	\$0	\$0	\$0						
CONSTRUCTION	\$136,000			2031	\$0	\$0	\$0	\$0	\$0						
SPECIAL RAIL EQUIP	\$0														
FLAGGING	\$0														
BUS BRIDGES	\$0														
CLOSE OUT	\$0														
DBE/LABOR	\$5,000														
PROJECT MANAGEMENT															
* P.M STAFF	\$21,000														
* SUPPORT STAFF	\$9,000														
* CONSULTANT	\$0														
Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%															
CONTINGENCY	\$16,000														
TOTAL	\$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%

**PROJECT : VALLEY SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION**

SCOPE				TYPE: REHAB   MRP																																																												
Mile Posts: 3.5 - 76.54				Division: Valley    County: ALL    Asset Type: Communications																																																												
OBJECTIVES				RISKS CAUSING PROJECT DELAY																																																												
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 4: Retain and Grow Ridership) Improve service reliability 4. (Goal 4: Retain and Grow Ridership) Increase system utilization																																																																
JUSTIFICATION																																																																
Over the last 25 years, SCRRA's Communications systems has infrastructure has evolved and grown to keep pace with the technological demands of the railroad operations. Many components of the Communications Systems have exceeded their end-of-life cycle. To Maintain and upgrade the Communications Systems requires continual assessments of the state of the system components in order to prioritize the system rehab efforts.																																																																
RISK CREATED BY NON-IMPLEMENTATION				RANKING // PROJECT READINESS																																																												
Communication System failures and resulting impacts to train operation could be the result of not implementing the maintenance and upgrades that are needed.				1. Condition of Asset..... Marginal 2. System Impact..... Average																																																												
Current Age: 24 Year(s)    Standard Lifespan: 15 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>2026</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td></tr><tr><td>2027</td><td>\$33,750</td><td>\$33,750</td><td>\$33,750</td><td>\$33,750</td><td>\$135,000</td></tr><tr><td>2028</td><td>\$45,000</td><td>\$45,000</td><td>\$45,000</td><td>\$45,000</td><td>\$180,000</td></tr><tr><td>2029</td><td>\$33,750</td><td>\$33,750</td><td>\$33,750</td><td>\$33,750</td><td>\$135,000</td></tr><tr><td>2030</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td></tr><tr><td>2031</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td></tr><tr><td colspan="6">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%</td></tr></table>							CASH FLOW						FY	Q1	Q2	Q3	Q4	TOTAL	2026	\$0	\$0	\$0	\$0	\$0	2027	\$33,750	\$33,750	\$33,750	\$33,750	\$135,000	2028	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000	2029	\$33,750	\$33,750	\$33,750	\$33,750	\$135,000	2030	\$0	\$0	\$0	\$0	\$0	2031	\$0	\$0	\$0	\$0	\$0	Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
CASH FLOW																																																																
FY	Q1	Q2	Q3								Q4	TOTAL																																																				
2026	\$0	\$0	\$0								\$0	\$0																																																				
2027	\$33,750	\$33,750	\$33,750								\$33,750	\$135,000																																																				
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BUDGET			AMOUNT								START	END																																																				
CONTRACT PACKAGING			\$0																																																													
DESIGN			\$50,000																																																													
ENVIRONMENTAL			\$0																																																													
ROW ACQUISITION			\$0																																																													
MATERIAL			\$130,000																																																													
CONSTRUCTION			\$179,000																																																													
SPECIAL RAIL EQUIP			\$0																																																													
FLAGGING			\$0																																																													
BUS BRIDGES			\$0																																																													
CLOSE OUT			\$0																																																													
DBE/LABOR			\$5,000																																																													
PROJECT MANAGEMENT																																																																
* P.M STAFF			\$44,000																																																													
* SUPPORT STAFF			\$16,000																																																													
* CONSULTANT			\$0																																																													
CONTINGENCY			\$26,000																																																													
TOTAL			\$450,000																																																													

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 : RIVERSIDE LINE TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION

SCOPE			TYPE: REHAB   MRP					
Riverside Line Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: Customer Information Systems - Shelter Environmental Subsystems. Specifically (PEDELY, WEST CORONA, NORTH MAIN CORONA, LA SIERRA STATIONS) Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors. Note: cut EAST ONTARIO station from this scope as it resides in SB County.								
Mile Posts: 26.6 BNSF / 41.6 UP - 24.1 BNSF / 49.6			Division: Riverside County: RV Asset Type: Communications					
OBJECTIVES			RISKS CAUSING PROJECT DELAY					
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 4: Retain and Grow Ridership) Improve service reliability 4. (Goal 4: Retain and Grow Ridership) Increase system utilization 5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications			1. Condition of Asset..... Worn 2. System Impact..... Average					
JUSTIFICATION								
The Customer Information Systems (CIS), both audio and visual, at these stations are the original equipment installed when the stations first open and are below current SCRRA standards. They also do not include the LCD Monitors that show upcoming train arrivals. Traditionally, SCRRA has not requested Agency funding for Communications (or any other assets) at these stations since they are adjacent to track that is not owned or maintained by Metrolink.								
RISK CREATED BY NON-IMPLEMENTATION			RANKING // PROJECT READINESS					
Communication System failures and resulting impacts to train operation could be the result of not implementing the maintenance and upgrades that are needed. Current Age: 29 Year(s) Standard Lifespan: 15 Year(s)								
BUDGET			CASH FLOW					
AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0		2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$40,000		2027	\$27,600	\$27,600	\$27,600	\$27,600	\$110,400
ENVIRONMENTAL	\$0		2028	\$36,800	\$36,800	\$36,800	\$36,800	\$147,200
ROW ACQUISITION	\$0		2029	\$27,600	\$27,600	\$27,600	\$27,600	\$110,400
MATERIAL	\$90,000		2030	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$160,000		2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0							
FLAGGING	\$0							
BUS BRIDGES	\$0							
CLOSE OUT	\$0							
DBE/LABOR	\$5,000							
PROJECT MANAGEMENT								
* P.M STAFF	\$28,000							
* SUPPORT STAFF	\$14,000							
* CONSULTANT	\$10,000							
CONTINGENCY	\$21,000		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	\$368,000							

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 : LOS ANGELES FREIGHT ROW CIS, SYSTEMS REHABILITATION

SCOPE			TYPE: REHAB   MRP					
LOS ANGELES FREIGHT ROW Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog for the Customer Information Systems - Video Surveillance and Security Systems. SPECIFICALLY LOOKING TO UPGRADE CUSTOMER INFORMATION SYSTEMS AT (COMMERCE, MONTEBELLO AND INDUSTRY STATIONS) FOR FY26. Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.								
Mile Posts: 2.1 UP - 25 UP			Division: Freight RR ROW    County: LA    Asset Type: Communications					
OBJECTIVES			RISKS CAUSING PROJECT DELAY					
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 4: Retain and Grow Ridership) Improve service reliability 4. (Goal 4: Retain and Grow Ridership) Increase system utilization 5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications			1. Condition of Asset..... Worn 2. System Impact..... Average					
JUSTIFICATION								
The Customer Information Systems (CIS), both audio and visual, at these stations are the original equipment installed when the stations first open and are below current SCRRRA standards. They also do not include the LCD Monitors that show upcoming train arrivals. Traditionally, SCRRRA has not requested Agency funding for Communications (or any other assets) at these stations since they are adjacent to track that is not owned or maintained by Metrolink.								
RISK CREATED BY NON-IMPLEMENTATION								
Communication System failures and resulting impacts to train operation could be the result of not implementing the maintenance and upgrades that are needed								
Current Age: 29 Year(s)    Standard Lifespan: 15 Year(s)								
BUDGET			CASH FLOW					
AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0		2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$40,000		2027	\$33,750	\$33,750	\$33,750	\$33,750	\$135,000
ENVIRONMENTAL	\$0		2028	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
ROW ACQUISITION	\$0		2029	\$33,750	\$33,750	\$33,750	\$33,750	\$135,000
MATERIAL	\$120,000		2030	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$200,000		2031	\$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	\$35,000							
* CONSULTANT	\$15,000							
CONTINGENCY	\$26,000							
TOTAL	\$450,000							

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 : MP36 LOCOMOTIVE SERVICE LIFE EXTENSION & REPAIR**

SCOPE			TYPE: REHAB   MRP						
<p>BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.</p> <p>The MP36 OOS &amp; Service Life Extension project is scoped to send 4 "base" units in for Heavy Repair to allow them to return to service. The ask of \$12.4M being requested for FY-26 will allow us to overhaul the entire fleet and extend the life of the fleet by 15 more years. With the inclusion of this ask of \$12.5M we will be able to overhaul all the units and be ready for the Olympics.</p> <p>The prior funding associated with this project is as follows:</p> <p>FY21 = \$1M  FY23 = \$3.6M  FY24 = \$3.6M  FY25 = \$8.316M</p> <p>This is an ongoing program with the current funding associated with procurement that is expected to be executed by May 2025.</p> <p>Mile Posts: n/a <span style="float: right;">Division: All    County: ALL    Asset Type: Rolling Stock</span></p>									
OBJECTIVES			RISKS CAUSING PROJECT DELAY						
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> <li>5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>									
JUSTIFICATION			RANKING // PROJECT READINESS						
<ul style="list-style-type: none"> <li>• This overhaul is intended for life extension and repair of out-of-service locomotive to support 2028 Olympic program with sufficient locomotive availability.</li> </ul>			<ol style="list-style-type: none"> <li>1. Condition of Asset..... Adequate</li> <li>2. System Impact..... High</li> </ol>						
RISK CREATED BY NON-IMPLEMENTATION									
<ul style="list-style-type: none"> <li>• Increase of impact to revenue service due to increase in unscheduled maintenance on degraded equipment.</li> </ul> <p>Current Age: 17 Year(s)    Standard Lifespan: 30 Year(s)</p>									
BUDGET			CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2027	\$124,920	\$124,920	\$124,920	\$124,920	\$499,680
ROW ACQUISITION	\$0								
MATERIAL	\$4,775,000			2028	\$312,300	\$312,300	\$312,300	\$312,300	\$1,249,200
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2029	\$515,295	\$515,295	\$515,295	\$515,295	\$2,061,180
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$437,220	\$437,220	\$437,220	\$437,220	\$1,748,880
CLOSE OUT	\$20,000								
DBE/LABOR	\$20,000			2031	\$171,765	\$171,765	\$171,765	\$171,765	\$687,060
PROJECT MANAGEMENT									
* P.M STAFF	\$300,000								
* SUPPORT STAFF	\$88,000								
* CONSULTANT	\$475,000								
CONTINGENCY	\$568,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$6,246,000								



								FUNDINGS					
PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3125	Capital	ALL	All	Information Technology	TIL Compliant IT Service Management Solution	Implement an ITIL-compliant IT Service Management solution to support the IDENTIFY critical cyber security domain of the National Institute of Standards and Technology Cyber Security Framework. Currently, IDTS is unable to maintain a comprehensive inventory of technology assets, critical functions, and cyber security risks to ensure their protection, and properly manage the services they provide.	\$231,000	\$109,725	\$45,738	\$25,641	\$33,264	\$16,632	\$0
3186	Capital	ALL	All	Information Technology	Enhance Network Infrastructure Security	Enhance the Network Infrastructure Security by implementing Software Firewalls in our Cloud Environments (Azure, AWS, etc) and introduce AI security products	\$236,000	\$112,100	\$46,728	\$26,196	\$33,984	\$16,992	\$0
3227	Capital	ALL	All	Rolling Stock	Smart Maintenance	<ul style="list-style-type: none"><li>• Rebuild the onboard maintenance system with sensor technology.</li><li>• Build wireless network infrastructure in Metrolink rolling stock .</li><li>• Connection capacity to onboard system that could be delivered by other projects such as CCTV, DVR and so on.</li><li>• Develop software for wireless maintenance and connection to the onboard systems.</li></ul>	\$5,005,000	\$2,377,375	\$990,990	\$555,555	\$720,720	\$360,360	\$0
3228	Capital	ALL	All	Facilities	LAUS West Portal Customer Service Office Refurbishment	<ul style="list-style-type: none"><li>• Expand the West Portal ticketing and lost and found offices, provide necessary office space</li><li>• Increase the number of windows and the frontage of the ticketing office at Los Angeles Union Station</li><li>• There will be refurbishment will increase capacity for the 12 to 15 FTE's that work at this location. Current capacity is only 250 Sq Feet.</li><li>• There has been a similar request in FY-25 (Proposal 2883) for \$786,000.</li><li>• The budget requested for FY-26 is for additional funds to complete the project</li></ul>	\$416,000	\$197,600	\$82,368	\$46,176	\$59,904	\$29,952	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3232	Capital	ALL	All	Non-Revenue Fleet	Mobile Train Dispatch Operations Center	<p>Procure and upfit a mobile dispatch trailer with appropriate equipment and software capable to being trailered by F550 or similar truck, procured by this project.</p> <p>The mobile train dispatch center equips SCRRRA with the ability to execute remote train dispatch over all SCRRRA lines, independent of the DOC and MOC. This flexibility also enables the mobile center to be relocated throughout the Southern California region to cater to events that necessitate key staff to operate away from Pomona, CA.</p> <p>The existing SCRRRA infrastructure encompasses two critical facilities, which are the exclusive means of dispatching trains across the system, located within a half-mile radius of each other and on the same electrical utility feed. In the event of a natural disaster, terrorist attack, or a cyber-attack that compromises this specific area or assets, it poses a significant risk of halting all SCRRRA rail operations across Southern California.</p> <p>Mobile dispatching provides system resiliency and frees up much needed office space at MOC to convert to engineering offices, moving remaining two Program Delivery departments from DOC to one building, MOC</p> <p>Cost includes: Mobile fifth wheel Dispatch Center, servers, furniture and monitors, software license, F550 or similar truck, consultant for designs, training and construction, as well as consultant's design cost to convert MOC dispatch area into office space.</p>	\$3,930,000	\$1,866,750	\$778,140	\$436,230	\$565,920	\$282,960	\$0
3240	Capital	ALL	All	Facilities	Construction of PTC Training Center	<p>BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.</p> <p>The construction of the PTC Training Center at the Melbourne facility will include the following features:</p> <p>A. Two PTC simulator rooms, with an instructor's room positioned between them, equipped with glass windows for direct observation of trainee activities. (one for F125, one for DMU/ZEMU)</p> <p>B. Two training rooms: one with a capacity of 25-30 people, and a smaller room for 8-12 people. Additionally, a lab offices with an access door to the PTC lab will be constructed.</p> <p>COSTS TO BE SPLIT 90% Systemwide / 10% ARROW funding (#3406)</p> <p>BUDGET DECREASED from \$4.3M to \$2.1M; SCOPE NEEDS TO BE ADJUSTED.</p>	\$2,161,000	\$1,026,475	\$427,878	\$239,871	\$311,184	\$155,592	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3265	Capital	ALL	All	Non-Revenue Fleet	Portable wheel true and rotor change out equipment acquisition	<p>Procure and commission 1 Portable Wheel True lathe and 1 Rotor Change machine. Includes equipment and maintenance training for mechanical crew. 1. Portable Wheel True will allow mechanical to fix (true) defect wheels at any location in the system, providing seamless repair to a failure that currently require hospital move to CMF and separation of cart or locomotive from the consist, cutting impact to operations form days to hours. This wheel true machine will also able to cut wheels for Arrow fleet, removing the need to remove and reinstall buggies, transport to them to CMF to wheel true and bring back to San Bernardino. Currently we only have one, 32 year old, stationary wheel true machine for the entire system at CMF, with single point of failure. 2. Rotor change our machine will allow mechanical team to replace defect rotors from cars on the PM track without having to cut the defective car from the consist, shopping equipment for days. The equipment can be repaired during the service window at CMF.</p> <p>\$640K Project Total: To split 90% Agency (#3265) and 10% Arrow (#3405).</p>	\$576,000	\$273,600	\$114,048	\$63,936	\$82,944	\$41,472	\$0
3270	Capital	ALL	All	Facilities	EV Infrastructure	<p>•Feasiblility &amp; Design Phase : Develop comprehensive drawings and plans for the EV charging infrastructure, including site layout, electrical specifications, and integration with existing facilities. This will involve coordination with utility providers and relevant stakeholders to ensure the infrastructure meets all operational and safety requirements. The project will also include preparation and submission of the necessary permit applications to local authorities and applications for applicable utility rebates and incentives.</p> <p>• Construction Phase: Build and install electric vehicle (EV) charging stations at designated Metrolink yards. This will include site preparation, installation of charging units, electrical connections, and integration with the existing power supply. The project aims to provide reliable and efficient charging facilities for the future electric Non-revenue fleet, supporting sustainability goals and enhancing operational efficiency across the Metrolink network.</p>	\$2,151,000	\$1,021,725	\$425,898	\$238,761	\$309,744	\$154,872	\$0
3305	Capital	ALL	All	Business Systems	New Budget System	Modernized the SCRRA annual budget application (BRAIN)..	\$872,000	\$414,200	\$172,656	\$96,792	\$125,568	\$62,784	\$0
NEW CAPITAL TOTAL							\$15,578,000	\$7,399,550	\$3,084,444	\$1,729,158	\$2,243,232	\$1,121,616	\$0
PROJECT COUNT							9						



# PROJECT PROPOSAL

**FY26**

GROSMANV PROJECT# 3125.00

**PROJECT : TIL COMPLIANT IT SERVICE MANAGEMENT SOLUTION**

SCOPE			TYPE: CAPITAL   NON-MRP						
Implement an ITIL-compliant IT Service Management solution to support the IDENTIFY critical cyber security domain of the National Institute of Standards and Technology Cyber Security Framework. Currently, IDTS is unable to maintain a comprehensive inventory of technology assets, critical functions, and cyber security risks to ensure their protection, and properly manage the services they provide.									
Mile Posts: n/a			Division: All    County: ALL    Asset Type: Information Technology						
OBJECTIVES			RISKS CAUSING PROJECT DELAY						
1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
2. (Goal 6: Improve Communications to Customers and Stakeholders) Improve communication and partnership with stakeholders									
3. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications									
4. (Goal 7: Improve Organizational Efficiency) Clearly define staff roles and responsibilities									
JUSTIFICATION			RANKING // PROJECT READINES						
<p>The need for this project arises from the critical necessity to enhance the cybersecurity posture and IT service management capabilities of the organization, specifically within the context of the National Institute of Standards and Technology (NIST) Cybersecurity Framework. Currently, the organization's IT Department faces significant challenges in maintaining a comprehensive inventory of technology assets, monitoring critical functions, and managing cyber risks. These challenges hinder the ability to effectively protect and secure the technology environment, which in turn impacts the delivery and quality of IT services to stakeholders. The implementation of an ITIL-compliant IT Service Management (ITSM) solution is essential to address these challenges by providing a structured, process-driven framework for managing IT services in alignment with both business objectives and cybersecurity standards. ITIL, as a globally recognized best practice framework, will enable IDTS to establish standardized processes for managing the complete lifecycle of IT services—from service design and transition to operation and continual improvement.</p> <p>The proposed ITSM solution will directly support the "Identify" domain of the NIST Cybersecurity Framework by enabling the organization to maintain a complete, up-to-date inventory of IT assets and their associated risks. This will facilitate the identification of critical assets, vulnerabilities, and dependencies, allowing for more effective risk management and the establishment of appropriate controls. By improving visibility into the IT landscape and enhancing the management of services, the organization will be better positioned to protect its systems and data, detect potential threats, and respond to incidents with greater agility.</p> <p>In addition to the cybersecurity benefits, this solution will enable IDTS to optimize service delivery, improve communication with stakeholders, and increase overall operational efficiency. By leveraging ITIL best practices, IDTS will be able to reduce service downtime, improve service quality, and align IT operations more closely with the evolving needs of the organization. The outcome will be a more resilient IT environment that is capable of meeting both current and future cybersecurity challenges, while also delivering high-quality, reliable services to the organization and its stakeholders.</p>			1. System Reliability..... Average						
			2. Ridership Increase..... Low						
			3. Capacity Improvements..... Low						
			4. Safety & Security..... Low						
			5. Environmental..... Low						
			The ranking does apply to software.						
RISK CREATED BY NON-IMPLEMENTATION									
<p>If the ITIL-compliant IT Service Management solution is not implemented, the organization faces several significant risks, particularly in terms of cybersecurity and service delivery. Without a comprehensive asset inventory and structured processes, the organization will struggle to identify and address critical vulnerabilities within its IT environment. This lack of visibility can lead to undetected security risks, slower response times to cyber incidents, and a heightened likelihood of successful attacks. Moreover, the absence of an ITIL-compliant framework will hinder effective service management, leading to inefficiencies, service disruptions, and prolonged downtimes. Furthermore, without a systematic approach to continual improvement, the organization may fail to adapt to evolving business needs and emerging threats, limiting its ability to scale and innovate. Ultimately, this lack of structure and oversight could severely impact the organization's ability to deliver reliable, secure IT services, diminishing stakeholder confidence.</p>									
Current Age: New    Standard Lifespan: 10 Year(s)									
BUDGET			CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2027	\$28,875	\$28,875	\$28,875	\$28,875	\$115,500
ROW ACQUISITION	\$0								
MATERIAL	\$0			2028	\$28,875	\$28,875	\$28,875	\$28,875	\$115,500
CONSTRUCTION	\$180,000								
SPECIAL RAIL EQUIP	\$0			2029	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$5,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$14,000								
* SUPPORT STAFF	\$11,000								
* CONSULTANT	\$0								
CONTINGENCY	\$21,000			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	\$231,000								

**PROJECT : ENHANCE NETWORK INFRASTRUCTURE SECURITY**

SCOPE			TYPE: CAPITAL   MRP						
Enhance the Network Infrastructure Security by implementing Software Firewalls in our Cloud Environments (Azure, AWS, etc) and introduce AI security products									
Mile Posts: n/a			Division: All    County: ALL    Asset Type: Information Technology						
OBJECTIVES			RISKS CAUSING PROJECT DELAY						
1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 4: Retain and Grow Ridership) Increase system utilization 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 3: Invest in People and Assets) Reduce employee turnover 5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION			RANKING // PROJECT READINESS						
Metrolink's increased usage of cloud based services has prompted the need to increase the security posture in its cloud environment (specifically Microsoft Azure). Metrolink IDTS is looking to added Palo Alto Software Firewalls to it's cloud environments to increase the security of our cloud services by adding more features and functionality and more granularity in creating security rules. Metrolink IDTS also is looking to add an AI network monitoring tool to flush out unwanted malware, threats and other vulnerabilities			1. System Reliability..... High 2. Ridership Increase..... Average 3. Capacity Improvements..... Average 4. Safety & Security..... High 5. Environmental..... Low Improving the cybersecurity posture of Metrolink increases the uptime of our webservices and minimizes the risks due to potential cybersecurity attacks						
RISK CREATED BY NON-IMPLEMENTATION									
The risk of not funding this project is that it increase the chances of cybersecurity attacks on our cloud services, mainly Metrolink's web servers									
Current Age: New    Standard Lifespan: 0 Year(s)									
BUDGET			CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2027	\$17,700	\$17,700	\$17,700	\$17,700	\$70,800
ROW ACQUISITION	\$0								
MATERIAL	\$0			2028	\$23,600	\$23,600	\$23,600	\$23,600	\$94,400
CONSTRUCTION	\$195,000								
SPECIAL RAIL EQUIP	\$0			2029	\$17,700	\$17,700	\$17,700	\$17,700	\$70,800
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$5,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$14,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$0								
CONTINGENCY	\$22,000			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	\$236,000								



## PROJECT : SMART MAINTENANCE

SCOPE				TYPE: CAPITAL   NON-MRP					
<ul style="list-style-type: none"><li>• Rebuild the onboard maintenance system with sensor technology.</li><li>• Build wireless network infrastructure in Metrolink rolling stock .</li><li>• Connection capacity to onboard system that could be delivered by other projects such as CCTV, DVR and so on.</li><li>• Develop software for wireless maintenance and connection to the onboard systems.</li></ul>									
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) Increase system utilization 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
JUSTIFICATION				RANKING // PROJECT READINESS					
<ul style="list-style-type: none"><li>• Wireless network infrastructure in passenger cars for remote maintenance and connection to onboard system such as HVAC, door, event recorder, CCTV, DVR, communication, side destination, brake and so on.</li><li>• Estimated cost is 500K per 5 car trainset. It would be expected to have 1 trainset delivered every 2 month from early 2026 as per the latest schedule. Considering the budget would be available by 2027 Jan and the timeline required to execute the option order.</li></ul>				1. System Reliability..... Average 2. Ridership Increase..... Minor 3. Capacity Improvements..... High 4. Safety & Security..... Average 5. Environmental..... Low					
RISK CREATED BY NON-IMPLEMENTATION									
<ul style="list-style-type: none"><li>• Maintenance performance for the onboard system would stay in relative low efficiency with local capability, compared to the remote/wireless capability that is available everywhere.</li></ul>									
Current Age: New    Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2027	\$250,250	\$250,250	\$250,250	\$250,250	\$1,001,000
MATERIAL	\$4,000,000								
CONSTRUCTION	\$0								
				2028	\$375,375	\$375,375	\$375,375	\$375,375	\$1,501,500
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$500,500	\$500,500	\$500,500	\$500,500	\$2,002,000
CLOSE OUT	\$10,000								
DBE/LABOR	\$20,000								
				2030	\$125,125	\$125,125	\$125,125	\$125,125	\$500,500
PROJECT MANAGEMENT									
* P.M STAFF	\$175,000								
				2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$25,000								
* CONSULTANT	\$320,000								
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	\$455,000								
TOTAL	\$5,005,000								

## PROJECT : LAUS WEST PORTAL CUSTOMER SERVICE OFFICE REFURBISHMENT

SCOPE				TYPE: CAPITAL   NON-MRP					
<ul style="list-style-type: none"> <li>Expand the West Portal ticketing and lost and found offices, provide necessary office space</li> <li>Increase the number of windows and the frontage of the ticketing office at Los Angeles Union Station</li> <li>There will be refurbishment will increase capacity for the 12 to 15 FTE's that work at this location. Current capacity is only 250 Sq Feet.</li> <li>There has been a similar request in FY-25 (Proposal 2883) for \$786,000.</li> <li>The budget requested for FY-26 is for additional funds to complete the project</li> </ul>				<div>Mile Posts: n/a</div> <div>Division: All County: ALL Asset Type: Facilities</div>					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Increase system utilization 3. (Goal 3: Invest in People and Assets) Reduce employee turnover 4. (Goal 4: Retain and Grow Ridership) Grow and retain ridership									
JUSTIFICATION				RANKING // PROJECT READINESS					
<ul style="list-style-type: none"> <li>The project is essential to improve the current deteriorated office conditions.</li> <li>The project is crucial to enhance Metrolink's image and presence at Union Station.</li> </ul>				1. System Reliability..... High 2. Ridership Increase..... Average 3. Capacity Improvements..... Average 4. Safety & Security..... Average 5. Environmental..... Low The program is supporting 2028 Olympic programs with better equipped and remodeled Metrolink office in LAUS. Furthermore, the project will improve safety of our customers.					
RISK CREATED BY NON-IMPLEMENTATION									
<ul style="list-style-type: none"> <li>Longer queues during the Olympics period.</li> <li>Negatively affects Metrolink's image and damages its reputation.</li> <li>Impacts employee satisfaction.</li> </ul>									
Current Age: New Standard Lifespan: 50 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$50,000			2027	\$98,800	\$98,800	\$98,800	\$98,800	\$395,200
ENVIRONMENTAL	\$0			2028	\$5,200	\$5,200	\$5,200	\$5,200	\$20,800
ROW ACQUISITION	\$0			2029	\$0	\$0	\$0	\$0	\$0
MATERIAL	\$0			2030	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$230,000			2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$8,000								
DBE/LABOR	\$10,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$18,000								
* SUPPORT STAFF	\$12,000								
* CONSULTANT	\$50,000								
CONTINGENCY	\$38,000								

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 : MOBILE TRAIN DISPATCH OPERATIONS CENTER

SCOPE			TYPE: CAPITAL   NON-MRP					
<p>Procure and upfit a mobile dispatch trailer with appropriate equipment and software capable to being trailered by F550 or similar truck, procured by this project. The mobile train dispatch center equips SCRRA with the ability to execute remote train dispatch over all SCRRA lines, independent of the DOC and MOC. This flexibility also enables the mobile center to be relocated throughout the Southern California region to cater to events that necessitate key staff to operate away from Pomona, CA.</p> <p>The existing SCRRA infrastructure encompasses two critical facilities, which are the exclusive means of dispatching trains across the system, located within a half-mile radius of each other and on the same electrical utility feed. In the event of a natural disaster, terrorist attack, or a cyber-attack that compromises this specific area or assets, it poses a significant risk of halting all SCRRA rail operations across Southern California.</p> <p>Mobile dispatching provides system resiliency and frees up much needed office space at MOC to convert to engineering offices, moving remaining two Program Delivery departments from DOC to one building, MOC</p> <p>Cost includes:</p> <p>Mobile fifth wheel Dispatch Center, servers, furniture and monitors, software license, F550 or similar truck, consultant for designs, training and construction, as well as consultant's design cost to convert MOC dispatch area into office space.</p>								
Mile Posts: n/a			Division: All    County: ALL    Asset Type: Non-Revenue Fleet					
OBJECTIVES			RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 3. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents			<div>RANKING // PROJECT READINESS</div> <div>1. System Reliability..... High</div> <div>2. Ridership Increase..... High</div> <div>3. Capacity Improvements..... High</div> <div>4. Safety &amp; Security..... High</div> <div>5. Environmental..... High</div>					
JUSTIFICATION								
The existing SCRRA infrastructure encompasses two critical facilities, which are the exclusive means of dispatching trains across the system, located within a half-mile radius of each other and on the same electrical utility feed. In the event of a natural disaster, terrorist attack, or a cyber-attack that compromises this specific area or assets, it poses a significant risk of halting all SCRRA rail operations across Southern California.								
RISK CREATED BY NON-IMPLEMENTATION								
Due to proximity of existing primary and back up dispatch centers, during natural disaster, terrorist attack, or a cyber-attack, dispatching capacity of SCRRA maybe significantly impacted, delaying or suspending service during the most needed times.								
Current Age: 124 Year(s)    Standard Lifespan: 20 Year(s)								
BUDGET			CASH FLOW					
AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0		2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$96,000		2027	\$147,375	\$147,375	\$147,375	\$147,375	\$589,500
ENVIRONMENTAL	\$0		2028	\$687,750	\$687,750	\$687,750	\$687,750	\$2,751,000
ROW ACQUISITION	\$0		2029	\$147,375	\$147,375	\$147,375	\$147,375	\$589,500
MATERIAL	\$250,000		2030	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$1,254,000		2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$1,048,000		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%					
FLAGGING	\$0							
BUS BRIDGES	\$0							
CLOSE OUT	\$10,000							
DBE/LABOR	\$25,000							
PROJECT MANAGEMENT								
* P.M STAFF	\$119,000							
* SUPPORT STAFF	\$102,000							
* CONSULTANT	\$573,000							
CONTINGENCY	\$453,000							
TOTAL	\$3,930,000							

## PROJECT : CONSTRUCTION OF PTC TRAINING CENTER

SCOPE			TYPE: CAPITAL   NON-MRP						
BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY. The construction of the PTC Training Center at the Melbourne facility will include the following features:									
A. Two PTC simulator rooms, with an instructor's room positioned between them, equipped with glass windows for direct observation of trainee activities. (one for F125, one for DMU/ZEMU)									
B. Two training rooms: one with a capacity of 25-30 people, and a smaller room for 8-12 people. Additionally, a lab offices with an access door to the PTC lab will be constructed.									
COSTS TO BE SPLIT 90% Systemwide / 10% ARROW funding (#3406)									
Mile Posts: n/a			Division: All County: ALL Asset Type: Facilities						
OBJECTIVES			RISKS CAUSING PROJECT DELAY						
1. (Goal 4: Retain and Grow Ridership) Increase system utilization									
2. (Goal 3: Invest in People and Assets) Reduce employee turnover									
3. (Goal 4: Retain and Grow Ridership) Improve service reliability									
JUSTIFICATION			RANKING // PROJECT READINESS						
Provide additional PTC training facility will have impact on. • enhance and improve training capabilities for operational teams, particularly train engineers, are vital for the agency's ability to maintain safe and efficient revenue service. These upgrades are not just beneficial, but essential for meeting safety standards, regulatory compliance, and ensuring that staff are equipped to handle both current and future operational demands.  • Furthermore, any delay in securing the required funds could result in project delays, increased costs due to inflation and market fluctuations, and potential disruptions to the agency's overall service. Investing in this project now ensures cost efficiency and prevents costly future repairs or stop-gap measures.			1. System Reliability..... Average 2. Ridership Increase..... Average 3. Capacity Improvements..... Average 4. Safety & Security..... High 5. Environmental..... Low With the current and anticipated increase in train operations, the PTC training program must scale to meet the growing demand in the near future. Further underscoring the need for infrastructure improvements and expanded capacity to accommodate the increasing PTC training requirements. Ensuring the safe operation of revenue service relies on having well-trained engineering teams. This program will provide the agency with a larger pool of highly qualified and skilled engineers, enhancing safety and operational efficiency for the agency's services.						
RISK CREATED BY NON-IMPLEMENTATION									
• Disruption to PTC Training Program: Without the necessary funds, the Melbourne facility will be unable to support the required enhancements to the (PTC) training program. This would significantly impact the ability to adequately train engineers, potentially compromising operational readiness and safety.									
Current Age: New Standard Lifespan: 50 Year(s)									
BUDGET			CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$108,050	\$108,050
DESIGN	\$250,000								
ENVIRONMENTAL	\$0			2027	\$108,050	\$108,050	\$108,050	\$108,050	\$432,200
ROW ACQUISITION	\$0								
MATERIAL	\$0			2028	\$189,088	\$189,088	\$189,088	\$189,086	\$756,350
CONSTRUCTION	\$1,540,000								
SPECIAL RAIL EQUIP	\$0			2029	\$162,075	\$162,075	\$162,075	\$162,075	\$648,300
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$54,025	\$54,025	\$54,025	\$54,025	\$216,100
CLOSE OUT	\$15,000								
DBE/LABOR	\$12,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$63,000								
* SUPPORT STAFF	\$60,000								
* CONSULTANT	\$24,000								
CONTINGENCY	\$197,000			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	\$2,161,000								

## PROJECT : PORTABLE WHEEL TRUE AND ROTOR CHANGE OUT EQUIPMENT ACQUISITION

SCOPE			TYPE: CAPITAL   NON-MRP						
<p>Procure and commission 1 Portable Wheel True lathe and 1 Rotor Change machine. Includes equipment and maintenance training for mechanical crew. 1. Portable Wheel True will allow mechanical to fix (true) defect wheels at any location in the system, providing seamless repair to a failure that currently require hospital move to CMF and separation of cart or locomotive from the consist, cutting impact to operations form days to hours. This wheel true machine will also able to cut wheels for Arrow fleet, removing the need to remove and reinstall buggies, transport to them to CMF to wheel true and bring back to San Bernardino. Currently we only have one, 32 year old, stationary wheel true machine for the entire system at CMF, with single point of failure. 2. Rotor change our machine will allow mechanical team to replace defect rotors from cars on the PM track without having to cut the defective car from the consist, shopping equipment for days. The equipment can be repaired during the service window at CMF.</p>									
Mile Posts: n/a			Division: All    County: ALL    Asset Type: Non-Revenue Fleet						
OBJECTIVES			RISKS CAUSING PROJECT DELAY						
1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
JUSTIFICATION			RANKING // PROJECT READINESS						
<p>Currently we only have one, 32 year old, stationary wheel true machine for the entire system at CMF, with single point of failure. Portable Wheel True will allow mechanical to fix (true) defect wheels at any location in the system, providing seamless repair to a failure that currently require hospital move to CMF and separation of cart or locomotive from the consist, cutting impact to operations form days to hours. This wheel true machine will also able to cut wheels for Arrow fleet, removing the need to remove and reinstall buggies, transport to them to CMF to wheel true and bring back to San Bernardino. Rotor change our machine will allow mechanical team to replace defect rotors from cars on the PM track without having to cut the defective car from the consist, shopping equipment for days. The equipment can be repaired during the service window at CMF.</p>			1. System Reliability..... High 2. Ridership Increase..... High 3. Capacity Improvements..... High 4. Safety & Security..... High 5. Environmental..... High						
RISK CREATED BY NON-IMPLEMENTATION									
<p>Service interruption due to lack of available revenue equipment for service when a there are wheel or rotor defects. If 32 year old stationary wheel true machine fails at CMF, we will have to contract with nearby RR and mover equipment to their yard for wheel truing.</p>									
Current Age: New    Standard Lifespan: 10 Year(s)									
BUDGET			CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								
MATERIAL	\$0			2027	\$21,600	\$21,600	\$21,600	\$21,600	\$86,400
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$505,000			2028	\$100,800	\$100,800	\$100,800	\$100,800	\$403,200
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$21,600	\$21,600	\$21,600	\$21,600	\$86,400
CLOSE OUT	\$0								
DBE/LABOR	\$3,000			2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$4,000			2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$11,000								
* CONSULTANT	\$0								
CONTINGENCY	\$53,000								
TOTAL	\$576,000								

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 : EV INFRASTRUCTURE

SCOPE				TYPE: CAPITAL   NON-MRP					
<p>•Feasibility &amp; Design Phase : Develop comprehensive drawings and plans for the EV charging infrastructure, including site layout, electrical specifications, and integration with existing facilities. This will involve coordination with utility providers and relevant stakeholders to ensure the infrastructure meets all operational and safety requirements. The project will also include preparation and submission of the necessary permit applications to local authorities and applications for applicable utility rebates and incentives.</p> <p>Mile Posts: n/a</p> <p>Division: All    County: ALL    Asset Type: Facilities</p>									
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
<p>1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</p> <p>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</p> <p>3. (Goal 4: Retain and Grow Ridership) Increase system utilization</p> <p>4. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</p>									
JUSTIFICATION				RANKING // PROJECT READINESS					
<p>• Completion of Construction Requires Full Budget Allocation:</p> <p>While the project is currently about to kick off the design phase, transitioning to the construction phase will require full budget allocation. Without securing additional funds, the project risks delays or incomplete execution, which could negatively impact the agency's timelines and goals for electrification. To ensure the seamless execution of the project, sufficient funding is necessary to cover all construction activities, including site preparation, equipment installation, and electrical integration.</p> <p>•Supporting Metrolink's Sustainability Goals:</p>				<p>1. System Reliability..... High</p> <p>2. Ridership Increase..... Average</p> <p>3. Capacity Improvements..... Average</p> <p>4. Safety &amp; Security..... Average</p> <p>5. Environmental..... High</p>					
RISK CREATED BY NON-IMPLEMENTATION									
<p>• Incomplete construction or delay in completing the work due to waiting for the budget.</p> <p>• Operating facility team is procuring electric vehicle now. This facility capital program should support in time - no charging stations when there are electrical vehicles.</p> <p>• Compliance requirement is in effect - zero-emission fleet by 2030.</p>				<p>The compliance is related to not only the agency but also the public as to the zero-emission policy. The EV non-revenue fleets are being procured and the infrastructure must be in place by the time those fleets are delivered.</p>					
Current Age: New    Standard Lifespan: 30 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$140,000								
ENVIRONMENTAL	\$0			2027	\$268,875	\$268,875	\$268,875	\$268,875	\$1,075,500
ROW ACQUISITION	\$0								
MATERIAL	\$0			2028	\$268,875	\$268,875	\$268,875	\$268,875	\$1,075,500
CONSTRUCTION	\$1,600,000								
SPECIAL RAIL EQUIP	\$0			2029	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$15,000								
DBE/LABOR	\$20,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$35,000								
* SUPPORT STAFF	\$65,000								
* CONSULTANT	\$80,000								
CONTINGENCY	\$196,000			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	\$2,151,000								

## PROJECT : NEW BUDGET SYSTEM

SCOPE				TYPE: CAPITAL   NON-MRP					
Modernized the SCRRA annual budget application (BRAIN)..									
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 4: Retain and Grow Ridership) Increase system utilization 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					
The current budget application (BRIAN) was developed in house over 10 years ago, It needs to be modernized to the most recent security standards as well as enhancing it functional capabilities to meet new Business requirements.				1. System Reliability..... High 2. Ridership Increase..... High 3. Capacity Improvements..... High					
RISK CREATED BY NON-IMPLEMENTATION				4. Safety & Security..... High 5. Environmental..... High					
The code is outdated. Therre is very limited resource to keep it up to standard. There is no backup resource.									
Current Age: New    Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
<div style="display: flex; justify-content: space-between;"> <span>AMOUNT</span> <span>START</span> <span>END</span> </div>				FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$500,000			2027	\$32,700	\$32,700	\$32,700	\$32,700	\$130,800
ENVIRONMENTAL	\$0			2028	\$76,300	\$76,300	\$76,300	\$76,300	\$305,200
ROW ACQUISITION	\$0			2029	\$76,300	\$76,300	\$76,300	\$76,300	\$305,200
MATERIAL	\$0			2030	\$32,700	\$32,700	\$32,700	\$32,700	\$130,800
CONSTRUCTION	\$0			2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$5,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$252,000								
* SUPPORT STAFF	\$35,000								
* CONSULTANT	\$0								
CONTINGENCY	\$80,000								
TOTAL	\$872,000								

## FY2025-26 State of Good Repair Carryover Projects

(\$000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Olive	Structures	521520	-	-	-	-	-	-	-
Olive	Train Control	521530	-	-	-	-	-	-	-
Orange	Communications	525640	-	549	-	-	-	-	549
Orange	Communications	520640	-	-	-	-	-	-	-
Orange	Communications	522640	-	-	-	-	-	-	-
Orange	Signal	519630	-	0.63	-	0.04	0.01	-	0.69
Orange	Signal	522630	-	1,336	-	-	-	-	1,336
Orange	Signal	572002	-	-	-	-	-	-	-
Orange	Structures	525620	-	1,864	-	-	-	-	1,864
Orange	Structures	519621	-	-	-	-	-	-	-
Orange	Structures	520620	-	-	-	-	-	-	-
Orange	Structures	521620	-	576	-	-	-	-	576
Orange	Track	525610	-	6,554	-	-	-	-	6,554
Orange	Track	521610	-	-	-	-	-	-	-
Orange	Track	522610	-	1,022	-	0.01	-	-	1,022
Orange	Track	523610	-	6,017	-	-	-	-	6,017
Orange	Train Control	525630	-	7,608	-	-	-	-	7,608
Orange	Train Control	521630	-	500	-	-	-	-	500
Orange	Train Control	523630	-	2,580	-	-	-	-	2,580
Orange	Train Control	523640	-	60	-	-	-	-	60
Orange Sub	Structures	524620	-	2,064	-	-	-	-	2,064
Orange Sub	Track	524610	-	5,901	-	-	-	-	5,901
Orange Sub	Train Control	524630	-	1,472	-	-	-	-	1,472
Orange Sub	Train Control	524640	-	429	-	-	-	-	429
Perris Valley	Signal	522930	-	-	266	-	-	-	266
Perris Valley	Signal	522940	-	-	88	-	-	-	88
Perris Valley	Structures	521920	-	-	1,778	-	-	-	1,778
Perris Valley	Structures	522910	-	-	1,406	-	-	-	1,406
Perris Valley	Track	519910	-	-	72	-	-	-	72
Perris Valley	Track	521910	-	-	-	-	-	-	0.83
River	Communications	525740	90	37	21	27	14	-	189
River	Communications	520740	-	-	-	-	-	-	-
River	Signal	519730	-	-	-	-	-	-	-
River	Structures	525720	404	168	94	123	61	-	851
River	Track	525710	1,503	627	351	456	228	-	3,165
River	Track	572004	63	26	15	19	10	136	268
River	Track	572006	-	-	-	-	-	740	740
River	Track	572010	-	-	-	-	-	118	118
River	Track	572012	35	8	7	9	5	264	328
River	Track	591806	-	-	-	-	-	300	300
River	Train Control	525730	1,706	711	399	517	259	-	3,591
River Sub	Bridge / Structure	572501	-	-	-	-	-	-	-
River Sub	Communications	524730	931	388	218	282	141	-	1,960
River Sub	Communications	524740	46	19	11	14	7	-	97
River Sub	Track	524710	902	376	211	274	137	-	1,900
River Sub	Track	572007	-	-	-	-	-	218	218
River Sub	Track	572009	27	11	6	8	4	2,344	2,400
River Sub - West Bank	Structures	523720	1,435	-	335	-	-	-1	1,769
River-East Bank	Structures	572301	4	1	1	1	1	48	56
Riverside	Communications	525940	-	-	326	-	-	-	326
River-West Bank	Signal	519732	152	38	31	41	20	-	283
River-West Bank	Track	521710	15	6	4	5	2	-	32
River-West Bank	Track	521720	39	16	9	12	6	-	81
San Gabriel	Communications	525440	351	-	-	234	-	-	585
San Gabriel	Communications	520440	6	-	-	4	-	-	11
San Gabriel	Communications	520940	-	-	9	-	-	-	9
San Gabriel	Communications	522440	163	-	-	108	-	-	271
San Gabriel	Signal	519430	-	-	-	-	-	-	-
San Gabriel	Signal	520430	263	-	-	638	-	-	901
San Gabriel	Signal	522430	1,624	-	-	1,082	-	-	2,706
San Gabriel	Structures	525420	680	-	-	454	-	-	1,134
San Gabriel	Structures	520420	3	-	-	2	-	-	5
San Gabriel	Structures	521420	116	-	-	78	-	-	194
San Gabriel	Structures	522420	12	-	-	8	-	-	20
San Gabriel	Track	525410	3,319	-	-	2,213	-	-	5,532
San Gabriel	Track	519410	101	-	-	1	-	-	102
San Gabriel	Track	520410	15	-	-	9	-	-	24
San Gabriel	Track	521411	296	-	-	200	-	-	496
San Gabriel	Track	522410	274	-	-	183	-	-	457
San Gabriel	Train Control	525430	5,292	-	-	3,528	-	-	8,821
San Gabriel Sub	Structures	524420	778	-	-	-	-	-	778
San Gabriel Sub	Track	524410	3,354	-	-	2,236	-	-	5,590
San Gabriel Sub	Train Control	524430	2,245	-	-	1,496	-	-	3,741
San Gabriel Sub	Train Control	524440	293	-	-	196	-	-	489
San Jacinto (PVL)	Structures	525920	-	-	6,152	-	-	-	6,152
San Jacinto (PVL)	Track	525910	-	-	780	-	-	-	780
San Jacinto (PVL)	Train Control	525930	-	-	1,616	-	-	-	1,616



SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Short Way	Track	524411	128	53	30	39	-	-	250
Shortway	Facilities	519034	-	-	-	-	-	-	-
Shortway	Signal	519033	-	-	-	-	-	-	-
Shortway	Track	521410	-	-	-	-	-	-	-
Shortway	Track	522411	30	13	7	9	-	-	60
Signal	Signal	519032	-	-	-	-	-	-	-
Systemwide	Business Systems	525091	674	281	157	204	102	-	1,418
Systemwide	Business Systems	521070	-	-	-	-	-	-	-
Systemwide	Business Systems	521071	-	-	-	-	-	-	-
Systemwide	Communications	519003	-	-	-	-	-	-	-
Systemwide	Facilities	525061	111	46	26	34	-	-	216
Systemwide	Facilities	525062	202	84	47	61	31	-	426
Systemwide	Facilities	525063	158	66	37	48	24	-	332
Systemwide	Facilities	525064	78	33	18	24	12	-	165
Systemwide	Facilities	519041	-	-	-	-	-	-	-
Systemwide	Facilities	519060	2	1	-	1	-	-	4
Systemwide	Facilities	519062	-	-	-	-	-	-	-
Systemwide	Facilities	519064	-	-	-	-	-	-	-
Systemwide	Facilities	520060	-	-	-	-	-	-	-
Systemwide	Facilities	520061	-	-	-	-	-	-	-
Systemwide	Facilities	521060	522	217	122	126	79	-	1,066
Systemwide	Facilities	522060	57	24	13	17	9	-	120
Systemwide	Facilities	523060	1,680	-	-	-	-	-	1,680
Systemwide	Facilities	524060	321	134	75	97	49	-	676
Systemwide	Facilities	524061	365	152	85	111	55	-	768
Systemwide	Facilities	524062	89	37	21	27	14	-	188
Systemwide	Facilities	524063	411	171	96	125	62	-	865
Systemwide	Facilities	525061	-	-	-	-	17	-	17
Systemwide	Information Technology	525070	217	90	51	66	33	-	457
Systemwide	Information Technology	525071	177	74	41	54	27	-	373
Systemwide	Information Technology	525072	510	213	119	155	77	-	1,074
Systemwide	Information Technology	519070	-	-	-	-	-	-	-
Systemwide	Information Technology	519092	-	-	-	-	-	-	-
Systemwide	Information Technology	519093	1	-	-	-	-	-	1
Systemwide	Information Technology	523091	-	-	-	-	-	-	-
Systemwide	Information Technology	524070	70	29	16	21	11	-	147
Systemwide	Non-Revenue Fleet	525090	1,463	610	342	444	222	-	3,081
Systemwide	Non-Revenue Fleet	523090	1,453	606	340	441	220	-	3,060
Systemwide	Non-Revenue Fleet	524090	1,333	556	312	404	202	-	2,807
Systemwide	Non-Revenue Fleet	524091	117	49	27	36	18	-	247
Systemwide	Right of Way	524064	-	-	-	-	-	-	-
Systemwide	Rolling Stock	525050	12,569	5,239	2,937	3,810	1,905	-	26,460
Systemwide	Rolling Stock	525051	1,006	419	235	305	152	-	2,117
Systemwide	Rolling Stock	525052	974	406	228	295	148	-	2,051
Systemwide	Rolling Stock	525053	2,889	1,204	675	876	438	-	6,082
Systemwide	Rolling Stock	525054	557	232	130	169	84	-	1,173
Systemwide	Rolling Stock	525055	3,950	1,647	923	1,198	599	-	8,316
Systemwide	Rolling Stock	525056	11,222	4,678	2,622	3,402	1,701	-	23,625
Systemwide	Rolling Stock	525057	1,729	721	404	524	262	-	3,639
Systemwide	Rolling Stock	518050	187	-	32	40	16	833	1,109
Systemwide	Rolling Stock	519050	714	42	125	162	81	-	1,123
Systemwide	Rolling Stock	519051	295	123	69	89	45	-	620
Systemwide	Rolling Stock	519052	98	41	23	30	15	-	208
Systemwide	Rolling Stock	519053	-	-	-	-	-	-	-
Systemwide	Rolling Stock	519054	1	-	-	-	-	-	2
Systemwide	Rolling Stock	519055	140	58	33	42	21	-	295
Systemwide	Rolling Stock	520050	-	-	-	-	-	-	-
Systemwide	Rolling Stock	520051	-	-	-	-	-	-	-
Systemwide	Rolling Stock	520052	131	54	31	40	20	-	275
Systemwide	Rolling Stock	520053	6	2	1	2	1	-	12
Systemwide	Rolling Stock	521050	1,229	512	287	372	186	-	2,586
Systemwide	Rolling Stock	521051	252	105	58	76	38	-	530
Systemwide	Rolling Stock	521052	81	34	19	25	12	-	171
Systemwide	Rolling Stock	522050	514	214	120	156	78	-	1,083
Systemwide	Rolling Stock	523050	1,789	746	418	542	271	-	3,765
Systemwide	Rolling Stock	523051	2,972	1,239	695	901	450	-	6,257
Systemwide	Rolling Stock	523052	447	186	104	136	68	-	941
Systemwide	Rolling Stock	523053	-	-	-	-	-	-	-
Systemwide	Rolling Stock	523054	318	133	74	96	48	-	670
Systemwide	Rolling Stock	523055	1,001	417	234	303	152	-	2,107
Systemwide	Rolling Stock	523056	1,302	543	304	395	197	-	2,740
Systemwide	Rolling Stock	524050	16,535	6,893	3,864	5,013	2,506	-	34,811
Systemwide	Rolling Stock	524051	1,634	681	382	495	248	-	3,439
Systemwide	Rolling Stock	524052	791	330	185	240	120	-	1,665
Systemwide	Rolling Stock	524053	2,648	1,104	619	803	401	1,303	6,877
Systemwide	Rolling Stock	524054	1,263	526	295	383	191	-	2,659
Systemwide	Signal	519001	-	-	-	-	-	-	-
Systemwide	Signal	519031	-	-	-	-	-	-	-
Systemwide	Structures	525020	898	374	210	272	136	-	1,890
Systemwide	Structures	519020	-	-	-	-	-	-	-
Systemwide	Track	525010	2,825	1,073	602	781	141	-	5,421
Systemwide	Track	525011	1,347	561	315	408	204	-	2,835
Systemwide	Track	520010	-	-	-	-	-	-	-

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Systemwide	Track	520011	-	-	-	-	-	-	-
Systemwide	Track	521010	-	-	-	-	-	-	-
Systemwide	Track	521011	-	-	-	-	-	-	-
Systemwide	Track	521012	9	4	2	3	1	-	19
Systemwide	Track	522010	-	-	-	-	-	-	-
Systemwide	Track	522011	18	8	4	6	3	-	39
Systemwide	Track	523010	17	7	4	5	3	-	36
Systemwide	Track	523011	450	188	105	136	68	-	947
Systemwide	Track	524010	756	-	-	-	-	-	756
Systemwide	Track	524011	601	-	-	-	-	-	600
Systemwide	Track	52303	3	1	1	1	1	-	7
Systemwide	Train Control	525040	1,123	468	262	340	170	-	2,364
Systemwide	Train Control	525041	1,346	561	314	408	204	-	2,833
Systemwide	Train Control	521040	-	-	-	-	-	-	-
Systemwide	Train Control	521041	13	7	4	5	3	-	32
Systemwide	Train Control	522040	890	371	208	270	135	-	1,875
Systemwide	Train Control	522041	651	271	152	197	99	-	1,370
Systemwide	Train Control	523040	1,141	476	267	346	173	-	2,403
Systemwide	Train Control	523041	910	379	213	276	138	-	1,916
Systemwide	Train Control	524040	1,179	491	275	357	179	-	2,481
Systemwide	Train Control	524041	-	-	-	-	-	-	-
Systemwide	Vehicle	520062	-	-	-	-	-	-	-
Systemwide	Vehicle	521090	42	18	10	13	6	-	88
Systemwide	Vehicle	522090	303	127	71	92	46	-	639
Valley	Communications	520340	-	-	-	-	-	-	-
Valley	Communications	522340	124	-	-	-	-	-	124
Valley	Signal	519330	5	-	-	-	-	-	5
Valley	Signal	520330	315	-	-	-	-	-	315
Valley	Signal	520331	596	-	-	-	-	-	596
Valley	Signal	522330	2,422	-	-	-	-	-	2,422
Valley	Structures	522320	2,168	-	-	-	-	-	2,168
Valley	Structures	524320	3,403	-	-	-	-	-	3,403
Valley	Track	525310	4,725	-	-	-	-	-	4,725
Valley	Track	519310	35	-	-	-	-	-	35
Valley	Track	520310	23	-	-	-	-	-	23
Valley	Track	522310	713	-	-	-	-	-	713
Valley	Track	523310	3,716	-	-	-	-	-	3,716
Valley	Track	524310	8,299	-	-	-	-	-	8,299
Valley	Train Control	525330	2,509	-	-	-	-	-	2,509
Valley	Train Control	523330	1,507	-	-	-	-	-	1,507
Valley	Train Control	523340	220	-	-	-	-	-	220
Valley	Train Control	524330	4,250	-	-	-	-	-	4,250
Valley	Train Control	524340	475	-	-	-	-	-	475
Valley Sub	Bridge/Structure	572304	-	-	-	-	-	33	33
Valley Sub	Facilities	522360	856	-	-	-	-	-	856
Valley Sub	Tracks	572014	-	-	-	-	-	-	-
Ventura - LA County	Communications	519240	-	-	-	-	-	-	-
Ventura - LA County	Communications	520240	1	-	-	-	-	-	1
Ventura - LA County	Communications	522240	2	-	-	-	-	-	2
Ventura - LA County	Signal	522230	1,181	-	-	-	-	-	1,181
Ventura - LA County	Track	519210	47	-	-	-	-	-	47
Ventura - LA County	Track	520210	20	-	-	-	-	-	20
Ventura - VC County	Communications	525140	-	-	-	-	284	-	284
Ventura - VC County	Communications	522140	-	-	-	-	31	-	31
Ventura - VC County	Facilities	519160	-	-	-	-	-	-	-
Ventura - VC County	Facilities	591804	-	-	-	-	-	-	-
Ventura - VC County	Signal	520130	-	-	-	-	3,407	-	3,407
Ventura - VC County	Signal	522130	-	-	-	-	383	-	383
Ventura - VC County	Structures	519120	-	-	-	-	2,958	6,359	9,317
Ventura - VC County	Structures	520120	-	-	-	-	210	-	210
Ventura - VC County	Structures	521120	-	-	-	-	230	-	230
Ventura - VC County	Structures	522220	-	-	-	-	-	-	-
Ventura - VC County	Track	525110	-	-	-	-	1,643	-	1,643
Ventura - VC County	Track	520110	-	-	-	-	12	-	12
Ventura - VC County	Track	521110	-	-	-	-	1,802	-	1,802
Ventura - VC County	Train Control	525130	-	-	-	-	1,900	-	1,900
Ventura - VC County	Train Control	521130	-	-	-	-	738	-	738
Ventura - VC County	Train Control	521140	-	-	-	-	-	-	-
Ventura (LA)	Structures	524220	24	-	-	-	-	-	24
Ventura (LA)	Track	524210	2,924	-	-	-	-	-	2,924
Ventura (LA)	Train Control	524230	1,149	-	-	-	-	-	1,149
Ventura (LA)	Train Control	524240	68	-	-	-	-	-	68
Ventura (VC)	Structures	524120	-	-	-	-	950	-	950
Ventura (VC)	Structures	524121	-	-	-	-	806	-	806
Ventura (VC)	Track	524110	-	-	-	-	1,831	-	1,831
Ventura (VC)	Train Control	524130	-	-	-	-	781	-	781
Ventura (VC)	Train Control	524131	-	-	-	-	900	-	900
Ventura (VC)	Train Control	524132	-	-	-	-	1,530	-	1,530
Ventura (VC)	Train Control	524140	-	-	-	-	21	-	21
Ventura Sub - Los Angeles Co	Track	522210	-	-	-	-	-	-	-
Ventura Sub - Los Angeles Co	Track	522211	-	-	-	-	-	-	-
<b>Grand Total</b>			<b>162,248</b>	<b>78,417</b>	<b>35,335</b>	<b>41,835</b>	<b>34,739</b>	<b>12,694</b>	<b>365,268</b>

## FY2025-26 New Capital Carryover Projects Detail

(\$000's)

Subdivision	Category	Project Number	METRO	OCTA	OTHER	RCTC	SBCTA	VCTC	Grand Total
Orange	Structure	419004	-	35,526	-	-	-	-	35,526
Other	Information Technology	472401	-	-	148	-	-	-	148
River	Signal	420001	-	-	-	-	-	-	1
San Gabriel	Communications	418004	-	-	-	-	-	-	-
Systemwide	Business Systems	425090	449	187	-	105	136	68	945
Systemwide	Business Systems	423090	1,763	735	-	412	534	267	3,711
Systemwide	Business Systems	423091	788	328	-	184	239	119	1,658
Systemwide	Business Systems	424090	358	149	-	84	109	54	754
Systemwide	Business Systems	424091	197	82	-	46	60	30	415
Systemwide	Communications	450120	-	-	15	-	-	-	15
Systemwide	Communications	450121	-	-	-	-	-	-	-
Systemwide	Communications	450122	-	-	1	-	-	-	1
Systemwide	Communications	450123	-	-	1,377	-	-	-	1,377
Systemwide	Communications	450124	-	-	6	-	-	-	6
Systemwide	Communications	450130	-	-	1,448	-	-	-	1,448
Systemwide	Communications	472404	-	-	-	-	-	-	-
Systemwide	Facilities	425060	373	156	-	87	113	57	786
Systemwide	Facilities	425061	660	275	-	154	200	100	1,390
Systemwide	Facilities	425062	52	22	-	12	16	8	110
Systemwide	Facilities	423061	968	-	-	226	294	-	1,488
Systemwide	Facilities	424060	483	201	-	113	146	73	1,017
Systemwide	Facilities	620003	-	-	-	-	-	-	-
Systemwide	Information Technology	423070	166	69	-	39	50	25	350
Systemwide	Rolling Stock	613001	-	-	-	-	-	-	-
Systemwide	Rolling Stock	613003	93	-	-	-	-	-	93
Systemwide	Rolling Stock	613005	-	-	-	-	-	-	-
Systemwide	Rolling Stock	616002	130	-	-	-	-	-	130
Systemwide	Rolling Stock	616003	-	-	-	-	-	-	-
Systemwide	Rolling Stock	623050	2,214	923	-	517	671	336	4,661
Systemwide	Rolling Stock	624001	2,645	1,102	-	618	802	401	5,568
Systemwide	Rolling Stock	624050	713	297	-	167	216	108	1,500
Systemwide	Rolling Stock	624052	261	109	-	61	79	40	550
Systemwide	Rolling Stock	624053	387	161	-	90	117	59	814
Systemwide	Rolling Stock	624054	1,380	575	-	323	418	209	2,906
Systemwide	Security	422080	-	-	-	-	-	-	-
Systemwide	Train Control	425040	1,033	430	-	241	313	157	2,174
Systemwide	Train Control	425091	247	103	-	58	75	37	520
Valley	Signal	421001	-	-	1,473	-	-	-	1,473
Valley	Signal	421002	-	-	857	-	-	-	857
Valley	Signal	421003	-	-	774	-	-	-	774
Valley	Signal	421004	-	-	1,380	-	-	-	1,380
Valley	Signal	423001	-	-	385	-	-	-	385
Valley	Track	420310	-	-	17,394	-	-	-	17,394
Ventura-LA	Track	421110	-	-	-	-	-	-	-
<b>Grand Total</b>			<b>15,360</b>	<b>41,432</b>	<b>25,259</b>	<b>3,538</b>	<b>4,589</b>	<b>2,148</b>	<b>92,326</b>

**FY26 Proposed Capital Program Cashflow**

Attachment J

	FY26	FY27	FY28	FY29
METRO				
SGR	69,774,298	82,880,427	47,352,452	30,049,450
New Capital	10,597,636	6,633,616	3,671,392	2,141,757
Total	<b>80,371,933</b>	<b>89,514,043</b>	<b>51,023,843</b>	<b>32,191,206</b>

	FY26	FY27	FY28	FY29
OCTA				
SGR	31,265,298	40,759,735	23,808,205	15,039,596
New Capital	24,872,984	16,340,492	1,567,740	1,095,181
Total	<b>56,138,282</b>	<b>57,100,227</b>	<b>25,375,946</b>	<b>16,134,777</b>

	FY26	FY27	FY28	FY29
RCTC				
SGR	12,744,390	19,357,458	8,945,762	5,369,711
New Capital	2,161,322	1,253,917	878,885	613,965
Total	<b>14,905,711</b>	<b>20,611,375</b>	<b>9,824,647</b>	<b>5,983,676</b>

	FY26	FY27	FY28	FY29
SBCTA				
SGR	14,998,710	22,533,998	12,891,712	8,030,921
New Capital	2,803,494	1,626,704	1,140,175	796,495
Total	<b>17,802,204</b>	<b>24,160,702</b>	<b>14,031,887</b>	<b>8,827,416</b>

	FY26	FY27	FY28	FY29
VCTC				
SGR	16,283,764	15,292,974	8,215,052	1,907,354
New Capital	1,254,917	999,690	556,506	324,645
Total	<b>17,538,681</b>	<b>16,292,663</b>	<b>8,771,557</b>	<b>2,231,999</b>

<b>Cash Flow Grand Total</b>	<b>186,756,811</b>	<b>207,679,010</b>	<b>109,027,880</b>	<b>65,369,076</b>
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## FY27 Forecast - Operating Budget by Member Agency

	FY27 Budget Forecast by Member Agency					
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Operating Revenue</b>						
Farebox Revenue	31,252	13,621	4,947	7,121	1,885	58,825
Fare Reduction Subsidy	244	-	-	164	-	408
Other Train Subsidies	2,642	-	-	-	-	2,642
<b>Subtotal-Pro Forma FareBox</b>	<b>34,139</b>	<b>13,621</b>	<b>4,947</b>	<b>7,285</b>	<b>1,885</b>	<b>61,876</b>
Dispatching	1,169	735	19	140	262	2,324
Other Revenues	1,534	567	342	334	181	2,959
MOW Revenues	7,580	3,196	915	1,734	501	13,926
<b>Total Operating Revenue</b>	<b>44,422</b>	<b>18,119</b>	<b>6,224</b>	<b>9,493</b>	<b>2,828</b>	<b>81,085</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operators	30,459	12,496	6,077	5,781	2,195	57,008
Train Dispatch	3,745	1,125	494	621	350	6,334
Equipment Maintenance	17,549	6,830	3,801	4,101	1,781	34,062
Materials	8,201	3,192	1,776	1,917	833	15,918
Fuel	17,858	7,326	3,563	3,389	1,287	33,422
Non-Scheduled Rolling Stock Repairs	70	27	13	15	6	131
Operating Facilities Maintenance	2,901	1,097	543	636	232	5,407
Other Operating Train Services	586	230	142	130	83	1,171
Security - LA Sheriffs	7,765	2,935	1,454	1,701	620	14,474
Security - SB Sheriffs	-	-	-	3,455	-	3,455
Security - Guards	2,632	956	1,243	583	552	5,966
Supplemental Security	141	61	22	31	8	263
Public Safety Program	33	12	10	7	7	70
Passenger Relations	1,068	463	188	286	72	2,077
TVM Maintenance/Revenue Collection	2,769	1,361	1,033	798	376	6,337
Marketing	1,975	856	343	528	131	3,833
Media & External Communications	144	52	45	32	30	304
Utilities/Leases	1,416	514	444	313	297	2,986
Transfers to Other Operators	1,790	583	195	368	100	3,037
Amtrak Transfers	304	319	-	-	99	722
Station Maintenance	4,682	1,034	462	826	326	7,329
Rail Agreements	2,218	2,113	1,908	461	998	7,697
<b>Subtotal Operations &amp; Services</b>	<b>108,307</b>	<b>43,582</b>	<b>23,758</b>	<b>25,979</b>	<b>10,381</b>	<b>212,006</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	31,263	10,629	3,527	6,966	2,920	55,305
MoW Labor & Benefits	2,842	910	383	606	303	5,045
Overhead MoW Expenses	2,841	864	353	536	271	4,865
MoW - Extraordinary Maintenance	510	124	83	93	60	870
<b>Subtotal Maintenance-of-Way</b>	<b>37,457</b>	<b>12,528</b>	<b>4,346</b>	<b>8,200</b>	<b>3,554</b>	<b>66,085</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	9,740	3,537	3,055	2,156	2,043	20,531
Ops Non-Labor Expenses	6,326	2,562	1,457	1,269	684	12,298
Indirect Administrative Expenses	13,320	4,838	4,178	2,948	2,794	28,078
Ops Professional Services	1,083	393	340	240	227	2,284
<b>Subtotal Admin &amp; Services</b>	<b>30,470</b>	<b>11,331</b>	<b>9,030</b>	<b>6,613</b>	<b>5,748</b>	<b>63,191</b>
<b><u>Contingency</u></b>	<b>25</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>53</b>
<b>Total Operating Expenses</b>	<b>176,258</b>	<b>67,450</b>	<b>37,141</b>	<b>40,797</b>	<b>19,689</b>	<b>341,335</b>
<b><u>Insurance and Legal</u></b>						
Liability/Property/Auto	10,592	4,004	1,983	2,321	845	19,744
Net Claims / SI	1,037	392	194	227	83	1,933
Claims Administration	1,243	470	233	272	99	2,316
<b>Total Net Insurance and Legal</b>	<b>12,871</b>	<b>4,865</b>	<b>2,410</b>	<b>2,820</b>	<b>1,027</b>	<b>23,993</b>
<b>Total Expense</b>	<b>189,130</b>	<b>72,315</b>	<b>39,551</b>	<b>43,617</b>	<b>20,716</b>	<b>365,328</b>
<b>Loss</b>	<b>(144,707)</b>	<b>(54,196)</b>	<b>(33,327)</b>	<b>(34,124)</b>	<b>(17,888)</b>	<b>(284,243)</b>
2028 Olympics Readiness	548	199	172	121	115	1,155
CFR 245-246	264	94	64	59	45	525
Outside 20'	3,036	-	-	-	-	3,036
<b>Total Expense</b>	<b>192,977</b>	<b>72,608</b>	<b>39,787</b>	<b>43,797</b>	<b>20,876</b>	<b>370,044</b>
<b>Loss/Member Support Required</b>	<b>(148,555)</b>	<b>(54,489)</b>	<b>(33,564)</b>	<b>(34,304)</b>	<b>(18,048)</b>	<b>(288,959)</b>

Numbers may not foot due to rounding.

## FY28 Forecast - Operating Budget by Member Agency

	FY28 Budget Forecast by Member Agency					
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Operating Revenue</b>						
Farebox Revenue	33,098	15,230	5,512	7,467	2,163	63,470
Fare Reduction Subsidy	244	-	-	164	-	408
Other Train Subsidies	2,722	-	-	-	-	2,722
<b>Subtotal-Pro Forma FareBox</b>	<b>36,064</b>	<b>15,230</b>	<b>5,512</b>	<b>7,631</b>	<b>2,163</b>	<b>66,600</b>
Dispatching	1,204	757	20	144	269	2,394
Other Revenues	1,580	584	353	344	187	3,048
MOW Revenues	7,808	3,292	943	1,786	516	14,344
<b>Total Operating Revenue</b>	<b>46,656</b>	<b>19,864</b>	<b>6,827</b>	<b>9,905</b>	<b>3,134</b>	<b>86,386</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operators	31,982	13,121	6,381	6,070	2,305	59,858
Train Dispatch	3,932	1,181	519	652	367	6,651
Equipment Maintenance	18,426	7,171	3,991	4,306	1,871	35,766
Materials	8,611	3,351	1,865	2,012	874	16,714
Fuel	18,750	7,693	3,741	3,558	1,351	35,094
Non-Scheduled Rolling Stock Repairs	74	28	14	16	6	138
Operating Facilities Maintenance	3,046	1,151	570	667	243	5,678
Other Operating Train Services	615	242	149	136	87	1,229
Security - LA Sheriffs	8,153	3,082	1,526	1,786	651	15,198
Security - SB Sheriffs	-	-	-	3,627	-	3,627
Security - Guards	2,764	1,004	1,305	612	580	6,265
Supplemental Security	148	64	23	33	8	277
Public Safety Program	35	13	11	8	7	74
Passenger Relations	1,121	486	197	300	76	2,181
TVM Maintenance/Revenue Collection	2,908	1,429	1,085	838	395	6,654
Marketing	2,073	899	361	555	137	4,025
Media & External Communications	151	55	47	34	32	319
Utilities/Leases	1,487	540	466	329	312	3,135
Transfers to Other Operators	1,880	613	204	387	105	3,188
Amtrak Transfers	319	335	-	-	104	758
Station Maintenance	4,916	1,085	485	867	342	7,695
Rail Agreements	2,329	2,219	2,003	484	1,048	8,082
<b>Subtotal Operations &amp; Services</b>	<b>113,722</b>	<b>45,761</b>	<b>24,946</b>	<b>27,278</b>	<b>10,900</b>	<b>222,606</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	32,827	11,161	3,704	7,314	3,066	58,071
MoW Labor & Benefits	2,985	956	402	636	318	5,297
Overhead MoW Expenses	2,984	907	370	563	285	5,109
MoW - Extraordinary Maintenance	535	131	87	97	63	914
<b>Subtotal Maintenance-of-Way</b>	<b>39,330</b>	<b>13,155</b>	<b>4,563</b>	<b>8,610</b>	<b>3,732</b>	<b>69,390</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	10,227	3,714	3,208	2,264	2,145	21,557
Ops Non-Labor Expenses	6,642	2,690	1,530	1,333	718	12,913
Indirect Administrative Expenses	13,986	5,080	4,387	3,096	2,933	29,482
Ops Professional Services	1,138	413	357	252	239	2,398
<b>Subtotal Admin &amp; Services</b>	<b>31,993</b>	<b>11,898</b>	<b>9,481</b>	<b>6,944</b>	<b>6,035</b>	<b>66,351</b>
<b><u>Contingency</u></b>	<b>26</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>55</b>
<b>Total Operating Expenses</b>	<b>185,071</b>	<b>70,822</b>	<b>38,998</b>	<b>42,837</b>	<b>20,673</b>	<b>358,402</b>
<b><u>Insurance and Legal</u></b>						
Liability/Property/Auto	11,121	4,204	2,082	2,437	888	20,731
Net Claims / SI	1,089	412	204	239	87	2,029
Claims Administration	1,305	493	244	286	104	2,432
<b>Total Net Insurance and Legal</b>	<b>13,515</b>	<b>5,109</b>	<b>2,530</b>	<b>2,961</b>	<b>1,079</b>	<b>25,193</b>
<b>Total Expense</b>	<b>198,586</b>	<b>75,931</b>	<b>41,528</b>	<b>45,798</b>	<b>21,752</b>	<b>383,595</b>
<b>Loss</b>	<b>(151,931)</b>	<b>(56,067)</b>	<b>(34,701)</b>	<b>(35,892)</b>	<b>(18,617)</b>	<b>(297,209)</b>
2028 Olympics Readiness	575	209	180	127	121	1,213
CFR 245-246	277	98	68	61	47	551
Outside 20'	3,188	-	-	-	-	3,188
<b>Total Expense</b>	<b>202,626</b>	<b>76,238</b>	<b>41,776</b>	<b>45,986</b>	<b>21,919</b>	<b>388,547</b>
<b>Loss/Member Support Required</b>	<b>(155,971)</b>	<b>(56,375)</b>	<b>(34,949)</b>	<b>(36,081)</b>	<b>(18,785)</b>	<b>(302,161)</b>

Numbers may not foot due to rounding.

## FY29 Forecast - Operating Budget by Member Agency

	FY29 Budget Forecast by Member Agency					
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Operating Revenue</b>						
Farebox Revenue	34,601	16,844	6,079	7,607	2,441	67,572
Fare Reduction Subsidy	244	-	-	164	-	408
Other Train Subsidies	2,803	-	-	-	-	2,803
<b>Subtotal-Pro Forma FareBox</b>	<b>37,648</b>	<b>16,844</b>	<b>6,079</b>	<b>7,771</b>	<b>2,441</b>	<b>70,784</b>
Dispatching	1,241	780	20	148	277	2,466
Other Revenues	1,627	602	363	355	192	3,139
MOW Revenues	8,042	3,391	971	1,840	531	14,774
<b>Total Operating Revenue</b>	<b>48,558</b>	<b>21,616</b>	<b>7,434</b>	<b>10,113</b>	<b>3,442</b>	<b>91,163</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operators	33,581	13,777	6,700	6,373	2,420	62,851
Train Dispatch	4,129	1,240	545	684	385	6,984
Equipment Maintenance	19,348	7,530	4,191	4,521	1,964	37,554
Materials	9,042	3,519	1,959	2,113	918	17,550
Fuel	19,688	8,077	3,928	3,736	1,419	36,848
Non-Scheduled Rolling Stock Repairs	78	29	15	17	6	145
Operating Facilities Maintenance	3,198	1,209	599	701	255	5,962
Other Operating Train Services	646	254	157	143	91	1,291
Security - LA Sheriffs	8,561	3,236	1,603	1,876	683	15,958
Security - SB Sheriffs	-	-	-	3,809	-	3,809
Security - Guards	2,902	1,054	1,370	642	609	6,578
Supplemental Security	156	67	24	35	9	290
Public Safety Program	37	13	12	8	8	77
Passenger Relations	1,177	511	207	315	80	2,290
TVM Maintenance/Revenue Collection	3,053	1,501	1,139	880	414	6,987
Marketing	2,177	944	379	582	144	4,226
Media & External Communications	159	58	50	35	33	335
Utilities/Leases	1,562	567	490	346	328	3,292
Transfers to Other Operators	1,974	643	215	406	110	3,348
Amtrak Transfers	335	351	-	-	110	796
Station Maintenance	5,161	1,140	509	911	359	8,080
Rail Agreements	2,445	2,330	2,104	508	1,100	8,486
<b>Subtotal Operations &amp; Services</b>	<b>119,408</b>	<b>48,049</b>	<b>26,193</b>	<b>28,642</b>	<b>11,445</b>	<b>233,737</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	34,468	11,719	3,889	7,680	3,219	60,974
MoW Labor & Benefits	3,134	1,004	423	668	334	5,562
Overhead MoW Expenses	3,133	953	389	591	299	5,364
MoW - Extraordinary Maintenance	562	137	91	102	66	959
<b>Subtotal Maintenance-of-Way</b>	<b>41,296</b>	<b>13,812</b>	<b>4,792</b>	<b>9,040</b>	<b>3,919</b>	<b>72,859</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	10,738	3,900	3,368	2,377	2,252	22,635
Ops Non-Labor Expenses	6,974	2,825	1,606	1,399	754	13,559
Indirect Administrative Expenses	14,686	5,334	4,606	3,250	3,080	30,956
Ops Professional Services	1,194	434	375	264	251	2,518
<b>Subtotal Admin &amp; Services</b>	<b>33,593</b>	<b>12,492</b>	<b>9,955</b>	<b>7,291</b>	<b>6,337</b>	<b>69,668</b>
<b><u>Contingency</u></b>	<b>27</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>58</b>
<b>Total Operating Expenses</b>	<b>194,325</b>	<b>74,363</b>	<b>40,948</b>	<b>44,979</b>	<b>21,707</b>	<b>376,322</b>
<b><u>Insurance and Legal</u></b>						
Liability/Property/Auto	11,677	4,414	2,186	2,558	932	21,768
Net Claims / SI	1,143	432	214	250	91	2,131
Claims Administration	1,370	518	256	300	109	2,554
<b>Total Net Insurance and Legal</b>	<b>14,191</b>	<b>5,364</b>	<b>2,656</b>	<b>3,109</b>	<b>1,133</b>	<b>26,453</b>
<b>Total Expense</b>	<b>208,515</b>	<b>79,727</b>	<b>43,605</b>	<b>48,088</b>	<b>22,839</b>	<b>402,774</b>
<b>Loss</b>	<b>(159,958)</b>	<b>(58,111)</b>	<b>(36,171)</b>	<b>(37,974)</b>	<b>(19,397)</b>	<b>(311,611)</b>
2028 Olympics Readiness	604	219	189	134	127	1,273
CFR 245-246	291	103	71	65	49	579
Outside 20'	3,347	-	-	-	-	3,347
<b>Total Expense</b>	<b>212,758</b>	<b>80,050</b>	<b>43,865</b>	<b>48,286</b>	<b>23,015</b>	<b>407,974</b>
<b>Loss/Member Support Required</b>	<b>(164,200)</b>	<b>(58,434)</b>	<b>(36,432)</b>	<b>(38,172)</b>	<b>(19,573)</b>	<b>(316,811)</b>

Numbers may not foot due to rounding.

## FY30 Forecast - Operating Budget by Member Agency

	FY30 Budget Forecast by Member Agency					
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Operating Revenue</b>						
Farebox Revenue	36,172	18,629	6,704	7,750	2,756	72,010
Fare Reduction Subsidy	244	-	-	164	-	408
Other Train Subsidies	2,887	-	-	-	-	2,887
<b>Subtotal-Pro Forma FareBox</b>	<b>39,303</b>	<b>18,629</b>	<b>6,704</b>	<b>7,914</b>	<b>2,756</b>	<b>75,306</b>
Dispatching	1,278	803	21	152	286	2,540
Other Revenues	1,676	620	374	365	198	3,233
MOW Revenues	8,283	3,492	1,000	1,895	547	15,217
<b>Total Operating Revenue</b>	<b>50,540</b>	<b>23,544</b>	<b>8,099</b>	<b>10,326</b>	<b>3,787</b>	<b>96,296</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operators	35,260	14,466	7,035	6,692	2,541	65,994
Train Dispatch	4,335	1,302	572	719	405	7,333
Equipment Maintenance	20,315	7,906	4,401	4,748	2,062	39,432
Materials	9,494	3,695	2,056	2,219	964	18,427
Fuel	20,672	8,481	4,124	3,923	1,490	38,691
Non-Scheduled Rolling Stock Repairs	82	31	15	18	7	152
Operating Facilities Maintenance	3,358	1,269	629	736	268	6,260
Other Operating Train Services	678	266	165	150	96	1,355
Security - LA Sheriffs	8,989	3,398	1,683	1,969	717	16,756
Security - SB Sheriffs	-	-	-	3,999	-	3,999
Security - Guards	3,047	1,107	1,439	674	639	6,907
Supplemental Security	164	70	26	36	9	305
Public Safety Program	39	14	12	9	8	81
Passenger Relations	1,236	536	218	331	84	2,405
TVM Maintenance/Revenue Collection	3,206	1,576	1,196	924	435	7,336
Marketing	2,286	991	398	611	151	4,438
Media & External Communications	167	61	52	37	35	352
Utilities/Leases	1,640	595	514	363	344	3,456
Transfers to Other Operators	2,072	675	225	426	116	3,515
Amtrak Transfers	352	369	-	-	115	836
Station Maintenance	5,420	1,197	535	956	377	8,484
Rail Agreements	2,567	2,446	2,209	534	1,155	8,911
<b>Subtotal Operations &amp; Services</b>	<b>125,379</b>	<b>50,451</b>	<b>27,503</b>	<b>30,074</b>	<b>12,017</b>	<b>245,423</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	36,191	12,305	4,083	8,064	3,380	64,023
MoW Labor & Benefits	3,290	1,054	444	701	351	5,840
Overhead MoW Expenses	3,289	1,000	408	620	314	5,632
MoW - Extraordinary Maintenance	590	144	96	107	70	1,007
<b>Subtotal Maintenance-of-Way</b>	<b>43,361</b>	<b>14,503</b>	<b>5,031</b>	<b>9,492</b>	<b>4,115</b>	<b>76,502</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	11,275	4,095	3,537	2,496	2,365	23,767
Ops Non-Labor Expenses	7,323	2,966	1,686	1,469	792	14,237
Indirect Administrative Expenses	15,420	5,600	4,837	3,413	3,234	32,504
Ops Professional Services	1,254	455	393	278	263	2,644
<b>Subtotal Admin &amp; Services</b>	<b>35,272</b>	<b>13,117</b>	<b>10,453</b>	<b>7,655</b>	<b>6,654</b>	<b>73,151</b>
<b><u>Contingency</u></b>	<b>29</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>61</b>
<b>Total Operating Expenses</b>	<b>204,041</b>	<b>78,082</b>	<b>42,996</b>	<b>47,227</b>	<b>22,792</b>	<b>395,138</b>
<b><u>Insurance and Legal</u></b>						
Liability/Property/Auto	12,261	4,635	2,295	2,686	979	22,856
Net Claims / SI	1,200	454	225	263	96	2,237
Claims Administration	1,438	544	269	315	115	2,681
<b>Total Net Insurance and Legal</b>	<b>14,900</b>	<b>5,632</b>	<b>2,789</b>	<b>3,264</b>	<b>1,189</b>	<b>27,775</b>
<b>Total Expense</b>	<b>218,941</b>	<b>83,714</b>	<b>45,785</b>	<b>50,492</b>	<b>23,981</b>	<b>422,913</b>
<b>Loss</b>	<b>(168,401)</b>	<b>(60,170)</b>	<b>(37,686)</b>	<b>(40,165)</b>	<b>(20,194)</b>	<b>(326,617)</b>
2028 Olympics Readiness	-	-	-	-	-	-
CFR 245-246	305	108	75	68	52	608
Outside 20'	3,515	-	-	-	-	3,515
<b>Total Expense</b>	<b>222,761</b>	<b>83,822</b>	<b>45,860</b>	<b>50,560</b>	<b>24,033</b>	<b>427,036</b>
<b>Loss/Member Support Required</b>	<b>(172,221)</b>	<b>(60,278)</b>	<b>(37,760)</b>	<b>(40,233)</b>	<b>(20,246)</b>	<b>(330,739)</b>

Numbers may not foot due to rounding.



**FY2025-26 Annual Authorization and Extend Period of Performance for**

Software Licenses  
Maintenance, Repair, and Operations Agreements  
Original Equipment Manufacturers Agreements  
Communications Network Towers Agreements  
Administrative and Operating Services Agreements

Contract Number	Type	Vendor	Description	FY26 Contract Authority & Budgeted Amount
SP420	Administrative and Operating Services	Daily Journal	Advertisement of Authority solicitations in area newspapers	\$119,490
SP558	Administrative and Operating Services	Transit System Unlimited	Alternative Motor Coach Transportation (Bus Bridges)	\$125,000
SP555	Administrative and Operating Services	Inland Empire Stages, Ltd.	Alternative Motor Coach Transportation (Bus Bridges)	\$200,000
SP554	Administrative and Operating Services	H&L Charter	Alternative Motor Coach Transportation (Bus Bridges)	\$120,000
SP557	Administrative and Operating Services	Sureride Charter (dba San Diego Charter Company)	Alternative Motor Coach Transportation (Bus Bridges)	\$85,000
LI119	Software License	Granicus, Inc.	MediaManager support and maintenance – web publishing tool	\$60,880
H1645	Software License	PlanetBids	Procurement web hosting site license and support – online bidding and contract management	\$49,000
LI102	Software License	Oracle	Database Enterprise Edition licenses and support	\$288,750
LI172	Software License	Government Jobs.com / Neogov	Applicant Tracking System	\$71,055
LI237	Software License	GOTO Communication (formerly Jive)	VoIP services (under SPURR)	\$86,000
LI283	Software License	LinkedIn Corporation	Online network subscription – job opportunity postings	\$26,753
LI182	Software License	Fujitsu Corporation	Fiber Optic NMS for Train Control Network	\$49,134
LI117	Software License	IBM Corporation	IBM Rational Suite (Network virtualization software - ex IBM Jazz)	\$30,000
H1625X	Software License	Trapeze	Assetworks EAM and MAXQueue – SCRRRA inventory control program and asset management	\$464,775
LI101	Software License	Salesforce.com	Customer management system database and information system annual report	\$379,050
LI144	Software License	HootSuite Media	Hootsuite pro annual renewal and license, social media tracking tool	\$48,000
LI152	Software License	Redvector	IndustrySafe Safety Management System	\$45,203
LI147	Software License	AccuWeather Data Incorporated	SmartRAD and SelectWARN software license and support – weather information and warnings	\$33,705
LI238	Software License	Bentley Systems	Bentley Projectwise Cloud Services and Microstation	\$48,000
LE121	Software License	Switch, LTD.	Colocation services and remote access for IT and PTC servers.	\$200,000
PO489	Maintenance, Repair, and Operations Agreements	Dell Marketing, LP	Computer / network equipment and services for IT and PTC on an as-needed basis (under CMAS)	\$3,000,000
PO400	Maintenance, Repair, and Operations Agreements	CDW Government, Inc.	Computer/ network equipment and services for IT and PTC on an as-needed basis (under OMNIA Partners)	\$1,750,000
SP552	Maintenance, Repair, and Operations Agreements	Iron Mountain	Document and Information Lifecycle Management (under Omnia Partners)	\$31,500
MS279	Maintenance, Repair, and Operations Agreements	Ricoh America's Corporation	Maintenance, support services, and purchase of new copiers/printers (under NASPO)	\$315,000
PO402	Maintenance, Repair, and Operations Agreements	MSC Industrial Supply Co., Inc.	Consumable materials for the Equipment Department (under NASPO)	\$50,000
PO403	Maintenance, Repair, and Operations Agreements	Grainger	Consumable materials for the Equipment Department (under NASPO)	\$575,000
PO534	Original Equipment Manufacturers Agreements	ABB INC.	Power supply, transformer, low voltage power supply (LVPS), maintenance and repair parts	\$45,000
PO555	Original Equipment Manufacturers Agreements	Adams & Westlake	Vestibule Curtain for Bombardier and Rotem Cars	\$230,000

Contract Number	Type	Vendor	Description	FY26 Contract Authority & Budgeted Amount
PO410	Original Equipment Manufacturers Agreements	AJ Energie Inc.	Repair and Return of Saft batteries	\$25,000
PO406	Original Equipment Manufacturers Agreements	Alstom Transportation	Bombardier car structural components, interior and exterior car body components and parts	\$160,000
PO782	Original Equipment Manufacturers Agreements	Atlas Copco Compressors LLC	Locomotive parts and consumables	\$245,000
PO454	Original Equipment Manufacturers Agreements	Celeste Industries Corp	Sani-pak soaps and supplies	\$35,000
EP176A	Original Equipment Manufacturers Agreements	Custom Glass Solutions Trumbauersville, LLC	Railcar Windows	\$225,000
PO756	Original Equipment Manufacturers Agreements	Daktronics	Electronic Display	\$25,000
PO437	Original Equipment Manufacturers Agreements	Dayton-Phoenix Group Inc.	Repair and return of fans	\$625,000
PO863	Original Equipment Manufacturers Agreements	Dellner Dampers	Locomotive Dampers	\$40,000
PO484	Original Equipment Manufacturers Agreements	Hitachi Rail STS USA, Inc. (Formerly Ansaldo)	Switch gear & hardware spare parts, maintenance and repair for signal and communications	\$150,000
PO667	Original Equipment Manufacturers Agreements	Hoppecke Batteries	Rail Batteries	\$150,000
PO725	Original Equipment Manufacturers Agreements	Inter-Block Retaining Systems, Inc	Retaining Wall Blocks	\$80,000
PO790	Original Equipment Manufacturers Agreements	Kluber Lubrication	Tier 4 locomotive lubricants	\$35,000
PO874	Original Equipment Manufacturers Agreements	Knorr Brake Corporation	Locomotive Air Brake Valves	\$250,000
PO444	Original Equipment Manufacturers Agreements	Mechanical Systems Remanufacturing	Locomotive shock absorbers, door lock assemblies, couplers, coach car diaphragms, and new car body parts	\$215,111
PO796	Original Equipment Manufacturers Agreements	Merak North America	Sigma Coach HVAC Spare Parts	\$176,620
PO452	Original Equipment Manufacturers Agreements	Motion and Flow Control Products, Inc.	Car parts and hoses	\$110,000
PO646	Original Equipment Manufacturers Agreements	Orgo-Thermit	Welding Kits	\$50,000
PO834	Original Equipment Manufacturers Agreements	Pittsburgh Air Brake Company	Railcar Air Brake Valve Repairs	\$105,000
PO615	Original Equipment Manufacturers Agreements	PowerRail Distribution Inc.	Locomotive Component parts and repair services	\$1,800,000
PO759	Original Equipment Manufacturers Agreements	Progress Rail Locomotives	Locomotive Spare & Repair parts – 710 & 645 Engine, Electrical Car body	\$3,500,000
PO663	Original Equipment Manufacturers Agreements	Quest Rail, LLC	Repair and Return of Locomotive Radio, Radiohead, Transceiver	\$30,000
PO717	Original Equipment Manufacturers Agreements	Quester Tangent	Repair and return of Rotem Auxiliary Controllers	\$30,000
PO409	Original Equipment Manufacturers Agreements	Quinn Power Systems	Caterpillar HEP Engine Overhaul and Repair; Spare Maintenance and Repair Parts	\$2,500,000
PO505	Original Equipment Manufacturers Agreements	Railhead Corporation	Replacement Parts for Camera monitoring and microphone systems	\$170,000
PO591	Original Equipment Manufacturers Agreements	Saft Batteries	Saft Batteries	\$90,000
PO661	Original Equipment Manufacturers Agreements	Schaltbau North America	Repair and return throttle controllers	\$25,000
PO368	Original Equipment Manufacturers Agreements	Siemens Mobility	Signal Equipment and Repair and Return	\$800,000
PO624	Original Equipment Manufacturers Agreements	Strato, Inc	Strato Hoses and Couplings	\$80,000
PO651	Original Equipment Manufacturers Agreements	T C Communications, Inc.	Industrial Hardened Modular Ethernet Card / JumboSwitch + TC View maintenance agreement	\$95,000
PO474	Original Equipment Manufacturers Agreements	TOA Engineering Corp.	Integrated Communication control unit, racks, speaker, microphone and supplies	\$55,000
PO459	Original Equipment Manufacturers Agreements	Trans Tech of South Carolina (Wabtech Group)	Microphor Restroom Parts & Supplies	\$130,000
PO473	Original Equipment Manufacturers Agreements	Ultimate Rail Equipment, Inc.	Working tables, armrests, door panel assembly, cushions, maintenance parts and supplies	\$50,000
PO554	Original Equipment Manufacturers Agreements	Universal Interiors	Interior Package for Rotem cars	\$75,000
PO465	Original Equipment Manufacturers Agreements	USSC, LLC	Operator's seats	\$110,000
PO414	Original Equipment Manufacturers Agreements	Vapor Stone Rail Systems (Wabtec Group)	Heating, Ventilation, and Air Conditioning Specialty Relays and Door operators	\$550,000

Contract Number	Type	Vendor	Description	FY26 Contract Authority & Budgeted Amount
PO453	Original Equipment Manufacturers Agreements	Velociti, Inc.	Repair and return service for locomotive HVACs	\$30,000
PO416	Original Equipment Manufacturers Agreements	Vulcan Metals Corporation	Truck Maintenance and Repair Parts	\$650,000
PO758	Original Equipment Manufacturers Agreements	Wabtec Global Services	Purchase of New Wabtec Global Services parts. Repair and return of modules and power supplies.	\$175,000
PO757	Original Equipment Manufacturers Agreements	Wabtec Passenger Transit Div.	Repair and Return of Air Brake Components	\$3,500,000
PO801	Original Equipment Manufacturers Agreements	Westcode, Inc.	New and Repair-and-Return of the Leveling Valves	\$50,000
PO346	Original Equipment Manufacturers Agreements	Western Cullen Hayes	Miscellaneous Signal Equipment	\$120,000
LE110	Communications Network Towers	American Tower Company	Communication Network Towers and Related Leasing Agreements	\$391,884
LE112	Communications Network Towers	AVCOM	Communication Network Towers and Related Leasing Agreements	\$37,428
LE120	Communications Network Towers	Crown Castle (Pinnacle Towers)	Communication Network Towers and Related Leasing Agreements	\$46,326
<b>FY26 Annual Authorization Total</b>				<b>\$26,318,664</b>

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

**SALARY RESOLUTION**

**FISCAL YEAR 2025-26**

**EFFECTIVE JULY 1, 2025**

The purpose of the Salary Resolution is to recommend action to be taken by the Board consistent with HR Policy 2.1 Wage and Salary Administration – Salary Program Administration.

SCRRA's salary program is to attract, develop, invest, and retain our employees. The CEO with support from Human Resources will strive to maintain a total compensation program that includes competitive salaries and benefits, will ensure internal equity and external competitiveness while maintaining fiscal responsibility. This resolution aligns with the strategic commitment of Modernizing Business Practices, to improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees.

The salary structure identifies the classification title for every position, places each position within a salary grade and assigns each salary grade a salary range. The salary grade establishes the value of the position in relation to other positions. The salary range establishes the minimum, midpoint, and maximum salary for each grade.

For FY26, the CEO recommends the Board adopt:

- (1) **Cost of Living Adjustment (COLA)** – 3 percent
- (2) **Merit Increase Pool** – 3 percent
- (3) **Proposed FY26 Salary Grade and Range Structure**, effective July 1, 2025 (Attachment SR-1) – With an adjustment of the salary ranges by 3 percent for Grades 1 through 17, which is the amount of the proposed COLA effective July 1, 2025
- (4) **Proposed FY26 Budgeted Position Roster** (Attachment SR-2) – With a headcount increase from 285 to 287 to eliminate two Arrow Service positions; \* and add four new positions\*\*
- (5) **Proposed FY26 Classification and Salary Plan \*\*\*** (Attachment SR-3) – With the proposed changes listed below, to comply with Government Code 20630, 20636 and 20636.1 and pursuant to these requirements transmit to CALPERS a pay schedule that has been approved and adopted by the Governing Body

\*The following Arrow Service positions will be eliminated:

- Inventory Control Operator I (Grade 2)
- Maintenance Technician I (Grade 2)

Note: These two Arrow service positions were added in FY24. San Bernardino County Transportation Authority (SBCTA) approved replacing the existing Arrow positions identified in the Memorandum of Understanding (MOU) between SBCTA and SCRRA rather than adding two additional positions. These two positions, which are currently vacant, are being eliminated in FY26 because the work is being performed by a contractor. The employees in the two original Arrow positions, which were added in FY21, continue to perform some Arrow service duties and charge their time accordingly.

\*\*The following positions will account for the increase of headcount to 287:

- Executive Assistant II (Grade 5)
- Operations Administrator (Grade 9)
- Business Analyst I (Grade 5)
- Coordinator, Right-Of-Way (Grade 6)

\*\*\*Classifications to be added to the Classification and Salary Plan:

- Digital Content Creator (Grade 5)
- Social Media Specialist (Grade 5)
- Station Maintenance Administrator (Grade 8)

- Senior Manager, Train Control and Technical Services (Grade 11A)
- Legal Counsel, Associate Risk Manager (Grade 11B)
- Director, Capital Rolling Stock and Facilities (Grade 12)
- Director, Marketing and Partnerships (Grade 12)
- Senior PTC Office Systems Engineer (Grade 10)
- Director, Train Control Systems, Network Operations (Grade 12)

**Classifications to be phased out/removed from the Classification and Salary Plan:**

- Senior Director, Information Technology (Grade 13)
- Program Management Analyst II (Grade 10)

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

**Southern California Regional Rail Authority**  
**Proposed FY26 Salary Grade and Range Structure**  
**Effective: 07.01.2025**

**SALARY RANGE**

<b>GRADE</b>	<b>MINIMUM</b>	<b>MIDPOINT</b>	<b>MAXIMUM</b>
Grade 1	40,586	51,748	62,908
Grade 2	44,645	56,923	69,199
Grade 3	50,448	64,322	78,195
Grade 4	57,006	72,684	88,360
Grade 5	63,277	80,679	98,080
Grade 6	70,238	89,554	108,868
Grade 7	78,666	100,301	121,932
Grade 8	85,746	109,328	132,906
Grade 9	92,606	118,074	143,540
Grade 10	102,793	131,061	159,329
Grade 11A	119,239	152,032	184,822
Grade 11B	129,971	165,715	201,455
Grade 12	140,369	178,972	217,571
Grade 13	150,194	191,500	232,802
Grade 14	184,739	235,545	286,346
Grade 15	212,449	270,876	329,298
Grade 16	244,317	311,508	378,692
Grade 17	290,738	370,694	450,644

**Attachment SR-2**  
**PROPOSED FY26 BUDGETED POSITION ROSTER**

Status	Department	Cost Ce	Business Unit	Position	Employee	PCN
Approved	Finance	004100	Finance	Accountant II	Harden, Aundrea	015001
Approved	Finance	004100	Finance	Senior Finance Analyst	Tung, Lih-Ling	015002
Approved	Finance	004100	Finance	Senior Accountant	Truong, Emily	015003
Approved	Finance	004100	Finance	Finance Specialist II	Hempsted, Pamela	015004
Approved	Finance	004100	Finance	Assistant Director, Finance	Avella, Vivien	15005
Approved	Finance	004100	Finance	Accountant II	Swanson, Michael E	015006
Approved	Human Resources	001130	Human Resources	Human Resources Analyst I	Pierre, Manoushka	015007
Approved	Finance	004100	Finance	Budget Analyst II	Le, Myloan	015008
Approved	Operations	232870	Signal Maintenance	Assistant Director, Signal Systems	Westland, Scott	015009
Approved	Program Delivery	002890	Capital Construction & Rehabil	Director, State of Good Repair	Azevedo, Aaron	015010
Approved	Operations	002215	Dispatching Services	Assistant Director, Various	Crisler, Eric	015011
Approved	Operations	002300	Equipment	Assistant Dir, Maintenance of Equipment	Perez, Carlos	015012
Approved	Program Delivery	004530	Program Management	Director, Program Management	Viswanathan, Raja	015014
Approved	Program Delivery	002860	Standards & Design	Assistant Director, Various	Younan, Maikel	15016
Approved	Program Delivery	002880	Public Projects	Director, Capital Construction	Althorp, Andrew	015017
Approved	Program Delivery	002860	Standards & Design	Principal Engineer	Quinn, Timothy	015018
Approved	Safety, Security & Compliance	002210	System Safety	Assistant Director, Various	Nelson, Cody M	015019
Approved	Safety, Security & Compliance	001505	Office of the CSSC	Director, Program Management	Morehead, Timothy A	015020
Approved	Customer Experience	003300	Customer Relations	Supervisor, Customer Relations	O'Bannon, Amiya	015021
Approved	Customer Experience	003300	Customer Relations	Customer Relations Manager	Elferink, Eric	015022
Approved	Safety, Security & Compliance	192250	Compliance	Compliance Officer II	Thomas, Duane	015023
Approved	Human Resources	001130	Human Resources	Director, Human Resources	Randolph, Roxanne	015024
Approved	Integrated Digital & Technology Services	004230	Information Technology	Assistant Director, Various (BISO)	Nguyen, Don	15025
Approved	Customer Experience	203450	Communications	Manager I	Gutierrez, Christopher	015026
Approved	Customer Experience	003300	Customer Relations	Customer Relations Representative	Sanders, Alvyna	015027
Approved	Legal	001115	Office of the General Counsel	Associate General Counsel	Forgione, Geoffrey	015028
Approved	Program Delivery	001510	Office of the CPD	Administrative Assistant II	Victor, Ronalyn	015029
Approved	Operations	002175	Office of the COO	Operations Administrator	Parameswaran, Rupa	015030
Approved	Safety, Security & Compliance	002210	System Safety	Manager II	Quach, Tinh	015031
Approved	Program Delivery	002815	Business Operations	Business Administrator	Wheland, Lesley	015032
Approved	Operations	002175	Office of the COO	Business Administrator	Bautista, Zoila	015033
Approved	Operations	002175	Office of the COO	Operations Administrator	Thomson, Victoria	015034
Approved	Operations	002175	Office of the COO	Business Analyst II	Mercado, Michael	015035
Approved	Program Delivery	002815	Business Operations	Business Analyst II	Sanchez, Venus	015036
Approved	Finance	004100	Finance	Finance Specialist II	Honhanessian, Carmen	015037
Approved	Finance	204223	Materials Management	Supervisor, Inventory Control	Salazar, Freddie	015038



**Attachment SR-2**  
**PROPOSED FY26 BUDGETED POSITION ROSTER**

Status	Department	Cost Ce	Business Unit	Position	Employee	PCN
Approved	Integrated Digital & Technology Services	004230	Information Technology	Business Intelligence Manager	Sharma, Lalit	015039
Approved	Finance	204220	Contracts & Procurement	Contract & Compliance Administrator	Miller, Andrea	015040
Approved	Office of the CEO	001100	Office of the CEO	Executive Assistant to the CEO	Romero, Jeanina	015041
Approved	Customer Experience	003200	Marketing & Partnerships	Public Affairs Specialist	Martin, Terrence Joseph	015042
Approved	Customer Experience	211500	Office of the CXO	Chief, Customer Experience Officer	Bahr, Lisa G	015043
Approved	Office of the CEO	001100	Office of the CEO	Chief Executive Officer	Kettle, Darren	015045
Approved	Operations	002175	Office of the COO	Chief Operating Officer	Filippi, Donald	015047
Approved	Program Delivery	001510	Office of the CPD	Chief, Program Delivery	Fornelli, Justin	015048
Approved	Program Delivery	002860	Standards & Design	Senior Civil Design Specialist	Carlos, Arturo	015049
Approved	Operations	002876	PTC Communications Systems	Senior Manager, Communications Systems	Conley, DeAndre	015050
Approved	Strategy	001520	Office of the CSO	Business Analyst I	Hahn, Grayson	15051
Approved	Customer Experience	203450	Communications	Communications Coordinator	Nunez, Roxann	015052
Approved	Customer Experience	203450	Communications	Communications Coordinator	Peters, Amber	015053
Approved	Customer Experience	203450	Communications	Communications Coordinator	Mayo, Carl	15054
Approved	Customer Experience	203450	Communications	Communications Coordinator	Herrera, Denise	015055
Approved	Customer Experience	003300	Customer Relations	Business Analyst I	King, Karen	015056
Approved	Strategy	191105	Government & Community Rel	Public Affairs Manager	Novoa, Sylvia	015057
Approved	Finance	204220	Contracts & Procurement	Contracts Specialist	Choi, Aaron	015058
Approved	Finance	204220	Contracts & Procurement	Contract & Compliance Administrator	Phillips, Tammi	015059
Approved	Finance	204220	Contracts & Procurement	Contract & Compliance Administrator	Hicks, Arisa	015060
Approved	Office of the CEO	001540	Office of the Chief of Staff	Chief of Staff	Rodriguez, Noelia	015061
Approved	Customer Experience	203450	Communications	Public Affairs Manager	Lopez, Laurene	015062
Approved	Finance	004100	Finance	Senior Budget Analyst	Bueno, Danny	15063
Approved	Finance	004100	Finance	Budget Analyst II	Olmos, Joanna	015064
Approved	Customer Experience	003300	Customer Relations	Customer Relations Representative	Valdez, Andrew	015065
Approved	Customer Experience	003300	Customer Relations	Customer Relations Representative	Smallwood, Nathaniel R	015066
Approved	Customer Experience	003300	Customer Relations	Customer Relations Representative	Bradford, Karen	015067
Approved	Customer Experience	003300	Customer Relations	Customer Relations Representative	Castillo, Eduardo	015068
Approved	Customer Experience	003300	Customer Relations	Customer Relations Representative	Serrata, Arnold	015069
Approved	Finance	204220	Contracts & Procurement	Contract & Compliance Administrator	Cousart, Maria Melissa Me	015070
Approved	Customer Experience	003300	Customer Relations	Customer Relations Representative	Garcia, Priscila	015071
Approved	Finance	204220	Contracts & Procurement	Business Analyst I	Mulji, Salima	15072
Approved	Customer Experience	003300	Customer Relations	Customer Relations Representative	Guess, Gaston	015074
Approved	Customer Experience	003300	Customer Relations	Customer Relations Manager	Robertson, Illya	015076
Approved	Customer Experience	003300	Customer Relations	Customer Relations Representative	Vasquez, Jenelle Karina	015077
Approved	Customer Experience	203450	Communications	Communications Coordinator	Miramontes, Patricia	15078

**Attachment SR-2**  
**PROPOSED FY26 BUDGETED POSITION ROSTER**

Status	Department	Cost Ce	Business Unit	Position	Employee	PCN
Approved	Customer Experience	203450	Communications	Communications Coordinator	Rodriguez, Sallie	015079
Approved	Customer Experience	003300	Customer Relations	Supervisor, Customer Relations	Chavez, Ivan	015080
Approved	Customer Experience	003300	Customer Relations	Customer Relations Representative	Paiz, Daniela	015081
Approved	Operations	002310	Facilities & Fleet Maintenance	Customer Relations Administrator	Zarza, Luis	015082
Approved	Customer Experience	003300	Customer Relations	Supervisor, Customer Relations	Kraal, Gregg	015083
Approved	Customer Experience	203450	Communications	Supervisor, Customer Communications	Martinez, Sandra	015084
Approved	Operations	192200	Operations Administration	Operations Administrator	Moore, Tonyette	015085
Approved	Program Delivery	002815	Business Operations	Business Analyst II	Reyes, Hannah Dizon	015086
Approved	Operations	222875	PTC, Train Control & Communi	Executive Assistant I	Martinez, Lillian	015087
Approved	Customer Experience	213200	Marketing & Partnerships	Business Analyst I	Cardona, Angelica	015088
Approved	Program Delivery	002885	Capital Equipment & Facilities	Railroad Systems Engineer I	Gorgyous, Arsany Hana Ak	015089
Approved	Integrated Digital & Technology Services	004230	Information Technology	Network Engineer I	Eaton, Jeremiah	015090
Approved	Human Resources	004210	Administrative Services	Senior Administrative Assistant	Fosse, William Carey	015092
Approved	Operations	002310	Facilities & Fleet Maintenance	Senior Administrative Assistant	Scott, Linda Elaine	015093
Approved	Human Resources	001130	Human Resources	Human Resources Specialist	Hudson, Deborah	015094
Approved	Human Resources	001130	Human Resources	Senior Human Resources Analyst	Trugler, Nichole	15095
Approved	Strategy	001520	Office of the CSO	Chief Strategy Officer	Hubler, Paul	015096
Approved	Integrated Digital & Technology Services	004230	Information Technology	Senior Manager, Information Technolog	Zavarei, Syavosh	015097
Approved	Operations	002215	Dispatching Services	Senior Manager, Dispatching	Davis, James	015098
Approved	Operations	002215	Dispatching Services	Director, Dispatching Operations	Marquez, Sergio	015099
Approved	Strategy	001520	Office of the CSO	Director, Sustainability	Colicchio, Lisa	015100
Approved	Finance	204220	Contracts & Procurement	Director, Contracts, Procurement & Mt	Minix, Cynthia	015101
Approved	Human Resources	241515	Office of the CPO	Chief People Officer	Lara, J Alberto	015102
Approved	Operations	002300	Equipment	Director, Maintenance of Equipment	Valles, Emmanuel	015103
Approved	Customer Experience	193050	Customer Experience	Director, Customer Experience	Kabanov, Mary	015104
Approved	Operations	002175	Office of the COO	Deputy Chief Operating Officer	Bailey, Rod	015105
Approved	Strategy	141550	Planning & Development	Director, Planning & Development	Diaz, Roderick	015106
Approved	Customer Experience	203450	Communications	Director, Communications	Johnson, Scott	015107
Approved	Operations	222875	PTC, Train Control & Communi	Director, Track & Signal Infrastructure M	Hurst, Jerone	015108
Approved	Strategy	191105	Government & Community Rel	Director, Government & Community Re	Dunn, Jeffrey	015109
Approved	Safety, Security & Compliance	001505	Office of the CSSC	Chief Safety, Security & Compliance Off	Konczal, Hilary	15110
Approved	Operations	002215	Dispatching Services	Senior Manager, Dispatching	Jones, Shamonda	015111
Approved	Integrated Digital & Technology Services	003600	Fare Collection Services	Manager I	Saravia, Gabriela	015112
Approved	Operations	002876	PTC Communications Systems	Supervisor, Communications Systems	Meza, Jose	015113
Approved	Operations	002876	PTC Communications Systems	Supervisor, Communications Systems	Rivera, Ferdinand	015114
Approved	Operations	142820	Track	District T & S Maintenance Supervisor	Villagomez, Daniel	015115

**Attachment SR-2**  
**PROPOSED FY26 BUDGETED POSITION ROSTER**

Status	Department	Cost Ce	Business Unit	Position	Employee	PCN
Approved	Office of the CEO	001540	Office of the Chief of Staff	Board Clerk	Pena, Michelle H	015116
Approved	Finance	004100	Finance	Accountant I	Galindo, Marleni	015117
Approved	Office of the CEO	001540	Office of the Chief of Staff	Assistant Board Clerk	Cerda, Samantha	015118
Approved	Customer Experience	213200	Marketing & Partnerships	Coordinator, Marketing	Grant, Crystal	015119
Approved	Operations	002175	Office of the COO	Manager Various II	Freeman, Satrianita	015120
Approved	Finance	004100	Finance	Business Analyst II	Kang, Isabella S	015121
Approved	Operations	002310	Facilities & Fleet Maintenance	Director, Facilities & Fleet Maintenance	Poghosyan, Suren	015122
Approved	Human Resources	001130	Human Resources	Human Resources Analyst I	Olmedo-Torres, Michelle	015123
Approved	Safety, Security & Compliance	192250	Compliance	Coordinator, Compliance	Turner, KimberleyLanell	015124
Approved	Customer Experience	193050	Customer Experience	Senior Manager - Various	Eichler, Henning	015125
Approved	Finance	004100	Finance	Accountant II	Gregana, Diana	015126
Approved	Finance	004100	Finance	Finance Analyst II	Tapia, Marcus I	015127
Approved	Operations	002310	Facilities & Fleet Maintenance	Coordinator, Fleet Maintenance	Robles, Samuel	015128
Approved	Program Delivery	002815	Business Operations	Manager Various II	Mallette, Scott M	015129
Approved	Integrated Digital & Technology Services	004230	Information Technology	IT Architect II	Kotta, Nandakishor	015130
Approved	Integrated Digital & Technology Services	004230	Information Technology	IT Architect II	Wei, Joseph	015131
Approved	Legal	001115	Office of the General Counsel	General Counsel	Del Rio, Don	015132
Approved	Strategy	191105	Government & Community Rel	Management Analyst II	Nieto, Julie S	015133
Approved	Strategy	191105	Government & Community Rel	Senior Manager, Government Relations	Denecke, Anna	015134
Approved	Strategy	003350	Railroad Services	Senior Business Analyst	Smith, LaTrice	015135
Approved	Strategy	004115	Grants Funding & Reporting	Business Analyst II	Au, Vicky Wai Ming	015136
Approved	Integrated Digital & Technology Services	004230	Information Technology	Senior Manager, Information Technolog	Perez, Oliver	015137
Approved	Finance	204223	Materials Management	Manager II	Tovar, Eduardo	015138
Approved	Finance	204220	Contracts & Procurement	Contract & Compliance Administrator	Saucedo Macias, Jaime	015139
Approved	Customer Experience	003300	Customer Relations	Senior Customer Relations Representat	Glynn, Kevin	015141
Approved	Customer Experience	213200	Marketing & Partnerships	Corporate Sales Specialist	Davila, Ricardo	015142
Approved	Customer Experience	203450	Communications	Communications Coordinator	Smith, Ashley	015143
Approved	Customer Experience	003300	Customer Relations	Senior Customer Relations Representat	Johnson, Eric	015144
Approved	Customer Experience	213200	Marketing & Partnerships	Manager I	White, Thomas	015145
Approved	Customer Experience	003300	Customer Relations	Senior Customer Relations Representat	Bravo, Jacob	15146
Approved	Human Resources	001130	Human Resources	Senior Human Resources Analyst	Bagdasarian, Agavni	015147
Approved	Operations	002310	Facilities & Fleet Maintenance	Senior Manager (Various)	Sood, Lex	015148
Approved	Integrated Digital & Technology Services	004230	Information Technology	IT Systems Manager	Badani, Aparna	015149
Approved	Integrated Digital & Technology Services	004230	Information Technology	IT Architect II	Mani, Uma	015150
Approved	Human Resources	001130	Human Resources	Manager I	Elmore, Cory	015151
Approved	Legal	001115	Office of the General Counsel	Assistant Director (Various)	Castaneda, Sharon	015152

**Attachment SR-2**  
**PROPOSED FY26 BUDGETED POSITION ROSTER**

Status	Department	Cost Ce	Business Unit	Position	Employee	PCN
Approved	Operations	002310	Facilities & Fleet Maintenance	Maintenance Technician II	Theus, Ervin	015153
Approved	Operations	002310	Facilities & Fleet Maintenance	Senior Maintenance Technician	Meza, Efren	015154
Approved	Operations	002310	Facilities & Fleet Maintenance	Supervisor, Facilities Maintenance	Ibarra, Armando	015155
Approved	Finance	004100	Finance	Assistant Director, Finance	Wilson, Christine	015156
Approved	Customer Experience	213200	Marketing & Partnerships	Manager I	Moyers, Rebecca	015157
Approved	Customer Experience	003300	Customer Relations	Senior Manager, Customer Relations	Chaires, Rachel	015158
Approved	Strategy	141550	Planning & Development	Planning Manager II	Jacob, Brian M	015159
Approved	Operations	002175	Office of the COO	Manager II	Vega, Rene	015160
Approved	Finance	004100	Finance	Assistant Director, General Accounting	Barber, Alexander	015161
Approved	Strategy	003350	Railroad Services	Senior Manager - Various	Coria, Monica	015162
Approved	Operations	002175	Office of the COO	Deputy Chief Operating Officer	Carrasquero, Luis D	015163
Approved	Human Resources	001130	Human Resources	Manager I	Singh, Maneet	015164
Approved	Operations	002876	PTC Communications Systems	Sr Manager, Train Control On-Board Sys	Rodriguez, Jairo	015165
Approved	Finance	204220	Contracts & Procurement	Manager II, Contract & Compliance	Bestawros, Bishoy	15166
Approved	Integrated Digital & Technology Services	002878	PTC Network Control Operatio	Senior Manager, Train Control Systems	Kuditipudi, Sasank	015167
Approved	Finance	004100	Finance	Manager II	Pak, Roger	015168
Approved	Customer Experience	213200	Marketing & Partnerships	Senior Manager, Marketing & Digital	Hernandez, Jose	015169
Approved	Operations	002175	Office of the COO	Field Operations Manager	Greenhagen, Troy	015170
Approved	Customer Experience	213200	Marketing & Partnerships	Marketing Manager II	Candler, Sheri	015171
Approved	Finance	204223	Materials Management	Inventory Control Operator II	Castaneda, Christian	15172
Approved	Finance	204223	Materials Management	Inventory Control Operator II	Mejia Romero, Omar Reyn	015173
Approved	Finance	204223	Materials Management	Senior Inventory Control Operator	Kusumi, Joseph	015175
Approved	Finance	204223	Materials Management	Inventory Control Operator II	Garcia, Carlos	015176
Approved	Finance	204223	Materials Management	Inventory Control Operator II	Willis, Anthony	15177
Approved	Finance	004100	Finance	Budget Analyst II	Harrison, Annsha	15178
Approved	Operations	002300	Equipment	Senior Mechanical Operations Officer	Cook, Robert Gary	015179
Approved	Operations	002877	PTC Technical Support Services	Senior Train Control Systems Engineer	Mancilla, Emerald	015180
Approved	Operations	002300	Equipment	Senior Mechanical Operations Officer	Richburg, Shannon	015181
Approved	Safety, Security & Compliance	192250	Compliance	Compliance Officer II	Bauman, Matthew	015183
Approved	Safety, Security & Compliance	192250	Compliance	Manager Various II	Radanovich, Leslie	015184
Approved	Safety, Security & Compliance	192250	Compliance	Senior Manager, Compliance	Takushi, Robert J	015185
Approved	Finance	004100	Finance	Accountant I	Hoang, Anthony	015186
Approved	Strategy	004115	Grants Funding & Reporting	Manager II	Farinas, Jennifer H	015187
Approved	Finance	004100	Finance	Manager Various II	Mayes, Donald	015189
Approved	Program Delivery	002885	Capital Equipment & Facilities	Rolling Stock Engineering Manager II	Ha, Dong Keun	015190
Approved	Operations	232870	Signal Maintenance	Supervisor, Signal Systems	Grainger, Shawn	015191

**Attachment SR-2**  
**PROPOSED FY26 BUDGETED POSITION ROSTER**

Status	Department	Cost Ce	Business Unit	Position	Employee	PCN
Approved	Program Delivery	002860	Standards & Design	Railroad Civil Engineer II	Gallaher, Ryan	015192
Approved	Program Delivery	002890	Capital Construction & Rehabil	Principal Engineer, Major Projects	Molina, Silvio	15193
Approved	Program Delivery	002880	Public Projects	Railroad Civil Engineer II	Boyd, Adam	015194
Approved	Operations	002876	PTC Communications Systems	Senior Railroad Systems Engineer	Aquino, Llency M	015195
Approved	Operations	002876	PTC Communications Systems	Senior Train Control Systems Engineer	Vogt, Brooks	015197
Approved	Program Delivery	002880	Public Projects	Senior Railroad Civil Engineer	Cuevas, Jeraldine	015198
Approved	Program Delivery	004530	Program Management	Senior Management Analyst	Mehdvi, Mohammad Ha	15199
Approved	Operations	002877	PTC Technical Support Services	Configuration Management Manager	Acuna, Almond R	015200
Approved	Integrated Digital & Technology Services	002878	PTC Network Control Operation	IT Architect II	Aycock, Richard L	015201
Approved	Operations	002876	PTC Communications Systems	PTC Equipment Engineer I	Reyes, Zachary	15202
Approved	Operations	002876	PTC Communications Systems	PTC Equipment Engineer II	Quezada, Moises	015203
Approved	Program Delivery	002890	Capital Construction & Rehabil	Railroad Civil Engineer I	Lopez, Sean E	015204
Approved	Operations	002876	PTC Communications Systems	Senior, PTC Equipment Engineer	Im, David C	015205
Approved	Program Delivery	002885	Capital Equipment & Facilities	Project Engineer I	Velez, Christian	015206
Approved	Integrated Digital & Technology Services	002878	PTC Network Control Operation	Senior Network Engineer	Mucheru, Kihanya	015207
Approved	Operations	002877	PTC Technical Support Services	Senior Manager, Train Control Systems	Armas, Elizabeth	015208
Approved	Safety, Security & Compliance	002210	System Safety	Public Safety + Environment Manager	Jimenez, Martha	015209
Approved	Safety, Security & Compliance	192250	Compliance	Compliance Officer I	Brekke, Robert N	015210
Approved	Operations	142820	Track	Coordinator, Right-Of-Way	Reese, Eric V	015212
Approved	Operations	142820	Track	Coordinator, Right-Of-Way	Robles, Ivan	015213
Approved	Safety, Security & Compliance	002210	System Safety	Management Analyst I	Rodriguez, Alyssa	015214
Approved	Integrated Digital & Technology Services	004230	Information Technology	Senior Network Engineer	Bracamontes, Luis	015215
Approved	Safety, Security & Compliance	002210	System Safety	Manager Various II	Smith, Eric N	015216
Approved	Internal Audit	191110	Internal Audit	Director, Audit	Lazuardi, Elisabeth	015217
Approved	Internal Audit	191110	Internal Audit	Senior Auditor	Hong, Andrew	015218
Approved	Internal Audit	191110	Internal Audit	Senior Auditor	Rogers, David L	015219
Approved	Program Delivery	002880	Public Projects	Principal Engineer, (Capital and Third-P	Thorpe, Katy	15220
Approved	Finance	204220	Contracts & Procurement	Senior Contract & Compliance Administ	Cantero, Dorothea	015221
Approved	Finance	204220	Contracts & Procurement	Senior Contract & Compliance Administ	Williams, Sharon A	015222
Approved	Finance	204220	Contracts & Procurement	Senior Contracts & Compliance Adminis	Marroquin, Lisa	15223
Approved	Finance	204220	Contracts & Procurement	Senior Manager, Contracts & Complian	Kastrisianakis, Angelos	015224
Approved	Legal	002150	Risk Management	Senior Counsel, Risk Manager	Barrera, Raymond	15225
Approved	Integrated Digital & Technology Services	004230	Information Technology	Chief Technology Officer	Gray, Kevin R	015227
Approved	Integrated Digital & Technology Services	004230	Information Technology	Senior Network Engineer	Castillo, Xavier E	015228
Approved	Integrated Digital & Technology Services	002878	PTC Network Control Operation	Senior Train Control Systems Engineer	Swearingen, Lyle C	015229
Approved	Integrated Digital & Technology Services	002878	PTC Network Control Operation	Senior Train Control Systems Engineer	Mateescu, Valentin	015230

**Attachment SR-2**  
**PROPOSED FY26 BUDGETED POSITION ROSTER**

Status	Department	Cost Ce	Business Unit	Position	Employee	PCN
Approved	Safety, Security & Compliance	192250	Compliance	Field Operations Manager	Matteson, David J	015231
Approved	Operations	232870	Signal Maintenance	Supervisor, Signal Systems	Bryan, Christopher I	015232
Approved	Customer Experience	203450	Communications	Manager Various II	Yeoman, Meredith M	015233
Approved	Strategy	141550	Planning & Development	Senior Manager - Various	Vaughn, Rory M	015234
Approved	Internal Audit	191110	Internal Audit	Auditor II	Casasola, Claudia L	015235
Approved	Strategy	004115	Grants Funding & Reporting	Director, Grants	Schamber, Thomas R	015236
Approved	Program Delivery	002890	Capital Construction & Rehabil	Railroad Civil Engineer II	Kuria, Janae S	015237
Approved	Operations	002215	Dispatching Services	Rail Traffic Coordinator	Rivera, Daniel G	15238
Approved	Operations	002215	Dispatching Services	Rail Traffic Coordinator	Reese, Johnny	015239
Approved	Operations	002215	Dispatching Services	Rail Traffic Coordinator	Bruyneel, Joseph R	015240
Approved	Operations	002215	Dispatching Services	Rail Traffic Coordinator	Stanton, Avram I	015241
Approved	Operations	002215	Dispatching Services	Rail Traffic Coordinator	Miller, Jennifer	015242
Approved	Operations	002215	Dispatching Services	Rail Traffic Coordinator	Oliver, Nathanael M	015243
Approved	Operations	142820	Track	Assistant Director, Various	Ah Sue, Fialoa	015245
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Johnson, Dexton L	015246
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Hochholzer, Chad J	015247
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Mansfield, Kevin R	015248
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Atkinson, Thomas B	015249
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Burns, Jamie L	015250
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Johnson, Brandon R	015251
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	King, Barbara J	015252
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Dolph, Kenneth S	015253
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Garcia, Peter A	15254
Approved	Operations	002310	Facilities & Fleet Maintenance	Senior Manager - Various	Gerendas, Tracy E	015255
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Morales, Pablo J	015256
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Simmons, Mark A	015257
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Lawson, Melvin D	015258
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Moreno, Martin	015259
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Aguayo, Anthony	015260
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Richardson, Edna R	015261
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Sanchez, Jason Michael	015262
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Aguayo, Alexis B	015263
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Thompson, Edward	015264
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Rinker, Cory E	015265
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Ahumada, Brittany	015266
Approved	Operations	002215	Dispatching Services	Rail Traffic Controller	Morrison, Peter B	015267

**Attachment SR-2**  
**PROPOSED FY26 BUDGETED POSITION ROSTER**

Status	Department	Cost Ce	Business Unit	Position	Employee	PCN
Approved	Integrated Digital & Technology Services	004230	Information Technology	Web Services Manager	Ledesma, Richard	015269
Approved	Finance	004100	Finance	Accountant I	Aboelsaad, Tamer	15270
Approved	Finance	004100	Finance	Senior Finance Analyst	Abrenica, Edison S	015271
Approved	Finance	004100	Finance	Accounts Payable Specialist I	Villarreal, Maria	015272
Approved	Integrated Digital & Technology Services	003600	Fare Collection Services	Manager I	Fernandez Delara, Alfredo	015274
Approved	Finance	004100	Finance	Finance Analyst I	Golfo, Jeffrey C	015275
Approved	Finance	204223	Materials Management	Inventory Control Operator II	Ruttledge, Niall	16003
Approved	Finance	204223	Materials Management	Inventory Control Operator II	Prieto, Samuel	16004
Approved	Program Delivery	004530	Program Management	Manager II	Shahid, Salman	016005
Approved	Finance	004100	Finance	Senior Accountant	Conteh, Foday	017001
Approved	Operations	002310	Facilities & Fleet Maintenance	Maintenance Technician II	Sy, Eddie D	017002
Approved	Customer Experience	213200	Marketing & Partnerships	Public Affairs Specialist	Hawkins, Brett A	019001
Approved	Finance	004100	Finance	Assistant Director, Finance (Grants)	Perez, Nancy	19002
Approved	Operations	192200	Operations Administration	Operations Administrator	Lamarque, Laura	20001
Approved	Customer Experience	213200	Marketing & Partnerships	Director, Special Projects	Davis, Sabrina	20002
Approved	Program Delivery	002890	Capital Construction & Rehabil	Senior Railroad Systems Engineer	Robles, Saul	020003
Approved	Human Resources	001130	Human Resources	Human Resources Analyst II	Escobar, Elizabeth S	20004
Approved	Human Resources	001130	Human Resources	Manager II	Ho, Anna	20005
Approved	Integrated Digital & Technology Services	004230	Information Technology	Manager II	Grosman, Vadim	22001
Approved	Program Delivery	002885	Capital Equipment & Facilities	Director, Special Projects	Brown, Anthony	210T09
Approved	Program Delivery	002885	Capital Equipment & Facilities	Project Engineer I	Bleich, Kevin J	210T10
Proposed	Operations	002175	Office of the COO	Executive Assistant II	VACANT	26001
Proposed	Operations	002175	Office of the COO	Operations Administrator	VACANT	26002
Proposed	Legal	001115	Office of the General Counsel	Business Analyst I	VACANT	26003
Proposed	Operations	142820	Track	Coordinator, Right-Of-Way	VACANT	26004
Approved	Integrated Digital & Technology Services	003600	Fare Collection Services	Senior Manager, Fare Collections	VACANT	015015
Approved	Strategy	001520	Office of the CSO	Director, Special Projects	VACANT	015140
Approved	Program Delivery	002880	Public Projects	Railroad Civil Engineer I	VACANT	15196
Approved	Integrated Digital & Technology Services	004230	Information Technology	Director, Information Technology	VACANT	15226
Approved	Finance	004100	Finance	Chief Financial Officer	VACANT	015046
Approved	Finance	204223	Materials Management	Supervisor, Inventory Control	VACANT	15174
Approved	Safety, Security & Compliance	192250	Compliance	Compliance Officer I	VACANT	015182
Approved	Customer Experience	203450	Communications	Supervisor, Customer Communications	VACANT	015211
Approved	Integrated Digital & Technology Services	002878	PTC Network Control Operation	Director, Train Control Systems	VACANT	015244
Approved	Program Delivery	004530	Program Management	Program Management Analyst II	VACANT	015188

**Attachment SR-2**  
**PROPOSED FY26 BUDGETED POSITION ROSTER**

Status	Department	Cost Ce	Business Unit	Position	Employee	PCN
Approved	Finance	204223	Materials Management	Inventory Control Operator I (Arrow)	Eliminated	23AS01
Approved	Operations	002310	Facilities & Fleet Maintenance	Maintenance Technician I (Arrow)	Eliminated	23AS02
				<b>APPROVED POSITIONS FY 25</b>	<b>285</b>	
				<b>POSITIONS ELIMINATED FY26</b>	<b>-2</b>	
				<b>PROPOSED POSITIONS FY 26</b>	<b>4</b>	
				<b>CURRENT HEADCOUNT AS OF 5/9/25</b>	<b>283</b>	
				<b>PROPOSED HEADCOUNT FY 26</b>	<b>287</b>	
				<b>VACANT AS OF 5/9/2025</b>		<b>10</b>
				<b>TOTAL EMPLOYEES</b>		<b>273</b>



**Attachment SR-2**  
**PROPOSED FY26 BUDGETED SCORE POSITION ROSTER**

Status	Department	Cost Center	Business Unit	Position	Employee	PCN
Approved	Program Delivery	002805	SCORE	Assistant Director	Flores, Jeanette	19000S4
Approved	Program Delivery	002805	SCORE	Director, Design	Leible, Maria	19000S5
Approved	Program Delivery	002805	SCORE	Senior Manager, Project Management	Szeto, David	19000S6
Approved	Program Delivery	002805	SCORE	Senior Railroad Civil Engineer	Fernandez, Kelly M	19000S7
Approved	Finance	204220	Finance	Finance Specialist I	Low, Siew Siew	1900S10
Approved	Program Delivery	004530	Program Management	Senior Management Analyst	Melendez, Katrina M	1900S14
Approved	Program Delivery	002815	Business Operations	Senior Business Analyst	Mendez, Rindy L	1900S16
Approved	Program Delivery	002860	Standards & Design	Railroad Civil Engineer II	Zavala, Leopoldo	1900S18
Approved	Strategy	004115	Grants Funding & Reporting	Planning Manager II	VACANT	19000S1
Approved	Customer Experience	203450	Communications	Sr Business Analyst	VACANT	19000S3
Approved	Operations	002877	PTC Technical Support Services	Train Control Systems Engineer II	VACANT	19000S8
Approved	Strategy	141550	Planning & Development	Planning Manager I	VACANT	19000S9
Approved	Finance	204220	Contracts & Procurement	Senior Contract & Compliance Administrator	VACANT	1900S11
Approved	Finance	204220	Finance	Senior Accountant	VACANT	1900S12
Approved	Operations	002175	Office of the COO	Manager II Operations	VACANT	1900S13
Approved	Program Delivery	002805	SCORE	Senior Railroad Civil Engineer	VACANT	1900S15
Approved	Strategy	141550	Planning & Development	Planning Manager I	VACANT	1900S17
Approved	Operations	002876	PTC Communicatons Systems	Train Control Systems Engineer I	VACANT	TBD
				<b>APPROVED SCORE POSITIONS FY25</b>	<b>18</b>	
				<b>CURRENT HEADCOUNT AS OF 5/9/25</b>	<b>18</b>	
				<b>PROPOSED HEADCOUNT FY 26</b>	<b>18</b>	
				<b>VACANT AS OF 5/9/2025</b>		<b>10</b>
				<b>TOTAL EMPLOYEES</b>		<b>8</b>

**Attachment SR-3**  
**Southern California Regional Rail Authority**  
**Proposed FY26 Classification and Salary Plan**  
**Effective: 7/1/25**

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
<b>Grade 1</b>	None	<b>Bi-Weekly</b>	\$1,560.99	\$1,990.29	\$2,419.55
		<b>Hourly</b>	\$19.5124	\$24.8786	\$30.2443
		<b>Annual</b>	\$40,586	\$51,748	\$62,908
<b>Grade 2</b>	Administrative Assistant I	<b>Bi-Weekly</b>	\$1,717.11	\$2,189.33	\$2,661.51
		<b>Hourly</b>	\$21.4638	\$27.3666	\$33.2689
		<b>Annual</b>	\$44,645	\$56,923	\$69,199
	Finance Specialist I				
	Inventory Control Operator I				
	Maintenance Technician I				
<b>Grade 3</b>	Administrative Assistant II	<b>Bi-Weekly</b>	\$1,940.30	\$2,473.94	\$3,007.49
		<b>Hourly</b>	\$24.2538	\$30.9242	\$37.5936
		<b>Annual</b>	\$50,448	\$64,322	\$78,195
	Finance Specialist II				
	Inventory Control Operator II				
	Maintenance Technician II				
<b>Grade 4</b>	Executive Assistant I	<b>Bi-Weekly</b>	\$2,192.55	\$2,795.55	\$3,398.47
		<b>Hourly</b>	\$27.4069	\$34.9444	\$42.4809
		<b>Annual</b>	\$57,006	\$72,684	\$88,360
	Senior Administrative Assistant				
	Senior Finance Specialist				
	Senior Inventory Control Operator				
	Senior Maintenance Technician				
	Accounts Payable Specialist I				
<b>Grade 5</b>	Business Analyst I	<b>Bi-Weekly</b>	\$2,433.75	\$3,103.05	\$3,772.32
		<b>Hourly</b>	\$30.4218	\$38.7881	\$47.1539
		<b>Annual</b>	\$63,277	\$80,679	\$98,080
	Civil Design Specialist				
	Contract Specialist				
	Corporate Sales Specialist				
	Digital Content Creator				
	Executive Assistant II				
	Finance Analyst I				
	Human Resources Specialist				
	Management Analyst I				

**Attachment SR-3**  
**Southern California Regional Rail Authority**  
**Proposed FY26 Classification and Salary Plan**  
**Effective: 7/1/25**

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
	Public Affairs Specialist				
	Social Media Specialist				
		<b>Bi-Weekly</b>	\$2,701.46	\$3,444.38	\$4,187.25
		<b>Hourly</b>	\$33.7682	\$43.0547	\$52.3406
<b>Grade 6</b>	Accountant I	<b>Annual</b>	\$70,238	\$89,554	\$108,868
	Auditor I				
	Budget Analyst I				
	Coordinator, Compliance				
	Coordinator, Customer Relations				
	Coordinator, Facilities Maintenance				
	Coordinator, Fleet Maintenance				
	Coordinator, Grants Funding & Reporting				
	Coordinator, Marketing				
	Coordinator, Right-Of-Way				
	Coordinator, Safety & Compliance				
	Senior Civil Design Specialist				
	Senior Executive Assistant				
		<b>Bi-Weekly</b>	\$3,025.61	\$3,857.72	\$4,689.71
		<b>Hourly</b>	\$37.8201	\$48.2215	\$58.6214
<b>Grade 7</b>	Accountant II	<b>Annual</b>	\$78,666	\$100,301	\$121,932
	Assistant Board Clerk				
	Budget Analyst II				
	Business Analyst II				
	Compliance Officer I				
	Executive Assistant to the CEO				
	Finance Analyst II				
	Human Resources Analyst I				
	Management Analyst II				
	Railroad Civil Engineer I				
	Railroad Systems Engineer I				
	Train Control Systems Engineer I				
		<b>Bi-Weekly</b>	\$3,297.93	\$4,204.92	\$5,111.78
		<b>Hourly</b>	\$41.2241	\$52.5615	\$63.8973
<b>Grade 8</b>	Board Clerk	<b>Annual</b>	\$85,746	\$109,328	\$132,906
	Business Operations Administrator				

**Attachment SR-3**  
**Southern California Regional Rail Authority**  
**Proposed FY26 Classification and Salary Plan**  
**Effective: 7/1/25**

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
	Compliance Officer II				
	Contract & Compliance Administrator				
	Customer Relations Administrator				
	Human Resources Analyst II				
	Mechanical Operations Officer I				
	Network Engineer I				
	PTC Equipment Engineer I				
	Salesforce Developer				
	Senior Accountant				
	Senior Budget Analyst				
	Senior Business Analyst				
	Senior Finance Analyst				
	Senior Management Analyst				
	Station Maintenance Administrator				
	Supervisor, Customer Communications				
	Supervisor, Communications				
	Supervisor, Customer Relations				
	Supervisor, Facilities Maintenance				
<b>Grade 9</b>	<b>Auditor II</b>	<b>Bi-Weekly</b>	\$3,561.77	\$4,541.30	\$5,520.76
		<b>Hourly</b>	\$44.5221	\$56.7663	\$69.0095
		<b>Annual</b>	\$92,606	\$118,074	\$143,540
	Configuration Management Manager				
	Corporate Accounts Manager				
	Customer Relations Manager				
	Government Relations Manager				
	Information Technology Manager				
	IT Architect I				
	Manager I (Various)				
	Marketing Manager I				
	Mechanical Operations Officer II				
	Network Engineer II				
	Operations Administrator				
	Planning Manager I				
	Project Engineer I				
	PTC Equipment Engineer II				
	Public Affairs Manager				
	Public Safety Manager				

**Attachment SR-3**  
**Southern California Regional Rail Authority**  
**Proposed FY26 Classification and Salary Plan**  
**Effective: 7/1/25**

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
	Railroad Civil Engineer II				
	Railroad Systems Engineer II				
	Security Manager				
	Senior Compliance Officer				
	Senior Contract & Compliance Administrator				
	Senior Human Resources Analyst				
	Social Media Manager				
	Supervisor, Communications Systems				
	Supervisor, Inventory Control				
	Supervisor, Signal Systems				
	Supervisor, Track & Structures				
	Train Control Network Engineer				
	Train Control Systems Engineer II				
	Web Services Manager				
	Business Administrator				
	District T & S Maintenance Supervisor				
		<b>Bi-Weekly</b>	\$3,953.57	\$5,040.83	\$6,128.04
		<b>Hourly</b>	\$49.4196	\$63.0103	\$76.6006
<b>Grade 10</b>	Field Operations Manager	<b>Annual</b>	\$102,793	\$131,061	\$159,329
	IT Architect II				
	Manager II (Various)				
	Marketing Manager II				
	Planning Manager II				
	Manager II, Contract & Compliance				
	Project Engineer II				
	Rolling Stock Engineering Manager I				
	Senior Auditor				
	Senior Engineer, Track & Structures				
	Senior Mechanical Operations Officer				
	Senior Network Engineer				
	Senior PTC Equipment Engineer				
	Senior PTC Office Systems Engineer				
	Senior Railroad Civil Engineer				
	Senior Railroad Systems Engineer				
	Senior Train Control Systems Engineer				
	Public Safety & Environment Manager				

**Attachment SR-3**  
**Southern California Regional Rail Authority**  
**Proposed FY26 Classification and Salary Plan**  
**Effective: 7/1/25**

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
<b>Grade 11A</b>	Business Intelligence Manager	Bi-Weekly	\$4,586.11	\$5,847.40	\$7,108.52
		Hourly	\$57.3263	\$73.0924	\$88.8565
		Annual	\$119,239	\$152,032	\$184,822
	Principal Engineer				
	Rolling Stock Engineering Manager II				
	Senior IT Architect				
	Senior Manager (Various)				
	Senior Manager, Business Operations				
	Senior Manager, Communication Systems				
	Senior Manager, Compliance				
	Senior Manager, Contract & Compliance				
	Senior Manager, Customer Relations				
	Senior Manager, Dispatching				
	Senior Manager, Fare Collections				
	Senior Manager, Government Relations				
	Senior Manager, Grants & Capital Development				
	Senior Manager, Human Resources				
	Senior Manager, Information Technology				
	Senior Manager, Inventory Control				
	Senior Manager, Maintenance of Equipment				
	Senior Manager, Marketing & Digital Programs				
	Senior Manager, Project Management				
	Senior Manager, Signal Systems				
	Senior Manager, System Safety				
	Senior Manager, Talent Development				
	Senior Manager, Track & Structures				
	Senior Manager, Train Control On-Board Systems				
	Senior Manager, Train Control Systems				
	Senior Manager, Train Control and Technical Services				
	Senior Manager, Train Control Systems Design				
	Senior Project Engineer				
	IT Systems Manager				
<b>Grade 11B</b>	Assistant Director (Various)	Bi-Weekly	\$4,998.88	\$6,373.64	\$7,748.28
		Hourly	\$62.4860	\$79.6705	\$96.8535
		Annual	\$129,971	\$165,715	\$201,455
	Assistant Director , General Accounting				
	Assistant Director, Finance				

**Attachment SR-3**  
**Southern California Regional Rail Authority**  
**Proposed FY26 Classification and Salary Plan**  
**Effective: 7/1/25**

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
	Assistant Director, Signal Systems				
	Assistant Director, Maintenance of Equipment				
	Legal Counsel, Associate Risk Manager				
<b>Grade 12</b>		<b>Bi-Weekly</b>	\$5,398.80	\$6,883.53	\$8,368.13
		<b>Hourly</b>	\$67.4850	\$86.0441	\$104.6017
		<b>Annual</b>	\$140,369	\$178,972	\$217,571
	Director, Capital Construction				
	Director, Capital Rolling Stock and Facilities				
	Director, Communications				
	Director, Contracts, Procurement and Materials Management				
	Director, Customer Experience				
	Director, Design				
	Director, Facilities and Fleet Maintenance				
	Director, Government and Community Relations				
	Director, Grants				
	Director, Human Resources				
	Director, Marketing and Partnerships				
	Director, Material Management				
	Director, Program Management				
	Director, PTC				
	Director, State of Good Repair				
	Director, Special Projects				
	Director, Sustainability				
	Director, System Safety & Security				
	Director, Track and Signal Infrastructure Maintenance				
	Director, Train Control & Communications				
	Director, Train Control Systems				
	Director, Train Control Systems, Network Operations				
	Director, Signals & Communications				
	Special Assistant to the CEO				
<b>Grade 13</b>		<b>Bi-Weekly</b>	\$5,776.68	\$7,365.38	\$8,953.91
		<b>Hourly</b>	\$72.2085	\$92.0672	\$111.9239
		<b>Annual</b>	\$150,194	\$191,500	\$232,802
	Controller				
	Director, Dispatching Operations				
	Director, Audit				
	Director, Engineering & Construction				
	Director, Information Technology				

**Attachment SR-3**  
**Southern California Regional Rail Authority**  
**Proposed FY26 Classification and Salary Plan**  
**Effective: 7/1/25**

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
	Director, Maintenance of Equipment				
	Director, Planning & Development				
		<b>Bi-Weekly</b>	\$7,105.34	\$9,059.43	\$11,013.33
		<b>Hourly</b>	\$88.8167	\$113.2429	\$137.6666
<b>Grade 14</b>	Associate General Counsel	<b>Annual</b>	\$184,739	\$235,545	\$286,346
	Chief Customer Experience Officer				
	Chief of Staff				
	Chief People Officer				
	Chief Safety, Security, & Compliance Officer				
	Chief Strategy Officer				
	Chief Technology Officer				
	Deputy Chief Operating Officer				
	Senior Counsel, Risk Manager				
		<b>Bi-Weekly</b>	\$8,171.13	\$10,418.32	\$12,665.31
		<b>Hourly</b>	\$102.1392	\$130.2290	\$158.3164
<b>Grade 15</b>	Chief Financial Officer	<b>Annual</b>	\$212,449	\$270,876	\$329,298
	Chief Operating Officer				
	Chief, Program Delivery				
		<b>Bi-Weekly</b>	\$9,396.80	\$11,981.07	\$14,565.10
		<b>Hourly</b>	\$117.4600	\$149.7634	\$182.0637
<b>Grade 16</b>	Deputy Chief Executive Officer	<b>Annual</b>	\$244,317	\$311,508	\$378,692
	General Counsel				
		<b>Bi-Weekly</b>	\$11,182.21	\$14,257.48	\$17,332.45
		<b>Hourly</b>	\$139.7777	\$178.2184	\$216.6557
<b>Grade 17</b>	Chief Executive Officer	<b>Annual</b>	\$290,738	\$370,694	\$450,644





# METROLINK

## Proposed FY26 Budget

# Agenda

- Budget Challenges
- FY26 Budget Assumptions
- Sperry Capital / KPMG Ridership Forecast
- Proposed FY26 Operating Budget
- Proposed FY26 Capital Program Budget
- FY26 Budget Summary
- Annual Contract Authority Extensions



# Our Operating Budget Challenges

- Ridership and Revenue are growing slowly but continue to lag pre-pandemic numbers.
- Operating expenses increasing Year-over-Year
  - ~**60%** of the FY26 Operational costs are fixed.
- Member Agencies are projected to provide **78%** of the FY26 funding for operating expenses. A slight reduction of 2% versus FY25.
- Financial challenges continue to place a burden on Member Agencies.

# Proposed FY26 Operating Budget Assumptions

## Service Level:

- Optimized Service Schedule

## Revenue:

- Revenue / Ridership based on Updated Sperry Capital / KPMG Forecast
- No Fare Increases
- New Fare Promotions
- Student/Youth Discount 50% (No Student Ride Free Program)
- Fare Restructure Impacts

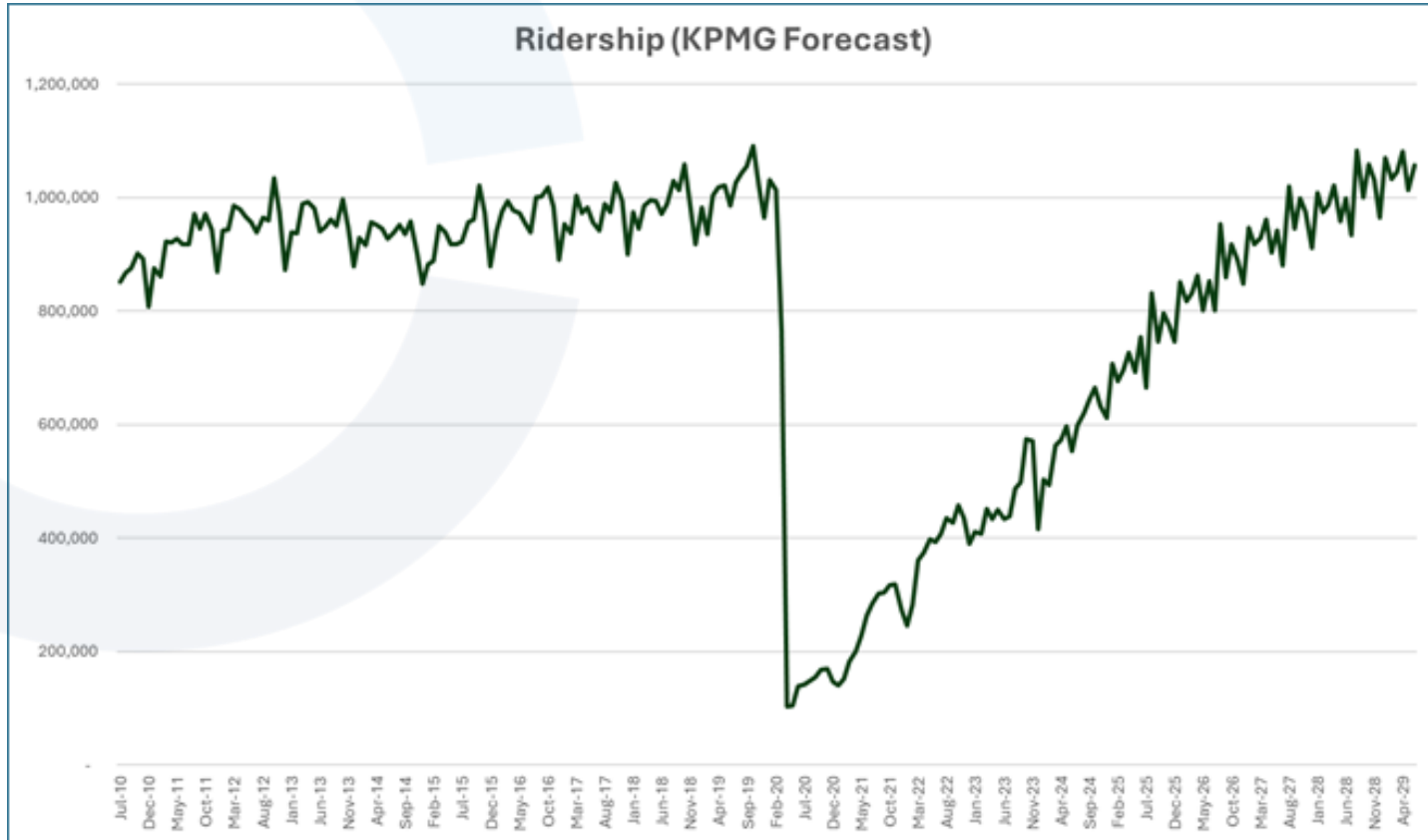
## Expenses:

- Contractor Increases only as Mandated by Agreements
- 4 FTE Headcount (2 CFR 245 & 246 + 1 Legal + Outside 20' Coordinator for LA Metro)
- 3.0% Merit Pool & 3.0% COLA
- New Regulation Support – CFR 245 & 246
- 2028 Olympics Readiness
- No Special Trains (i.e. Angels Train, New Years Train, etc.)

***Note: Arrow Service is a Separate Budget***



# Sperry Capital / KPMG Ridership Forecast



# Operating Budget



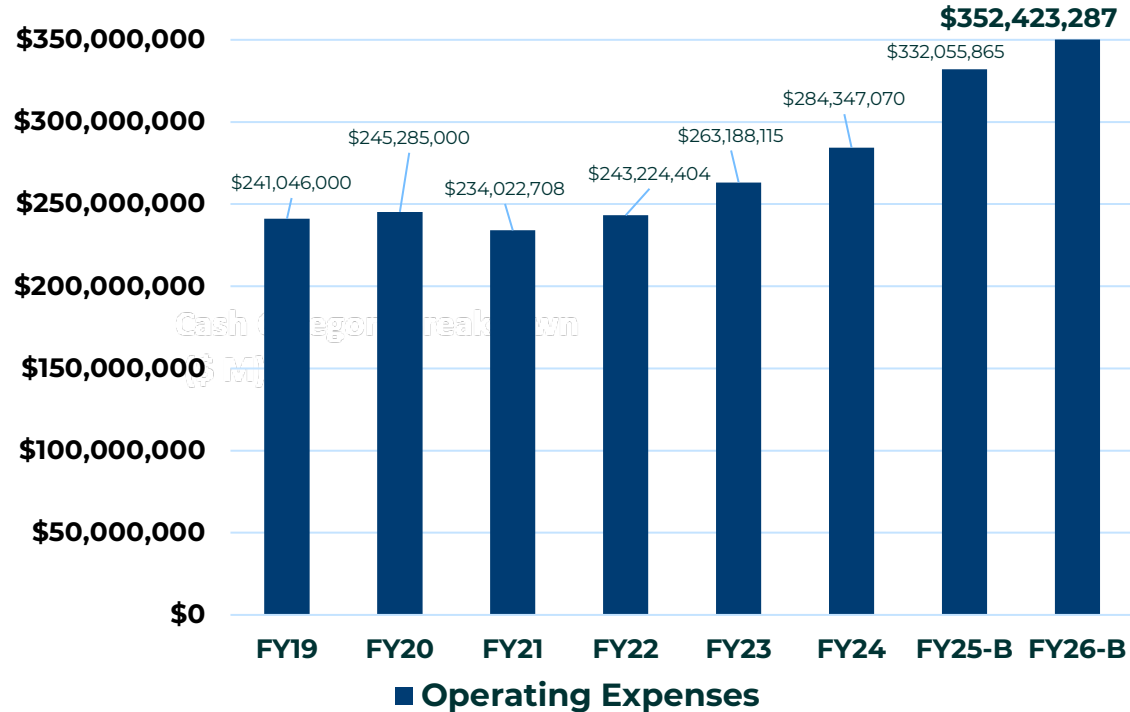


## Proposed FY26 Operating Budget Summary

- Operating Revenue - **\$76.9M**
  - Increase from FY25 of **\$8.9M** or **13.1%**
- Total Expenses - **\$352.4M**
  - Increase from FY25 of **\$20.4M** or **6.1%**
- Member Agency Support - **\$275.5M**
  - Increase from FY25 of **\$11.5M** or **4.4%**

# Operating Expenses FY19 – FY26

## Operating Expenses FY19 – FY26

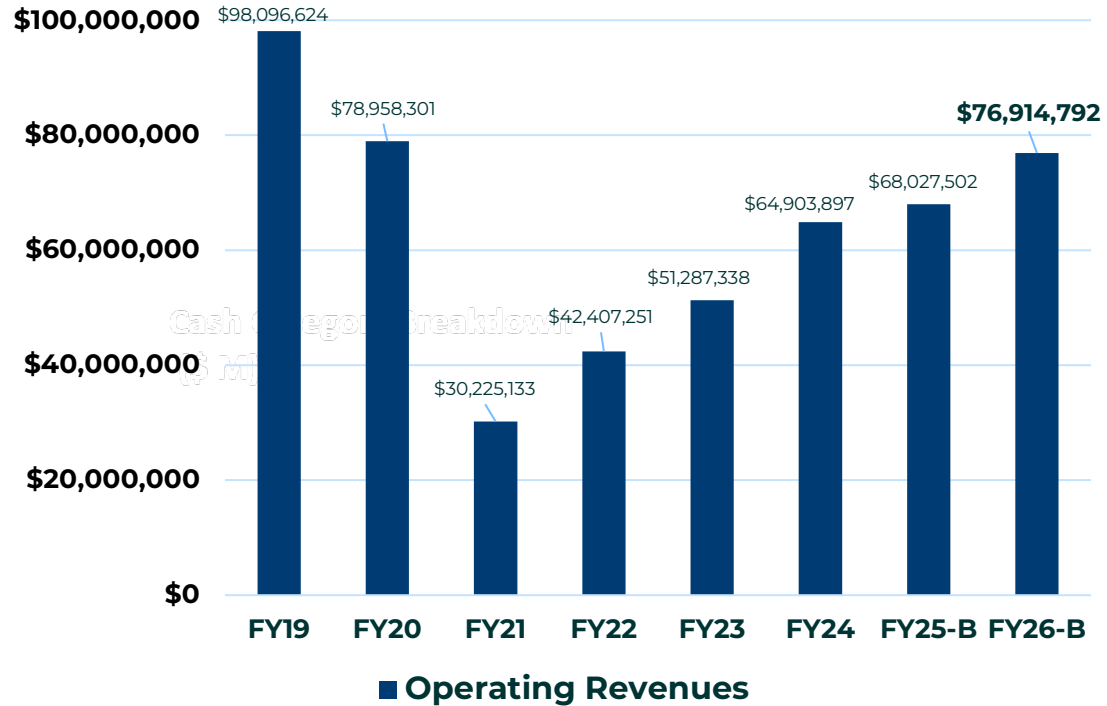


### Notes:

- FY19, FY20, FY21, FY22, FY23, & FY24 Actuals
- FY25 & FY26 Budgets not Actuals



# Operating Revenues FY19 – FY26



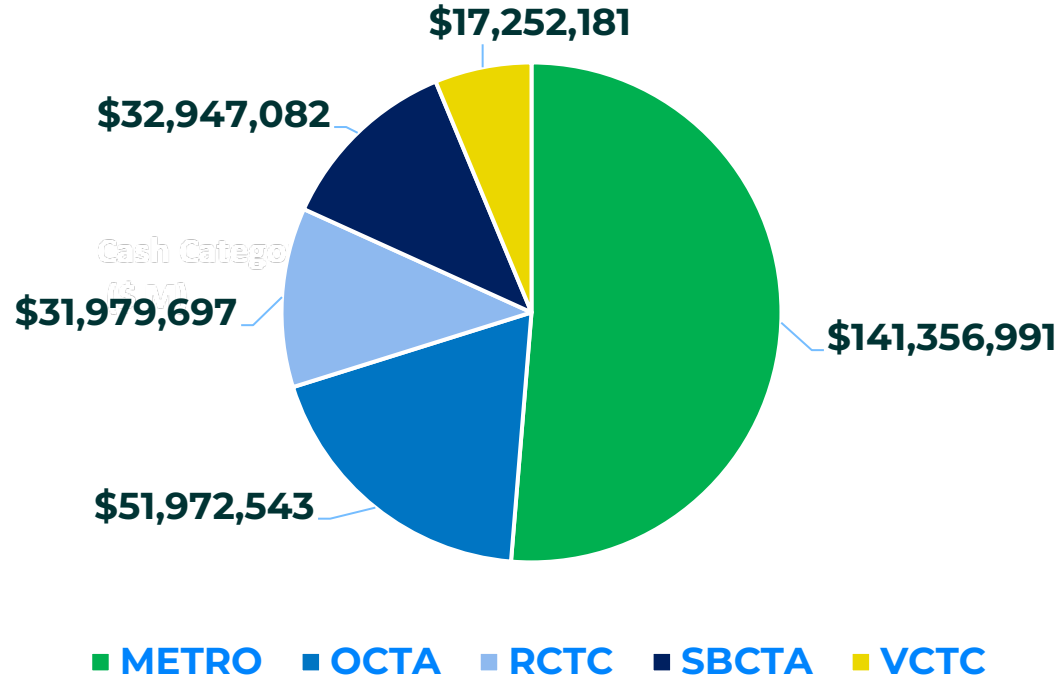
**Note:**

- FY19, FY20, FY21, FY22, FY23, & FY24 Actuals
- FY25 & FY26 Budgets not Actuals (does include Student Adventure Pass)

## Operating Support Required from Member Agencies

# Proposed FY26 Operating Support Required by Member Agency

Operating Support Required (\$275.5M)



### Notes:

Includes LA Metro Outside 20', SBCTA SB Sheriffs, 2028 Olympics Readiness, and New Regulation – CFR 245 & 246

# Proposed FY26 Operating Budget Summary of Support by Member Agency

## FY26 Proposed Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Revenue	42,431,038	17,177,656	5,912,791	8,763,959	2,629,349	76,914,792
Total Expense	183,788,029	69,150,199	37,892,488	41,711,041	19,881,530	352,423,287
<b>FY26 Member Agency Support (Loss)</b>	<b>(141,356,991)</b>	<b>(51,972,543)</b>	<b>(31,979,697)</b>	<b>(32,947,082)</b>	<b>(17,252,181)</b>	<b>(275,508,494)</b>

## FY25 Adopted Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Revenue	37,152,823	15,178,020	5,506,389	7,743,559	2,446,712	68,027,502
Total Expense	174,912,654	65,509,497	35,795,584	37,313,236	18,524,893	332,055,865
<b>FY25 Member Agency Support (Loss)</b>	<b>(137,759,830)</b>	<b>(50,331,477)</b>	<b>(30,289,196)</b>	<b>(29,569,677)</b>	<b>(16,078,182)</b>	<b>(264,028,362)</b>

## Year-Over-Year Variance

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Revenues	5,278,215	1,999,636	406,402	1,020,400	182,637	8,887,290
% variance	14.2%	13.2%	7.4%	13.2%	7.5%	13.1%
Expenses	8,875,375	3,640,702	2,096,904	4,397,805	1,356,636	20,367,422
% variance	5.1%	5.6%	5.9%	11.8%	7.3%	6.1%
<b>Member Agency Support increase / (decrease)</b>	<b>3,597,160</b>	<b>1,641,066</b>	<b>1,690,501</b>	<b>3,377,405</b>	<b>1,173,999</b>	<b>11,480,132</b>
% variance	2.6%	3.3%	5.6%	11.4%	7.3%	4.3%

### Note:

Includes LA Metro Outside 20', SBCTA SB Sheriffs, 2028 Olympics Readiness, and New Regulation – CFR 245 & 246

# FY26 Operating Budget – Major Variance Drivers

(\$000s)	FY25 Adopted Budget	FY26 Proposed Budget	Variance FY26 Proposed vs FY25 Adopted	
			\$ Variance	% Variance
<b><u>Operations &amp; Services</u></b>				
Train Operators	47,776	54,293	6,517	13.64%
Materials	12,350	15,160	2,810	22.75%
Operating Facilities Maintenance	2,486	5,150	2,664	107.16%
Security - LA Sheriffs	12,785	13,785	1,000	7.82%
Security - SB Sheriffs	-	3,290	3,290	n/a
TVM Maintenance/Revenue Collection	4,929	6,035	1,107	22.45%
Marketing	3,003	3,651	648	21.57%
Station Maintenance	6,266	6,980	714	11.40%
Special Trains	500	-	(500)	-100.00%
<b><u>Maintenance-of-Way</u></b>				
MoW - Line Segments	44,890	52,672	7,782	17.34%
<b><u>Administration &amp; Services</u></b>				
Ops Salaries & Benefits	17,764	19,553	1,789	10.07%
Indirect Administrative Expenses	24,283	26,741	2,459	10.13%
Mobilization	10,338	-	(10,338)	-100.00%
Student Adventure Pass	3,211	-	(3,211)	-100.00%
2028 Olympics Readiness	-	1,100	1,100	n/a
CFR 245-246	-	500	500	n/a
Outside 20'	1,300	2,891	1,591	122.42%

# FY26 Capital Program Budget



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**METROLINK**

## Proposed FY26 Capital Program Overview

- State of Good Repair - **\$137.5M**
  - Decrease from FY25 of **(\$22.1M)** or **-13.9%**
- New Capital - **\$15.6M**
  - Increase from FY25 of **\$9.7M** or **164.4%**

**FY26 Capital Program  
FY19 – FY26  
- SGR  
- New Capital**

## Proposed FY25 Capital Program FY19 – FY26 State of Good Repair & New Capital

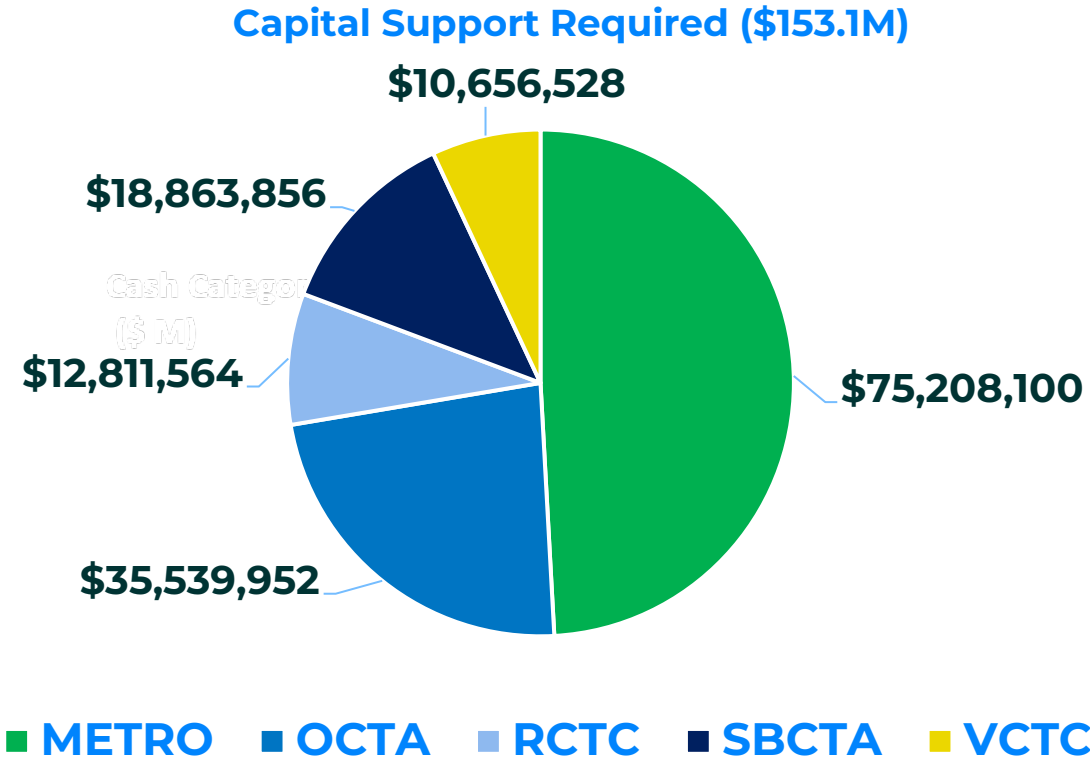


**Note:**

- FY23 data does not include New Capital Tier 4 Locomotive Purchase

# Proposed FY26 Capital Program Support Required By Member Agency

FY26 Capital  
Program  
By Member Agency  
- SGR  
- New Capital





# Funding Totals FY26 Operating & Capital Budget

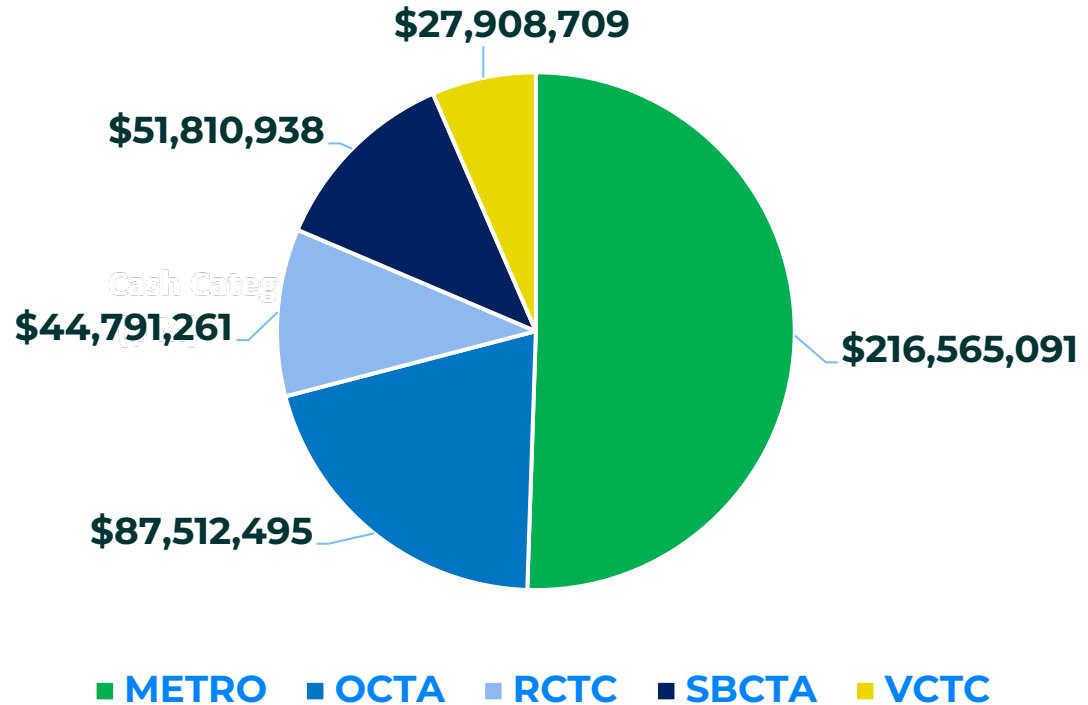


Where it all comes together



## Proposed FY26 Operating and Capital Budgets Support Required by Member Agency

Total Support Required (\$428.6M)



### Notes:

Includes LA Metro Outside 20', SBCTA SB Sheriffs, 2028 Olympics Readiness, and New Regulation – CFR 245 & 246

# Proposed FY26 Operating and Capital Budgets Summary of Support Required by Member Agency

## FY26 Operating and Capital Budgets Summary of Support Required by Member Agencies

### FY26 Proposed Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Support	141,356,991	51,972,543	31,979,697	32,947,082	17,252,181	275,508,494
Total Capital Support	75,208,100	35,539,952	12,811,564	18,863,856	10,656,528	153,080,000
<b>Total</b>	<b>216,565,091</b>	<b>87,512,495</b>	<b>44,791,261</b>	<b>51,810,938</b>	<b>27,908,709</b>	<b>428,588,494</b>

### FY25 Adopted Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Support	137,759,830	50,331,477	30,289,196	29,569,677	16,078,182	264,028,362
Total Capital Support	70,373,350	39,103,480	21,381,360	22,707,840	11,973,720	165,539,750
<b>Total</b>	<b>208,133,180</b>	<b>89,434,957</b>	<b>51,670,556</b>	<b>52,277,517</b>	<b>28,051,902</b>	<b>429,568,112</b>

### Year-Over-Year Variance

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Total Support</b>						
increase / (decrease)	8,431,910	(1,922,462)	(6,879,295)	(466,579)	(143,193)	(979,618)
% variance	4.1%	-2.1%	-13.3%	-0.9%	-0.5%	-0.2%

# FY26 Budget Summary

- Our Member Agency CEOs encouraged us to partner with consultants to review our service and equipment usage. The results of the partnership is the Optimized Service Schedule.
- We are focused on growing ridership & revenue through reimagining Metrolink.
- Our consultants advise that we will need two years to see results of the Optimized Service Schedule.
- This Budget has been produced in close collaboration with our Member Agencies.
- Our 4-Year forecasts adhere to the sustainability principals discussed in the Member Agency CFO & CEO meetings of remaining within a Member Agency support year-over-year growth increase of not more than 5%.

# FY26 Annual Agreements







# FY26 Annual Agreements

- Included in the FY26 Budget are the FY26 Annual Agreements
- The FY26 Annual Agreements Total \$26,318,664
  - Original Equipment Manufacturers Agreements: \$17,591,731
  - Maintenance, Repair, and Operations Agreements: \$5,721,500
  - Software Licenses: \$1,880,305
  - Administrative and Operating Services: \$649,490
  - Communications Network Towers Agreements: \$475,638





**METROLINK**

Thank you.




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

**ITEM ID:** 2025-260-0  
**TRANSMITTAL DATE:** June 20, 2025  
**MEETING DATE:** June 27, 2025  
**TO:** Board of Directors  
**FROM:** Tom Schamber, Interim Chief Financial Officer  
**SUBJECT:** Adoption of the Proposed FY2025-2026 (FY26) Arrow Service Budget

### **Issue**

Under the terms of the Joint Exercise of Powers Agreement (JPA), the Authority is required to adopt a budget for the succeeding fiscal year no later than June 30th of each year. The Proposed FY2025-26 (FY26) Arrow Service Budget consists of the Operating Budget and State of Good Repair/New Capital Projects Budget for Arrow Service.

Arrow Service provides Diesel Multiple Unit (DMU) transportation over a 9-mile rail corridor from San Bernardino-Downtown to Redlands-University. Arrow achieved revenue service in late October 2022. This service is funded solely by San Bernardino County Transportation Authority (SBCTA).

### **Recommendation**

It is recommended that the Board:

1. Conduct a Public Hearing on the Arrow Service Budget; and
2. Approve adoption of the FY2025-2026 Budget for Arrow Services.

### **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.
- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California.

## **Background**

### Public Hearing Requirement:

Members of the public will be notified of this public hearing in accordance with applicable requirements, by advertisements in newspapers and publications in English and foreign languages, throughout the five- county areas served by the SCRRA in the following newspapers (listed by newspaper, audience and language):

Orange County Reporter (OC), English  
Ventura County Star (VT), English  
Daily News (LA), English  
Riverside Press Enterprise (RIV), English  
San Bernardino County Sun (SB), English  
LA Sentinel (African American), English  
Armenian Media Network (Armenian),  
Armenian Beirut Times (Arabic/Lebanese), Arabic/Lebanese  
Panorama (Russian), Russian  
La Opinion (Spanish), Spanish  
Rafu Shimpō (Japanese), Japanese  
World Journal (Chinese), Chinese  
The Korean Times (Korean), Korean  
Asian Journal (Tagalog), Tagalog  
Nguoi Viet Daily News (Vietnamese), Vietnamese  
Iranshahr Weekly (Persian), Persian

The Authority's Proposed FY26 Arrow Service Budget is posted on the [metrolinktrains.com](http://metrolinktrains.com) website.

The Proposed FY26 Arrow Service Budget with all attachments was transmitted to the San Bernardino County Transportation Authority for their consideration and adoption on April 30, 2025.

### Budget Background

Arrow Service began in October of 2022. At that time, third-party agreements were used to cover costs of operations and capital.

In FY24, it was determined that a Continuing Resolution would be provided to fund the operating cost for FY24. FY25 was the first year a complete budget was produced for Arrow Service.

FY26 is the second year of complete budgeting for Arrow Service.

### Discussion

The Proposed FY26 Arrow Service Budget was produced in collaboration with SBCTA staff. The Proposed FY26 Operating Budget for Arrow Service reflects:

- Revenue of \$690K
- Expenses of \$18.2M
- Support required of \$17.5M

The comparisons of the Proposed FY26 Budget to the FY25 Budget, including category details, are shown in Attachment A. Attachment B shows the historical details of Operating Statements for Arrow Service. The Proposed FY26 Arrow Service Budget in Operating Statement format is presented in Attachment C. Attachment D is a history of actual and budgeted Operating Support with variances to the FY25 Budget.

### Capital Program Budget

State of Good Repair (SGR) = \$500K

New Capital = \$424K

A detail of the budgeted SGR amount is in Attachment E. A detail of the budgeted New Capital amount is in Attachment F. A cash flow for the Capital Program is included as Attachment G.

### Operating Revenue

Operating Revenue consists of:

Farebox Revenue in the amount of \$371K, an increase of \$169K or 84% from FY25 (Farebox Revenue has been provided in a forecast by Sperry Capital/KPMG); amounts from LCTOP Grant for reduced student fares in the amount of \$54K; *Mobility for All* subsidy in the amount of \$10K; combining to total Pro Forma Farebox Revenue in the amount of \$435K, an increase of \$223K or 105.2% from the FY25 budget.

Operating Revenue also includes MOW Revenue in the amount of \$255K provided by freight railroads to compensate for usage of track owned by SBCTA. In total, Operating Revenue at \$690K is an increase of \$478K or 225.3% from FY25.

### Expense consists of the following Major categories:

- Train Operations = \$14.1M
- Maintenance of Way = \$1.8M
- Administration and Services = \$2.2M
- Insurance and Legal = \$0.1M

- New Federal Regulation - CFR 245 & 246 = \$16K

The major expense drivers are:

- Equipment Maintenance = \$4.2M
- Train Operators = \$4.1M
- Security = \$2.6M (including both Sheriffs and Guards)
- MOW = \$1.8M
- Materials = \$1.4M
- Operations Salaries and Fringe Benefits = \$1.0M

Expenses for both Dispatching and Maintenance of Way have been calculated in accordance with MOU 20-1002367 between SBCTA and SCRRRA. This budget also reflects expenses arising from the transition of equipment and facility maintenance from Metrolink and Alstom to Stadler. Expenses total \$18.2M, an increase of \$0.7M or 3.9% from the FY25 Budget. Support required is \$17.5M, an increase of \$0.2M or 1.2% from the FY25 Budget.

Details of all elements of the FY26 Budget, comparisons to the adopted FY25 Budget, and Capital Project Details are attached.

Attachment A - FY26 Proposed Operating Budget with Comparison to FY25 Budget

Attachment B - Historical Actual and Budgeted Operating Statements - Arrow Service

Attachment C - FY26 Proposed Operating Budget for Arrow Service

Attachment D - History of actual and budgeted Operating Support with variances of FY26 vs FY25 for Arrow Service

Attachment E - FY26 SGR Request for Arrow Service

Attachment F - FY26 New Capital Request for Arrow Service

Attachment G - FY26 Capital Program Cash Flow for Arrow Service

### **Budget Impact**

Adoption of the Proposed FY26 Arrow Service Budget will create a budget and spending authority for Metrolink for the fiscal year 2025-2026.

Prepared by: Christine Wilson, Assistant Director, Finance

Approved by: Tom Schamber, Interim Chief Financial Officer

### **Attachment(s)**

[Attachment A - Budget FY26 v FY25](#)

[Attachment B - Historical Budget](#)

[Attachment C - Operating Budget](#)

[Attachment D - Support](#)

[Attachment E - FY26 SGR Request for Arrow Service](#)

[Attachment F - FY26 New Capital Request for Arrow Service](#)

[Attachment G - FY26 Capital Program Cash Flow for Arrow Service](#)

[Presentation - Adoption of Proposed FY26 Arrow Service Budget](#)

## FY26 Proposed Operating Budget with Comparison to FY25 Amended Budget - Arrow Service

(\$000s)	FY25 Amended Budget	FY26 Proposed Budget	Variance FY26 vs FY25	
			\$ Variance	% Variance
<b>Operating Revenue</b>				
Farebox Revenue	202	371	169	83.65%
LCTOP Grant	-	54	54	n/a
Mobility-for-All	10	10	-	0.00%
<b>Subtotal-Pro Forma FareBox</b>	<b>212</b>	<b>435</b>	<b>223</b>	<b>105.16%</b>
MOW Revenues	-	255	255	n/a
<b>Total Operating Revenue</b>	<b>212</b>	<b>690</b>	<b>478</b>	<b>225.30%</b>
<b>Operating Expenses</b>				
<b><u>Operations &amp; Services</u></b>				
Train Operators	4,307	4,148	(159)	-3.70%
Train Dispatch Fee	34	182	149	442.58%
Equipment Maintenance	3,836	4,231	395	10.29%
Materials	260	1,391	1,131	434.47%
Fuel	513	435	(77)	-15.09%
Operating Facilities Maintenance	388	462	74	19.07%
Other Operating Train Services	17	17	1	5.00%
Security - SB Sheriffs	2,625	2,302	(323)	-12.31%
Security - Guards	269	276	8	2.83%
Public Safety Program	17	17	-	0.00%
Passenger Relations	14	14	( )	-1.20%
TVM Maintenance/Revenue Collection	93	101	8	8.26%
Marketing	150	200	50	33.33%
Media & External Communications	4	4		4.99%
Utilities/Leases	357	352	(6)	-1.65%
Transfers to Other Operators	-	10	10	n/a
<b>Subtotal Operations &amp; Services</b>	<b>12,883</b>	<b>14,142</b>	<b>1,259</b>	<b>9.77%</b>
<b><u>Maintenance-of-Way</u></b>				
MoW Fee	1,253	1,677	424	33.87%
MoW - Extraordinary Maintenance	-	107	107	n/a
<b>Subtotal Maintenance-of-Way</b>	<b>1,253</b>	<b>1,784</b>	<b>531</b>	<b>42.41%</b>
<b><u>Administration &amp; Services</u></b>				
Ops Salaries & Benefits	1,115	1,009	(106)	-9.54%
Ops Non-Labor Expenses	196	262	66	33.47%
Indirect Administrative Expenses	890	880	(10)	-1.18%
Ops Professional Services	7	8		5.00%
<b>Subtotal Admin &amp; Services</b>	<b>2,209</b>	<b>2,158</b>	<b>(51)</b>	<b>-2.30%</b>
<b>Contingency</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
<b>Total Operating Expenses</b>	<b>15,609</b>	<b>18,084</b>	<b>2,475</b>	<b>15.86%</b>
<b><u>Insurance and Legal</u></b>				
Liability/Property/Auto	104	104	-	0.00%
Net Claims / SI	9	9	-	0.00%
Claims Administration	5	5	-	0.00%
<b>Subtotal Insurance and Legal</b>	<b>119</b>	<b>119</b>	<b>-</b>	<b>0.00%</b>
<b>Mobilization</b>	<b>1,076</b>	<b>-</b>	<b>(1,076)</b>	<b>-100.00%</b>
<b>CFR 245-246</b>	<b>-</b>	<b>16</b>	<b>16</b>	<b>n/a</b>
<b>Total Expense</b>	<b>17,539</b>	<b>18,219</b>	<b>679</b>	<b>3.87%</b>
<b>Loss / Member Support Required</b>	<b>(17,328)</b>	<b>(17,529)</b>	<b>(202)</b>	<b>1.17%</b>

Numbers may not foot due to rounding

## Historical Actual and Budgeted Operating Statements - Arrow Service

(\$000s)	FY 23-24 Actual	FY 24-25 Amended Budget	FY 25-26 Proposed Budget	Variance FY26 vs FY25	
				\$ Variance	% Variance
<b>Operating Revenue</b>					
Farebox Revenue	198	202	371	169	83.65%
LCTOP Grant	-	-	54	54	n/a
Mobility 4 All Subsidy	9	10	10	-	0.00%
Student Adventure Pass	206	-	-	-	n/a
<b>Subtotal-Pro Forma FareBox</b>	<b>413</b>	<b>212</b>	<b>435</b>	<b>223</b>	<b>105.16%</b>
MOW Revenues	260	-	255	255	n/a
<b>Total Operating Revenue</b>	<b>674</b>	<b>212</b>	<b>690</b>	<b>478</b>	<b>225.30%</b>
<b>Operating Expenses</b>					
<b><u>Operations &amp; Services</u></b>					
Train Operators	3,703	4,307	4,148	(159)	-3.70%
Train Dispatch Fee	23	34	182	149	442.58%
Equipment Maintenance	3,233	3,836	4,231	395	10.29%
Materials	92	260	1,391	1,131	434.47%
Fuel	501	513	435	(77)	-15.09%
Operating Facilities Maintenance	147	388	462	74	19.07%
Other Operating Train Services	-	17	17	1	5.00%
Security-San Bernardino Sheriff	1,804	2,625	2,302	(323)	-12.31%
Security-Guards	250	269	276	8	2.83%
Public Safety Program	-	17	17	-	0.00%
Passenger Relations	13	14	14	( )	-1.20%
TVM Maintenance/Revenue Collection	97	93	101	8	8.26%
Marketing	109	150	200	50	33.33%
Media & External Communications	-	4	4		4.99%
Utilities/Leases	277	357	352	(6)	-1.65%
Transfers to Other Operators	3	-	10	10	n/a
<b>Subtotal Operations &amp; Services</b>	<b>10,252</b>	<b>12,883</b>	<b>14,142</b>	<b>1,259</b>	<b>9.77%</b>
<b><u>Maintenance-of-Way</u></b>					
MoW Fee	1,700	1,253	1,677	424	33.87%
MoW - Extraordinary Maintenance	-	-	107	107	n/a
<b>Subtotal Maintenance-of-Way</b>	<b>1,759</b>	<b>1,253</b>	<b>1,784</b>	<b>531</b>	<b>42.41%</b>
<b><u>Administration &amp; Services</u></b>					
Ops Salaries & Benefits	664	1,115	1,009	(106)	-9.54%
Ops Non-Labor Expenses	230	196	262	66	33.47%
Indirect Administrative Expenses	384	890	880	(10)	-1.18%
Ops Professional Services	107	7	8		5.00%
<b>Subtotal Admin &amp; Services</b>	<b>1,385</b>	<b>2,209</b>	<b>2,158</b>	<b>(51)</b>	<b>-2.30%</b>
<b>Contingency</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
<b>Total Operating Expenses</b>	<b>13,397</b>	<b>15,609</b>	<b>18,084</b>	<b>2,475</b>	<b>15.86%</b>
<b>Insurance and Legal</b>					
Liability/Property/Auto	251	104	104	-	0.00%
Net Claims / SI	(100)	9	9	-	0.00%
Claims Administration	-	5	5	-	0.00%
<b>Total Net Insurance and Legal</b>	<b>151</b>	<b>119</b>	<b>119</b>	<b>-</b>	<b>0.00%</b>
<b>Mobilization</b>	<b>-</b>	<b>1,076</b>	<b>-</b>	<b>(1,076)</b>	<b>-100.00%</b>
<b>CFR 245-246</b>	<b>-</b>	<b>-</b>	<b>16</b>	<b>16</b>	<b>n/a</b>
<b>Total Expense</b>	<b>13,547</b>	<b>17,539</b>	<b>18,219</b>	<b>679</b>	<b>3.87%</b>
<b>Loss / Member Support Required</b>	<b>(12,874)</b>	<b>(17,328)</b>	<b>(17,529)</b>	<b>(202)</b>	<b>1.17%</b>

Numbers may not foot due to rounding.

## FY26 Proposed Operating Budget Arrow Service

(\$000s)	FY26 Proposed Budget
<b>Operating Revenue</b>	
Farebox Revenue	371
LCTOP Grant	54
Mobility-for-All	10
<b>Subtotal-Pro Forma FareBox</b>	<b>435</b>
MOW Revenues	255
<b>Total Operating Revenue</b>	<b>690</b>
<b>Operating Expenses</b>	
<b><u>Operations &amp; Services</u></b>	
Train Operators	4,148
Train Dispatch Fee	182
Equipment Maintenance	4,231
Materials	1,391
Fuel	435
Operating Facilities Maintenance	462
Other Operating Train Services	17
Security-San Bernardino Sheriff	2,302
Security-Guards	276
Public Safety Program	17
Passenger Relations	14
TVM Maintenance/Revenue Collection	101
Marketing	200
Media & External Communications	4
Utilities/Leases	352
Transfers to Other Operators	10
<b>Subtotal Operations &amp; Services</b>	<b>14,142</b>
<b><u>Maintenance-of-Way</u></b>	
MoW Fee	1,677
MoW - Extraordinary Maintenance	107
<b>Subtotal Maintenance-of-Way</b>	<b>1,784</b>
<b><u>Administration &amp; Services</u></b>	
Ops Salaries & Benefits	1,009
Ops Non-Labor Expenses	262
Indirect Administrative Expenses	880
Ops Professional Services	8
<b>Subtotal Admin &amp; Services</b>	<b>2,158</b>
<b>Contingency</b>	<b>-</b>
<b>Total Operating Expenses</b>	<b>18,084</b>
<b><u>Insurance and Legal</u></b>	
Liability/Property/Auto	104
Net Claims / SI	9
Claims Administration	5
<b>Subtotal Insurance and Legal</b>	<b>119</b>
<b>CFR 245-246</b>	<b>16</b>
<b>Total Expense</b>	<b>18,219</b>
<b>Loss / Member Support Required</b>	<b>(17,529)</b>

Numbers may not foot due to rounding

## History of actual and budgeted Operating Support with variances of FY26 vs FY25 - Arrow Service

### Arrow Service Support

	Total Support
<b>FY25 Amended Budget</b>	\$17,327,538
<b>FY26 Proposed Budget</b>	\$17,529,446

Year-Over-Year Change	Total Support
<b>FY26 vs FY25</b>	
\$ increase	\$201,908
% increase	1.2%

											FUNDINGS				
PROJECT #	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC
3231	Rehab	Arrow	Redlands	n/a - n/a	Worn	High	Train Control	FY26 ARROW ON-BOARD TRAIN CONTROL SYSTEMS REHABILITATION	Upgrade the PTC equipment and software on DMU's to align with new standards developed in parallel with the delivery of this PTC equipment. As industry rapid standards evolution of PTC equipment and certain technologies are phased out, more equipment is becoming obsolete and requires modernization. SCOPE LIMITED TO ON-BOARD PTC EQUIPMENT ON ARROW LINE.	\$500,000	\$0	\$0	\$0	\$500,000	\$0
SGR TOTAL										\$500,000	\$0	\$0	\$0	\$500,000	\$0
PROJECT COUNT										1					



**PROJECT : FY26 ARROW ON-BOARD TRAIN CONTROL SYSTEMS REHABILITATION**

SCOPE				TYPE: SGR   MRP						
Upgrade the PTC equipment and software on DMU's to align with new standards developed in parallel with the delivery of this PTC equipment. As industry rapid standards evolution of PTC equipment and certain technologies are phased out, more equipment is becoming obsolete and requires modernization. SCOPE LIMITED TO ON-BOARD PTC EQUIPMENT ON ARROW LINE.										
Mile Posts: n/a				Division: Redlands    County: 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				1. Condition of Asset..... Worn 2. System Impact..... High						
JUSTIFICATION										
The Train Control Systems rehabilitation outlined in the Metrolink Rehabilitation Plan (MRP) encompasses both Positive Train Control (PTC) and centralized train control systems and equipment. This rehabilitation is necessary due to these assets falling below the State of Good Repair, as defined by SCRRRA staff and industry standards.										
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: 124 Year(s)    Standard Lifespan: 0 Year(s)										
BUDGET				CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL	
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$25,000	\$25,000	
DESIGN	\$0									
ENVIRONMENTAL	\$0			2027	\$43,750	\$43,750	\$43,750	\$43,750	\$175,000	
ROW ACQUISITION	\$0									
MATERIAL	\$250,000			2028	\$37,500	\$37,500	\$37,500	\$37,500	\$150,000	
CONSTRUCTION	\$115,000									
SPECIAL RAIL EQUIP	\$0			2029	\$37,500	\$37,500	\$37,500	\$37,500	\$150,000	
FLAGGING	\$0									
BUS BRIDGES	\$0			2030	\$0	\$0	\$0	\$0	\$0	
CLOSE OUT	\$0									
DBE/LABOR	\$7,000			2031	\$0	\$0	\$0	\$0	\$0	
PROJECT MANAGEMENT										
* P.M STAFF	\$27,000									
* SUPPORT STAFF	\$27,000									
* CONSULTANT	\$50,000									
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	\$500,000									

								FUNDINGS				
PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC
3405	Capital	Arrow	Redlands	Non-Revenue Fleet	ARROW portion: Portable wheel true and rotor change out equipment acquisition	Procure and commission 1 Portable Wheel True lathe and 1 Rotor Change machine. Includes equipment and maintenance training for mechanical crew. 1. Portable Wheel True will allow mechanical to fix (true) defect wheels at any location in the system, providing seamless repair to a failure that currently require hospital move to CMF and separation of cart or locomotive from the consist, cutting impact to operations form days to hours. This wheel true machine will also able to cut wheels for Arrow fleet, removing the need to remove and reinstall buggies, transport to them to CMF to wheel true and bring back to San Bernardino. Currently we only have one, 32 year old, stationary wheel true machine for the entire system at CMF, with single point of failure. 2. Rotor change our machine will allow mechanical team to replace defect rotors from cars on the PM track without having to cut the defective car from the consist, shopping equipment for days. The equipment can be repaired during the service window at CMF.  \$640K Project Total: To split 90% Agency (#3265) and 10% Arrow (#3405).	\$64,000	\$0	\$0	\$0	\$64,000	\$0
3406	Capital	Arrow	Redlands	Facilities	ARROW Portion: Construction of PTC Training Center	The construction of the PTC Training Center at the Melbourne facility will include the following features:  A. Two PTC simulator rooms (one for F125, one for DMU/ZEMU), with an instructor's room positioned between them, equipped with glass windows for direct observation of trainee activities.  B. Two training rooms: one with a capacity of 25-30 people, and a smaller room for 8-12 people. Additionally, a lab offices with an access door to the PTC lab will be constructed.  COSTS TO BE SPLIT 90% Systemwide / 10% ARROW funding	\$360,000	\$0	\$0	\$0	\$360,000	\$0
CAPITAL TOTAL							\$424,000	\$0	\$0	\$0	\$424,000	\$0
PROJECT COUNT							2					

**PROJECT : ARROW PORTION: PORTABLE WHEEL TRUE AND ROTOR CHANGE OUT EQUIPMENT ACQUISITION**

SCOPE				TYPE: CAPITAL   MRP					
Procure and commission 1 Portable Wheel True lathe and 1 Rotor Change machine. Includes equipment and maintenance training for mechanical crew. 1. Portable Wheel True will allow mechanical to fix (true) defect wheels at any location in the system, providing seamless repair to a failure that currently require hospital move to CMF and separation of cart or locomotive from the consist, cutting impact to operations from days to hours. This wheel true machine will also able to cut wheels for Arrow fleet, removing the need to remove and reinstall buggies, transport to them to CMF to wheel true and bring back to San Bernardino. Currently we only have one, 32 year old, stationary wheel true machine for the entire system at CMF, with single point of failure. 2. Rotor change out machine will Mile Posts: n/a Division: Redlands County: SB 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 2: Maintain Fiscal Sustainability) Reduce operating cost 3. (Goal 4: Retain and Grow Ridership) Improve service reliability									
JUSTIFICATION				RANKING // PROJECT READINESS					
Currently we only have one, 32 year old, stationary wheel true machine for the entire system at CMF, with single point of failure. Portable Wheel True will allow mechanical to fix (true) defect wheels at any location in the system, providing seamless repair to a failure that currently require hospital move to CMF and				1. System Reliability..... High 2. Ridership Increase..... High 3. Capacity Improvements..... High					
RISK CREATED BY NON-IMPLEMENTATION				4. Safety & Security..... High 5. Environmental..... High					
Service interruption due to lack of available revenue equipment for service when there are wheel or rotor defects. If 32 year old stationary wheel true machine fails at CMF, we will have to contract with nearby RR and mover equipment to their yard for Current Age: 125 Year(s) Standard Lifespan: 10 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0			2027	\$8,000	\$8,000	\$8,000	\$8,000	\$32,000
ENVIRONMENTAL	\$0			2028	\$8,000	\$8,000	\$8,000	\$8,000	\$32,000
ROW ACQUISITION	\$0			2029	\$0	\$0	\$0	\$0	\$0
MATERIAL	\$0			2030	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$51,000			2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$2,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$2,000								
* SUPPORT STAFF	\$3,000								
* CONSULTANT	\$0								
CONTINGENCY	\$6,000								
TOTAL	\$64,000								

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 : ARROW PORTION: CONSTRUCTION OF PTC TRAINING CENTER**

SCOPE				TYPE: CAPITAL   NON-MRP					
The construction of the PTC Training Center at the Melbourne facility will include the following features:									
A. Two PTC simulator rooms (one for F125, one for DMU/ZEMU), with an instructor's room positioned between them, equipped with glass windows for direct observation of trainee activities.									
Mile Posts: n/a				Division: Redlands    County: SB    Asset Type: Facilities					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership									
2. (Goal 3: Invest in People and Assets) Reduce employee turnover									
3. (Goal 4: Retain and Grow Ridership) Improve service reliability									
JUSTIFICATION				RANKING // PROJECT READINESS					
Provide additional PTC training facility will have impact on.				1. System Reliability..... Average					
• enhance and improve training capabilities for operational teams, particularly train engineers, are vital for the agency's ability to maintain safe and efficient revenue service. These upgrades are not just beneficial, but essential for meeting safety				2. Ridership Increase..... Average					
RISK CREATED BY NON-IMPLEMENTATION				3. Capacity Improvements..... Average					
• Disruption to PTC Training Program: Without the necessary funds, the Melbourne facility will be unable to support the required enhancements to the (PTC) training program. This would significantly impact the ability to adequately train engineers				4. Safety & Security..... High					
Current Age: New      Standard Lifespan: 50 Year(s)				5. Environmental..... Low					
				With the current and anticipated increase in train operations, the PTC training program must scale to meet the growing demand in the near future					
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$18,000	\$18,000
DESIGN	\$28,000								
ENVIRONMENTAL	\$0			2027	\$18,000	\$18,000	\$18,000	\$18,000	\$72,000
ROW ACQUISITION	\$0								
MATERIAL	\$0			2028	\$31,500	\$31,500	\$31,500	\$31,500	\$126,000
CONSTRUCTION	\$275,000								
SPECIAL RAIL EQUIP	\$0			2029	\$27,000	\$27,000	\$27,000	\$27,000	\$108,000
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$9,000	\$9,000	\$9,000	\$9,000	\$36,000
CLOSE OUT	\$3,000								
DBE/LABOR	\$2,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$7,000			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	\$9,000								
* CONSULTANT	\$3,000								
CONTINGENCY	\$33,000								
TOTAL	\$360,000								

**Cash flow**

	FY26	FY27	FY28	FY29	FY230
Arrow					
SGR	160,000	175,000	150,000	150,000	-
New Capital	1,443,000	779,000	158,000	108,000	36,000
Total	<b>1,603,000</b>	<b>954,000</b>	<b>308,000</b>	<b>258,000</b>	<b>36,000</b>

Note: Numbers may not foot due to rounding



**METROLINK**

**Adoption of Proposed FY26 Arrow Service Budget**



# Agenda

- FY26 Arrow Service Budget Assumptions
- Sperry Capital / KPMG Ridership Forecast
- Proposed FY26 Arrow Service Operating Budget
- Proposed FY26 Arrow Service Capital Program Budget



# Proposed FY26 Operating Budget Assumptions

## **Service Level:**

- Current Arrow Service Schedule

## **Revenue:**

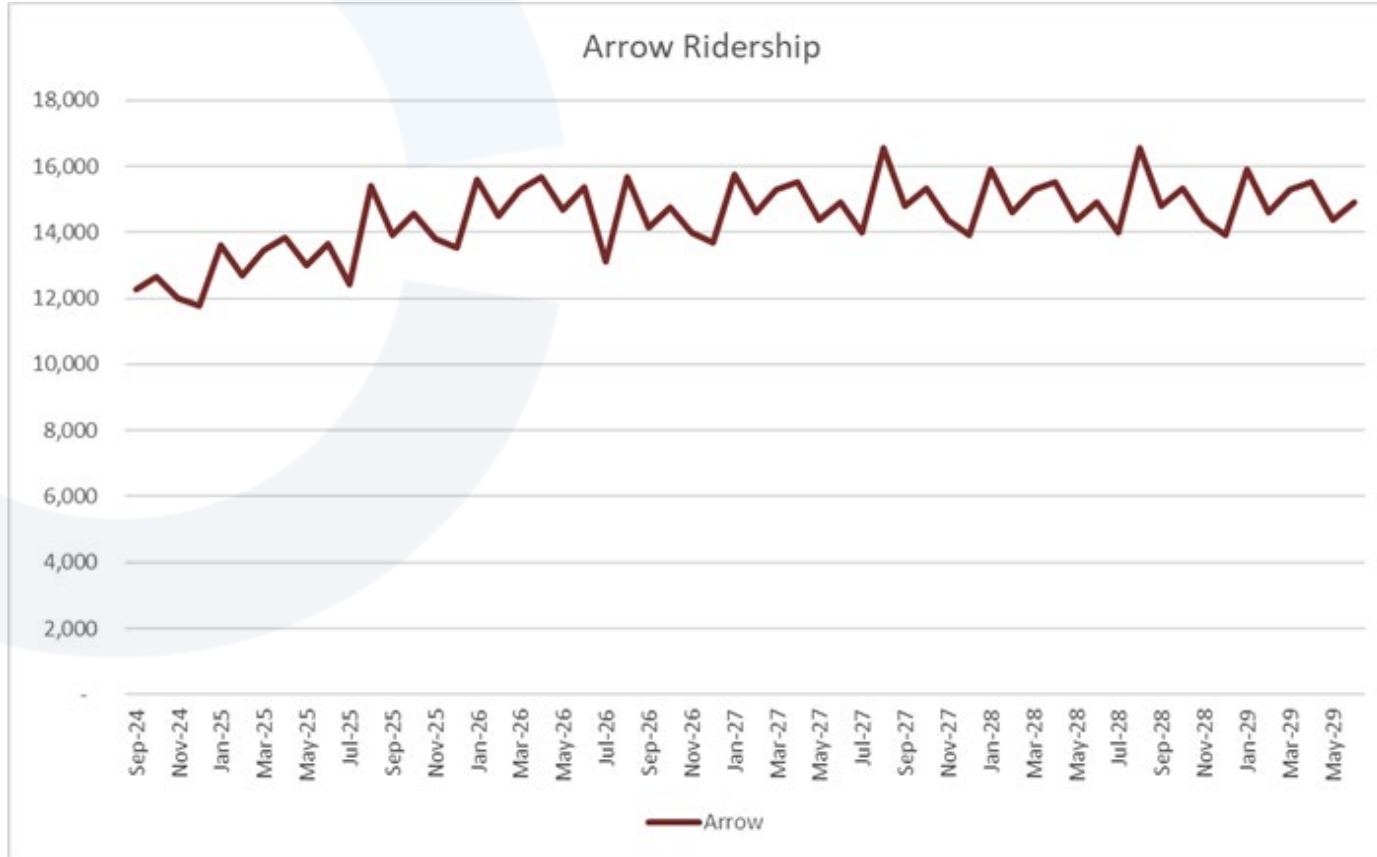
- Revenue / Ridership based on Updated Sperry Capital / KPMG Forecast
- No Fare Increases
- New Fare Promotions
- Student/Youth Discount 50% (No Student Ride Free Program)
- Fare Restructure Impacts

## **Expenses:**

- Contractor Increases only as Mandated by Agreements
- Elimination of 2 Arrow Specific FTE Headcounts (Transitioned to Stadler)
- New Federal Regulation Support – CFR 245 & 246



# Sperry Capital / KPMG Ridership Forecast



# Operating Budget



## Budget

*['bə-ʃət]*

An estimation of revenue and expenses over a specified future period of time that is re-evaluated on a periodic basis.

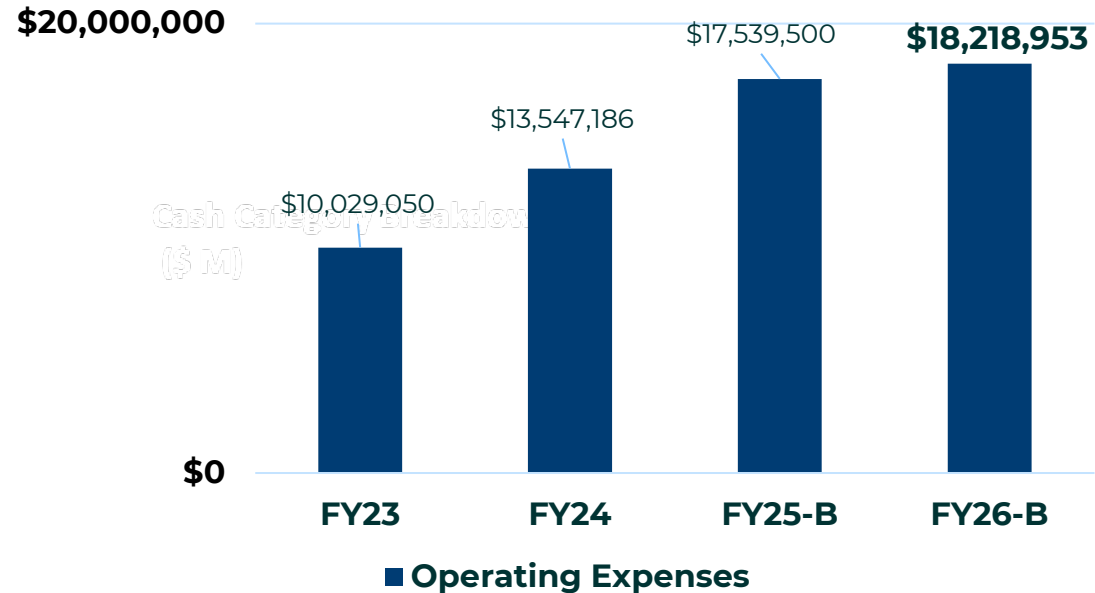


## Proposed FY26 Arrow Service Operating Budget Summary

- Operating Revenue - **\$0.7M**
  - Increase from FY25 of **\$0.5M** or **225.3%**
- Total Expenses - **\$18.2M**
  - Increase from FY25 of **\$0.7M** or **3.9%**
    - Including costs to implement New FRA Regulations & Elimination of 2 Arrow Specific FTEs
- Member Agency Support - **\$17.5M**
  - Increase from FY25 of **\$0.2M** or **1.2%**
    - Including costs to implement New FRA Regulations & Elimination of 2 Arrow Specific FTEs

# Operating Expenses FY23 – FY26

## Operating Expenses FY23 – FY26

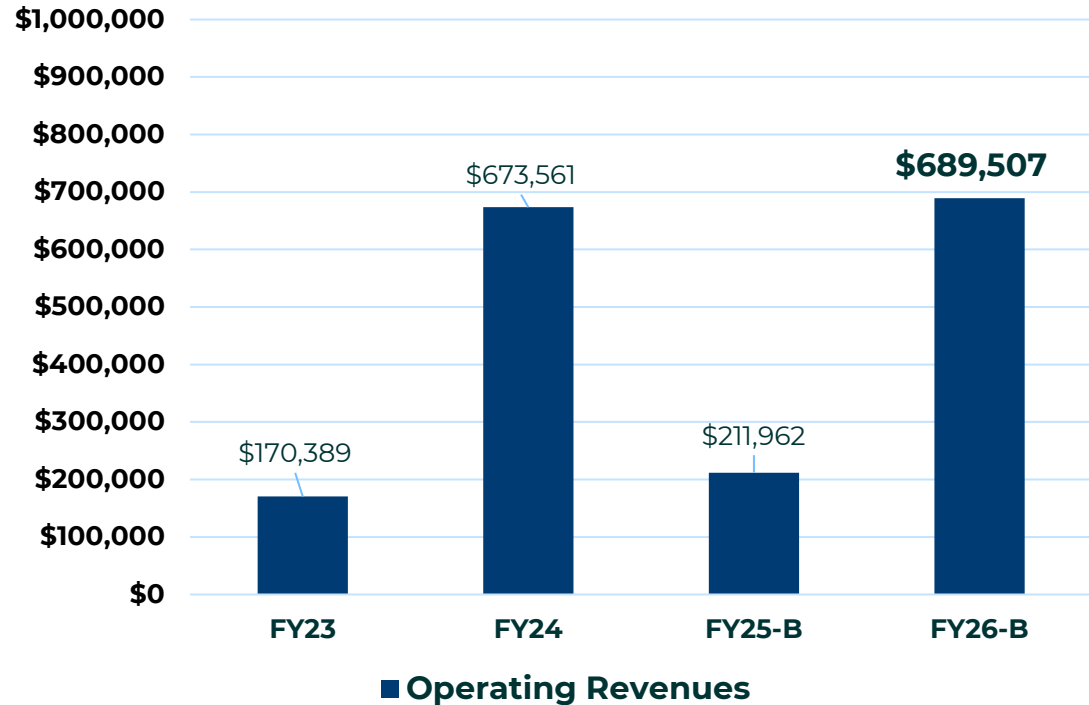


### Notes:

- FY23 & FY24 Actuals
- FY25 & FY26 Budgets not Actuals
  - FY26 includes New FRA Regulations (CFR 245 & 246) & Elimination of 2 Arrow Specific FTEs

## Operating Revenues FY23 – FY26

# Operating Revenues FY23 – FY26



**Note:**

- FY23, & FY24 Actuals
- FY25 & FY26 Budgets not Actuals (does include Student Adventure Pass)
- FY25 Budget does not have the MOW Revenue projections

# New Capital Program Budget



METROLINK



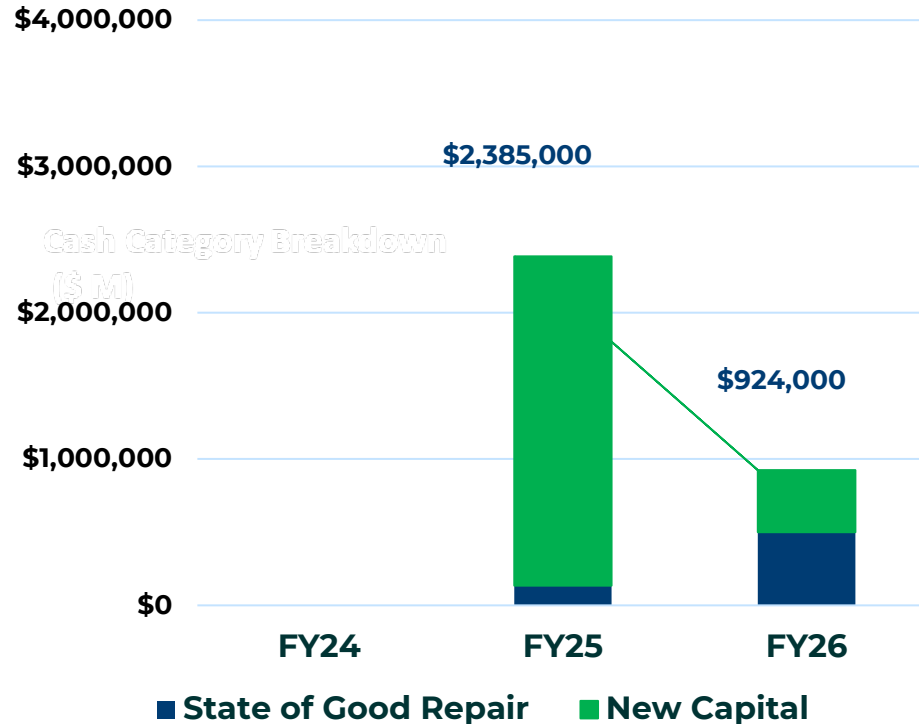




# Proposed FY26 Arrow Service Capital Program Overview

- State of Good Repair - **\$0.50M**
  - Increase from FY25 of **\$0.37M** or **270.4%**
- New Capital - **\$0.42M**
  - Decrease from FY25 of **(\$1.83)M** or **81.2%**

## Proposed FY26 Arrow Service Capital Program FY24 – FY26 State of Good Repair & New Capital

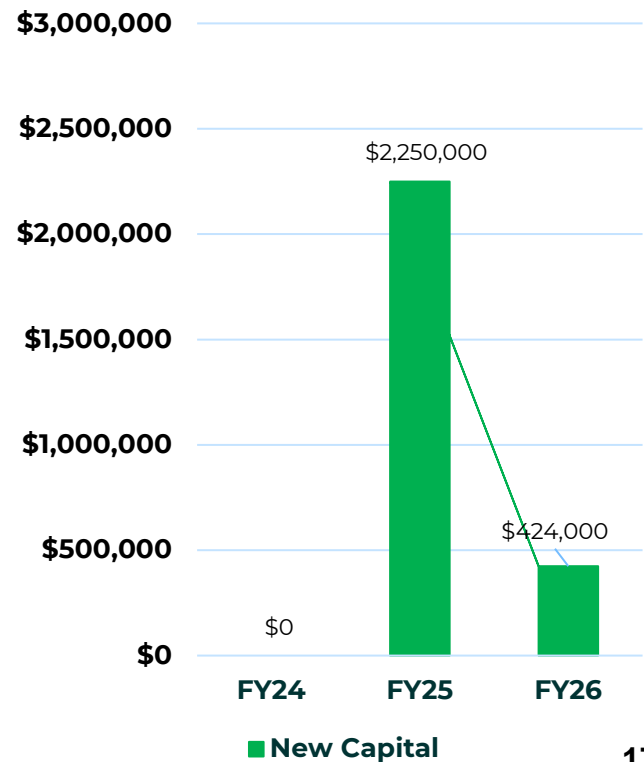
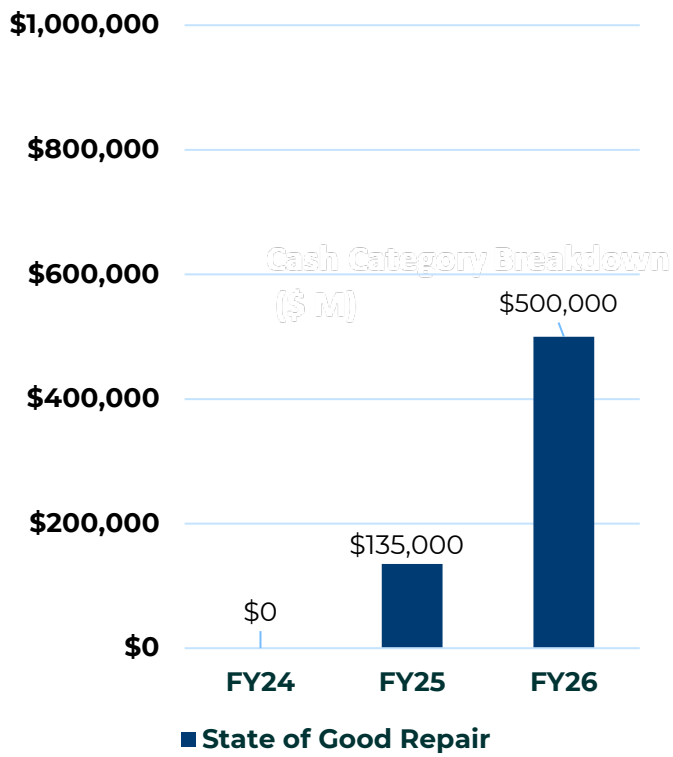


**FY26 Capital  
Program  
FY24 – FY26**  
- *SGR*  
- *New Capital*



**FY26 Capital Program  
FY24 – FY26  
- SGR  
- New Capital**

**Proposed FY26 Arrow Service Capital Program  
FY24 – FY26  
State of Good Repair & New Capital**



# FY26 Budget Summary

- This budget incorporates transitioning equipment and facility maintenance from Metrolink and Alstom to Stadler.

A photograph of a Metrolink train traveling along a track through a hilly, arid landscape. The train is moving away from the viewer, and the tracks curve into the distance. The surrounding terrain is rocky with sparse green vegetation. In the background, there are hills and a clear blue sky with some clouds. The Metrolink logo is visible in the bottom left corner of the image.

**METROLINK**



**Thank you! Questions?**



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

**ITEM ID:** 2025-268-0

**TRANSMITTAL DATE:** June 20, 2025

**MEETING DATE:** June 27, 2025

**TO:** Board of Directors

**FROM:** Michelle Pena, Board Clerk

**SUBJECT:** Approval of Meeting Minutes - May 23, 2025 Regular Board Meeting

**Recommendation**

It is recommended that the Board approve the Minutes of the May 23, 2025 Regular Board Meeting.

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

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

**Attachment(s)**

[Attachment A - DRAFT 05.23.25 Board of Directors Minutes](#)

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

Friday, May 23, 2025

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

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

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

**VCTC:** Bob Engler  
(1 vote)

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

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

\*Director O'Connor joined the meeting at 10:15 a.m.

### **EX-OFFICIO MEMBERS**

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

Marty Simonoff  
Marlon Regisford

**STAFF/PRESENTERS:**

DARREN KETTLE, Chief Executive Officer

DON O. DEL RIO, General Counsel

SAMANTHA CERDA, Assistant Board Clerk

SABRINA DAVIS, Director of Marketing and Partnerships

JEFFREY DUNN, Director of Government and Community Relations

GEOFFREY FORGIONE, Associate General Counsel

CODY NELSON, Assistant Director of System Safety

MICHELLE PENA, Board Clerk

NOELIA RODRIGUEZ, Chief of Staff

CHRISTINE WILSON, Assistant Director, Finance

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.metroinktrains.com](http://www.metroinktrains.com) under the Meetings and Agendas link or from the Board Secretary at (213) 452-0255.

**1. Call to Order**

The May 23, 2025 Regular Board Meeting was called to order at 10:00 a.m. by Chair Chaffee in the Metro Board Room, One Gateway Plaza, 3rd Floor, Los Angeles, CA 90012.

**2. Safety Briefing**

Cody Nelson, Assistant Director of System Safety, conducted the safety briefing.

**3. Pledge of Allegiance**

Director Nguyen led the group in the pledge of allegiance.

**4. Roll Call**

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

**5. Public Comment**

The Board Clerk stated a public comment regarding the Angels Express and a written comment protesting Item 7.A will be emailed to the Board after the meeting.

Director Spiegel asked if the email regarding 7.A would be read before the Board takes action and opined the email should not come after the Board has voted.

General Counsel Don Del Rio explained the email is rather lengthy and at the discretion of the Chair, it could be read but it is several pages. He explained it deals with a protest on that item and under the Board-approved policy, the CEO is the final decision maker for protests and the protest has been fully resolved.

Joseph Robert Andrade provided public comment.

## 6. Approval of Consent Calendar Items

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

## 7. REGULAR CALENDAR

### 7.A **Contract No. SP627- 26 - Marketing, Advertising, and Creative Services - Recommendation to Award - Anyone Collective, LLC**

Marketing and Partnerships Director Sabrina Davis explained the Authority requires a full-service marketing agency to provide advertising, creative, and marketing strategy support services. The selected consultant will assist Metrolink in achieving its marketing objectives to increase ridership, reinforce the brand, and engage key audiences.

CEO Darren Kettle reiterated as General Counsel mentioned there were several protests submitted on this contract; they have been investigated, and under his authority granted by the Board, have been denied.

Director Nguyen noted it is going from a bench model of four vendors to one and asked if there are any drawbacks or loss of diversity in creative marketing.

Ms. Davis explained the bench model was with six agencies and all of them had expertise in different areas and staff found the success of paid advertising is driven by the creative and wanted to bring creative and paid media under one roof to gain efficiencies within one agency.

Director Engler asked what the benchmarks for success are with regards to advertising.

Ms. Davis stated there are a lot of measures of advertising efforts such as ridership, KPIs related to paid advertising like clicks, open rates, and impressions. Staff shares the reports with member agencies and the marketing agency reports on paid efforts throughout the course of the campaign while working with staff to make modifications along the way if something isn't working.

Director Spiegel asked if Metrolink has partnerships with member agencies.

Ms. Davis confirmed staff shares digital campaigns with all the member agencies to expand Metrolink's reach and coordinates with member agencies for localized marketing. She added staff meets with member agencies monthly to discuss marketing programs.

ACTION: Upon a single motion by Director McCallon and seconded by Director Nguyen, the Board (11-0) authorized the Chief Executive Officer (CEO) to award Contract No. SP627 - 26 with Anyone Collective, LLC to provide Marketing, Advertising, Creative Services for base term of three years with one two-year option, to be exercised at the discretion of the Authority's CEO, and subject to funding availability. The requested total not- to-exceed contract authority is \$ 8,000,000 for the three-year base period plus \$4,000,000 for the option years, for a total of \$12,000,000. This award is subject to the resolution of any timely filed protest.



Funding for this contract is included in the proposed Fiscal Year 2025-26 Marketing Budget and is contingent upon its adoption by the Authority Board. Funding for subsequent years will be requested through the annual budget process. There is no financial commitment with respect to future years; work will only proceed if funding is approved.

Mr. Kettle announced Ms. Davis just completed her master's from Claremont's Drucker School of Management.

## **7.B Financial Results for the First Nine Months of FY25 - March 2025 Ridership, Revenue, and Operating Results, and Forecast to Year End 2025**

Assistant Finance Director Christine Wilson shared the ridership performance through March. She went over ridership and farebox revenue recovery, operating statement results, budget savings and cost avoidance, and Arrow Service's revenue and operating statement. She touched on the accounts receivables past due and the agency's cash position and provided a ridership update for the Student Adventure Pass. She also presented a forecast to year end, with a surplus of \$14.1M. She explained the discrepancy between the forecast and budget is due to the variance in the amount per passenger collected for regular riders and student riders.

Director Spiegel opined there weren't as many challenges on the tracks when the budget was adopted and asked if delays affect the budget because of fewer trains and diminished ridership.

Mr. Kettle agreed reliability matters and the struggles at the beginning of the year saw a ridership dip that has recovered now and generally speaking, peak train ridership is creeping up. It is critical to have reliability and there have been savings because trains aren't going as far south as Oceanside.

Daniel Garcia provided public comment regarding ADA compliance.

The Board received and filed this report.

## **7.C May Legislative Update**

Government and Community Relations Director Jeffrey Dunn provided a monthly update on current legislative affairs. He shared Metrolink recently participated in LA Metro's On the Move Riders Program geared toward older adults. He went over the revision to the governor's upcoming fiscal year budget and reauthorization of the Cap-and-Trade program, renamed Cap-and-Invest. The State Senate recently has formed a special committee on international sporting events to look at how state resources may be allocated to support such events. Federally, staff has submitted Metrolink requests for the Surface Transportation Reauthorization bill to be considered this year. This week, staff attended the Spring Legislative conference along with Second Vice-Chair Trembley and met with representatives to discuss Metrolink's Olympics needs.

Director McCallon asked why someone from the ad hoc committee was not invited to go on the trip to begin with if Second Vice-Chair Trembley was in DC by chance representing his city and if there are there planned meetings with state legislators with the ad hoc committee joining those meetings.



Mr. Dunn explained staff did ask the ad hoc committee members to accompany them on this trip, including Director Wapner who was unable to attend. With respect to state members, staff is going to seek member meetings virtually initially and if a trip up to Sacramento is planned, staff will certainly invite the ad hoc members to join.

Mr. Kettle added he spoke to Second Vice-Chair Trembley after his busy day of meetings, and he reiterated there would be great value in Metrolink regularly darkening the door in DC so there will be more opportunities for trips with the two appropriations bills coming up.

The Board received and filed this report.

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

Mr. Kettle shared nearly 1,500 bike riders participated in Bike Day on May 15. He provided updates on the San Clemente coastal stabilization effort and reported the work is on schedule. He shared the success of the full-scale emergency simulation exercise on May 18 at the Covina station and thanked Emergency Manager Eric Smith for planning the event. He announced the launch of real-time text alerts for riders to subscribe to a train that they regularly ride to receive updates to their phone. He shared Communications Supervisor Sandy Martinez was recognized as the National Association of Railway Business Women (NARBW) Woman of the Year. The day prior SBCTA hosted CalSTA and the Japanese Ministry of Land, Infrastructure, Transport and Tourism (MLIT) for a tour on the San Bernardino Line to ride the new ZEMU hydrogen train.

Director Allen shared his experience at the emergency exercise and thanked staff for their collaboration with the first responders making the event a success.

Director Marquez shared the SBCTA event was a success and confirmed the hydrogen train will be the first in the country.

Director McCallon stated riding the ZEMU was smooth and opined it's the future of railroading in this area where there aren't overhead catenaries. CalSTA will be running the trains in the Central Valley and up north with 4- and 8-car configurations and he is looking forward to getting one of them running on Metrolink tracks.

Mr. Kettle explained Japan has overhead catenaries everywhere but their rural areas are not electrified and run on diesel, so they are exploring hydrogen for those rural areas.

## **9. Board Members' Comments**

Director Spiegel reminded everybody this weekend is Memorial weekend, with Monday being Memorial Day which is not for veterans but those who have lost their lives.

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

Chair Chaffee stated the meeting will be adjourned in memory of those who gave their lives in defense of freedom for all.

## **11. Closed Session**

- A. PUBLIC EMPLOYMENT – Pursuant to Government Code Section 54957(b)(1) Title: Chief Executive Officer
- B. CONFERENCE WITH LABOR NEGOTIATOR – Pursuant to Government Code Section 54957.6  
Agency Designated Representative: Chair Doug Chaffee  
Unrepresented Employee: Chief Executive Officer

The Board recessed at 10:53 a.m. to discuss Items 11A and 11B and reconvened at 11:47 a.m. at which time Counsel indicated there was nothing to report.

## **12. CONSENT CALENDAR**

### **12.A Approval of Meeting Minutes - April 25, 2025 Regular Board Meeting**

The Board (11-0) approved the Minutes of the April 25, 2025 Regular Board Meeting.

### **12.B 2025 Title VI Program Update**

Board approval is needed for the triennial 2025 Title VI Program Update, which demonstrates the Authority's compliance in ensuring protections for the public against discrimination based on race, color, and national origin in compliance with Title VI of the 1964 Civil Rights Act and associated guidelines issued by the Federal Transit Administration (FTA).

The Board (11-0) approved the Authority's triennial 2025 Title VI Program Update and transmit it to the Federal Transit Administration.

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

### **12.C Quarterly Compensation Report - 3rd Quarter of Fiscal Year 2025 - January 1, 2025 through March 31, 2025**

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

The Board received and filed this report.

### **12.D Low Carbon Transit Operations Program (LCTOP) Resolution**

The State of California's Low Carbon Transit Operations Program (LCTOP) requires that the Board adopt a resolution, provide required certifications and assurances, and delegate authority for execution of any actions necessary under this grant. An annual resolution is required to receive LCTOP funds.

The Board (11-0) approved Resolution No. 25-145 Authorization for the Execution of the Resolution, Certifications and Assurances, and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Metrolink FY26 Student/Youth Discount.

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

#### **12.E State Rail Assistance (SRA) Program Resolution**

The State of California's State Rail Assistance (SRA) Program requires that the Board adopt a resolution, provide required certifications and assurances, and delegate authority for execution of any actions necessary under this grant in order to receive SRA funds.

The Board (11-0) approved Resolution No. 25-146 Authorization for the Execution of the Resolution, Certifications and Assurances, and Authorized Agent Forms for the State Rail Assistance (SRA) Program to support the Mobility-4-All program.

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

#### **12.F Internal Audit Department Quarterly Update for Q3 FY2025**

The Internal Audit Department (Internal Audit) provides quarterly updates on internal and external audits and other activities. This item represents the third quarter of FY 2025 (January 1, 2025, to March 31, 2025).

The Board received and filed this report.

#### **12.G Corrective Action Status Update - Third Quarter Ended March 31, 2025**

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

The Board received and filed this report.

#### **12.H Performance Audit: Invoice Submission to Accounts Payable (2024-03-IA)**

The Internal Audit Department (Internal Audit) completed the Performance Audit: Invoice Submission to Accounts Payable (2024-03-IA).

The Board received and filed this report.

#### **12.I FY2024-25 Quarterly Fuel Purchase Program Update - Quarter Ending March 31, 2025**

Staff is providing an update on the Authority's Fuel Purchase Program for the quarter ended March 31, 2025.

The Board received and filed this report.

#### **12.J Grants Quarterly Update - 3rd Quarter, Fiscal Year 2025**

Staff is providing an update of grant acquisition, reprogramming and closeout activity for the period of January 1, 2025 to March 31, 2025.

The Board received and filed this report.

**12.K FY2024-25 Quarterly Accounts Receivable Status Report - Quarter Ended March 31, 2025**

This report presents an update on the Authority's Accounts Receivable for the quarter ended March 31, 2025. The report covers outstanding receivables, unbilled balances, and provides a status related to billing and collection efforts.

The Board received and filed this report.

**12.L FY2024-25 Preliminary Quarterly Investment Report - Quarter Ended March 31, 2025**

The Authority's Annual Investment Policy requires the Treasurer to make a quarterly investment report to the Board of Directors. Section 53646 of the California Government Code encourages local agencies to file this report and provides requirements for report content and disclosures. This report is for the quarter ended March 31, 2025, and contains estimated information published prior to the conclusion of the Authority's fiscal year close and is subject to adjustment.

The Board received and filed this report.

**12.M Memorandum of Understanding No. MU147 -14 - National Railroad Passenger Corporation - Extend Agreement and Increase Contract Authority for Red Cap Services at Los Angeles Union Station**

The Authority is required to continue offering cart service to passengers needing assistance at Los Angeles Union Station (LAUS), as mandated by the Americans with Disabilities Act (ADA).

The Board (11-0) authorized the Chief Executive Officer to approve amendment No. 6 for a two-year extension and increase contract authority for MOU No. MU147-14 - National Railroad Passenger Corporation (Amtrak) by \$307,460 for a not to exceed amount of \$1,357,742 for Redcap cart service at LAUS.

A portion of the amount for which contract authority is requested is included in the Proposed Operating Budget for FY2025-26 ( \$153,730) and is contingent upon adoption thereof. Funding for subsequent years (FY2026-27) will be requested through the annual budget or an equivalent process.

**12.N Contract No. JO142-25 - Track Rehabilitation Services - Recommendation to Award - DRS Contracting**

New installation and/or replacement of various track elements along with support for third-party projects are required to maintain a state of good repair and maintain the safety and reliability of the existing rail system and supporting infrastructure. A new contract is required through which the various track improvement scopes may be implemented.

The Board (11-0) authorized the Chief Executive Officer to award Contract No. JO142-25 for Track Rehabilitation Services to the lowest responsive and responsible bidder, DRS Contracting, for a not-to-exceed amount of \$6,264,000 for a two-year term. The Authority will issue individual Job Orders on an as-needed basis in the first year and all work must be

completed by the end of the second year. This recommendation is subject to the resolution of any timely filed protests.

This contract authority is requested to cover approximately \$3.46M to be utilized for Capital Projects and \$1.45M for Third Party Projects. The amounts for Capital Projects have been approved in Budgets for FY25 and earlier. The third-party projects will be funded by outside parties.

#### **12.O Contract No. EP244-25 - Rehabilitation of Bombardier Out-Of-Service Cars - Recommendation to Award - SYSTRA Canada**

The Authority intends to rehabilitate eight (8) Bombardier railcars that are currently out-of-service to extend their useful life and support passenger service for the 2028 Olympic and Paralympic Games.

The Board (11-0) authorized the Chief Executive Officer (CEO) to negotiate and award Contract No. EP244-25 for Rehabilitation of Bombardier Out-Of-Service Cars, to SYSTRA Canada in the amount of \$4,165,383.40 plus 20% contingency in the amount of \$833,076.68 for total contract authorization amount not-to-exceed of \$4,998,460.08. This amount is to rehabilitate eight (8) Bombardier railcars that are currently out-of-service due to obsolete parts and degraded condition from long dwell time. The award is subject to resolution of any timely filed protests.

The requested amount of \$4,998,460.08 is included in the FY19 and FY21 Capital Budgets adopted by the SCRRA Board of Directors.

#### **12.P Contract MSOP158-24 - Train Operation and Maintenance Services - Alstom Transport USA, Inc. - Recommendation to Amend Contract**

A contract amendment is required to revise the MSOP158-24 (TOMs) contract commencement date from Tuesday, July 1, 2025, to Saturday, June 28, 2025, at 00:01, for the Train Operator Services component only. Implementing these changes over a weekend instead of a weekday will minimize disruption to passengers by supporting a more efficient, customer-friendly transition, which is our priority.

The Board (11-0) authorized the Chief Executive Officer (CEO) to amend Contract MSOP158-24 for Train Operation and Maintenance Services (TOMS), to:

1. Revise the commencement date from July 1, 2025, to June 28, 2025 solely for the Train Operator Services component.
2. Add the amount of \$325,481.71 in the Contract revising the total Contract authority for the Base Services from \$565,789,819.34 to \$566,115,301.05.

The amount to be charged by Alstom for the additional three days will be offset by a reduction in Amtrak and TASI (Arrow) costs, and the remaining balance will be covered by a budget transfer, with no effect on the total FY25 budget.

## **12.Q 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.

The Board received and filed this report.

## **13. ADJOURNMENT**

There being no further business for consideration by the Board, the meeting was adjourned in honor of Memorial Day at 11:47 a.m.

Prepared by,



Michelle Peña  
Board Clerk



**ITEM ID:** 2025-263-0

**TRANSMITTAL DATE:** June 20, 2025

**MEETING DATE:** June 27, 2025

**TO:** Board of Directors

**FROM:** Don O. Del Rio, General Counsel

**SUBJECT:** Annual Renewal of Insurance Program for 2025-26 Fiscal Year

**Issue**

The Authority requires insurance to effectively manage its operating and other major risks and ensure its continued economic viability in the event of a catastrophic event. Authorization is required to renew the listed insurance policies for Fiscal Year 2025-26.

At the present time staff seeks approval to renew the coverages identified below:

- Operating General Liability ("OGL");
- Terrorism Liability;
- Employment Practices Liability ("EPLI");
- Pollution Legal Liability;
- Property;
- Boiler and Machinery;
- Terrorism Property (including active shooter coverage);
- Auto Fleet Insurance;
- Errors and Omissions;
- Crime;
- Cyber Security and Privacy; and
- Workers' Compensation.

All current insurance policies expire June 30, 2025. Our longtime broker, Marsh USA, LLC., is providing brokerage services for the insurance renewal procurement and they are supported by Price Forbes in London. The costs quoted in this presentation reflect net premium to be paid by the Authority and include estimated fees and taxes, as applicable. Total cost for this year's renewal premium for all lines increased by \$578,013.79 and reflects a 3.35% increase from last year's premium.

## **Recommendation**

It is recommended that the Board authorize the Chief Executive Officer to purchase insurance for the 2025-2026 insurance year for a total premium cost not to exceed \$17,830,547.59 as indicated below.

## **Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** Continue to work collaboratively with our Insurance Brokers to obtain the most comprehensive insurance coverage available in the most cost-effective manner to ensure the continued viability of the Authority as a leading transportation provider.

## **Discussion**

Insurance is a contractual arrangement whereby the Authority transfers certain risks to insurers, thereby protecting its assets from destruction or its monetary resources from depletion. By doing this, the Authority is able to ensure its continued viability in the event of specified loss events.

It is recommended that the Authority purchase the following:

1. Liability related coverages for a total not to exceed cost of \$9,510,290.77, including:
  - a. OGL insurance with annual liability limits of \$347.5 million dollars (with an approximate \$5M Self-Insured Retention);
  - b. Terrorism coverage of \$50 million (with a \$4M Self-Insured Retention);
  - c. Employment Practices Liability with limit of \$5 million; and
  - d. Pollution Legal Liability with limit of \$25 million.
2. Property related coverages for a total not-to-exceed cost of \$6,815,668.12, including:
  - a. Property insurance with limits of \$100 million dollars for an estimated premium not to exceed \$6,603,520. The property coverage has yet to be finalized and thus we seek authority to expend up to the aforementioned amount to secure \$100 million of coverage for the Authority's property on the best available terms and conditions;
  - b. Terrorism property coverage of \$10 million including active shooter coverage;
  - c. Boiler and machinery equipment breakdown coverage of \$25 million.
3. Automobile fleet coverage for an estimated premium of \$751,410 with Liberty Mutual. Premium charges are subject to adjustment based on an audit of the composition of the fleet during the policy term.
4. Workers' Compensation Insurance coverage for an estimated premium of \$652,878.20, subject to adjustment based on an audit of the actual payroll and workforce composition during the policy term.
5. Miscellaneous Insurance including Public Officials Errors and Omissions, Crime Insurance and Cyber Security and Privacy coverage for an aggregate total cost of \$100,300.50.

## ***Liability and Related Insurance Policies***

The Insurance Program's OGL insurance ensures that the Authority will have the financial



resources to continue operations in the event of a catastrophic incident causing injuries to passengers or third parties and/or damage to their property. The Authority also must comply with the terms of various contracts which require it to insure its operations against loss in OGL, property and automobile liability exposures.

This year the Authority's Risk Manager made in-person presentations and addressed approximately two dozen underwriters representing the major U.S. and international insurance markets which write insurance for the rail industry.

The Authority's presentations emphasized ways it continues its commitment to safety. The theme of this year's presentation was similar to that of recent years - that Metrolink continues to be an industry leader in terms of safety technology and culture, by being one of four railroads to meet the Federal Railroad Administration's 2018 date to fully implement and certify interoperable PTC throughout our system with all railroads with which we share rights of way as well as the incorporation of crash energy management cars into our operations and additional safety initiatives.

A combination of continued insured casualty losses in terms of both frequency and severity, has caused reinsurance costs for syndicates to increase markedly and this caused insurance carriers to reduce capacity or leave the casualty market completely and has also increased premiums. Social inflation is a recurring refrain among insurers, as they see more frequent extreme verdicts and increased litigation costs driving their financial performance.

In addition, specific to the Metrolink account, a number of carriers no longer are giving credit for the "pre-Covid" comparison levels for ridership that have resulted in flat liability premium renewal for the last 4 years. With ridership recovering up to 27% over the last 4 years, carriers are taking this into account and looking to increase premiums accordingly. Also, several carriers that participate on the Metrolink program, have limited their line sizes to \$10M, and this reduction in capacity has made it difficult to challenge incumbents' pricing resulting in slightly higher premium increases in order to complete excess layers and driving up the overall price of the program.

In summary, we have worked all available global insurers as thoroughly as possible and were able to construct a tower with coverage of \$347.5 million, approximately \$20 million in excess of the Federal passenger liability cap, at a premium of \$9,510,290.77 for the OGL insurance and related liability policies.

#### A. Related Liability Policies

The Terrorism Stand Alone policy continues to be a very stable component of the liability program. This was quoted by the incumbent carrier Lloyd's, at \$263,109. This matches last year's premium despite concerns of global unrest.

The Employment Practices Liability (EPLI) quote was received from Liberty Mutual at \$54,150.18. The quote from Liberty Mutual was superior to the incumbent Beazley's quote on both a cost and coverage comparison. Given the Authority's location in California, a market with increased exposure in this line of coverage, the additional coverages offered by Liberty Mutual was well received.

Pollution Legal Liability has been sourced through Ironshore Specialty Insurance Company

and is priced at \$91,741.47, a nearly flat increase from that of last year's cost. This policy continues to reflect an increased deductible for any potential loss associated with the Authority's aging underground storage tanks.

The grand total cost for liability and related coverages at \$9,510,290.77 represents a 4.5% increase compared to last year's expense. A comprehensive table of proposed liability related coverages, insurers and quotations is attached as Attachment A.

### ***Property and Related Insurance***

Property insurance indemnifies the Authority for loss due to significant damage to or destruction of the Authority's assets from covered perils. For property insurance coverage, the Risk Manager and our primary insurance broker, Marsh, have been exploring all available renewal options in both domestic and foreign property markets.

This year the Property insurance market is favorable to buyers. The first quarter of 2025 marked the third consecutive quarter of rate decreases on property programs. Numerous factors are increasingly benefiting buyers, including but not limited to increased market competition, expanded capacity and growing flexibility with terms and conditions.

In January of this year, in an effort to provide the market with current information to evaluate property risk conditions, Metrolink Risk Managers coordinated with Eric Poghosyan, Director, Facilities & Fleet Maintenance for 3rd party property inspections of our Maintenance facilities (CMF, AMF, EMF) and the Dispatching Operating Center. The findings reflected good management and maintenance practices were being followed and Risk Quality grades of "A" and "B" and the inspections were well received by underwriters.

Premium cost will continue to be affected by the Authority's Schedule of Values (SOV), the listing of the Authority's insured assets and properties, which currently stands at \$2.6 billion, up from \$2.459 billion last year due almost exclusively because of inflation.

Despite the favorable market conditions, the property insurance market continues to remain volatile as Insurers have been hit by unusually heavy losses in other industries and markets in recent years causing substantial increases in premiums across all industries in order to ensure insurers' economic viability.

At this time, our broker has not yet finalized quotes to complete the property coverage part of the insurance program as of the writing of this report. That said, it is critical that we have replacement insurance in place when the existing policies expire on June 30. As such, we seek authority to expend up to \$6,815,668.12 on the property coverage with limits of \$100 million on the most favorable terms and conditions to the Authority as are available in the market.

Additional property coverage includes Stand Alone Terrorism Property coverage of \$10 million per occurrence, quoted by Hiscox at \$91,503.12, nearly flat compared to last year's expense. This policy includes active shooter and malicious attack coverage. Lastly, Boiler and Machinery coverage is quoted by Travelers Indemnity at \$120,645, an approximate 8% increase from last year's cost.

The total cost of FY2025-26 renewal of the Authority's Property Program shall not exceed

\$6,815,668.12, compared with \$6,811,363.92 for the expiring policy year, and nearly flat compared to last year's cost.

### ***Fleet Automobile Insurance***

The Automobile Fleet is proposed to remain with Liberty Mutual, who has quoted \$751,410 and is the only carrier offering coverage. This is a 19% increase compared to the expiring premium due to:

- Auto liability continues to be an unprofitable line of business for the majority of insurers despite several quarters of rate increases.
- Insurers are concerned with the potential for large losses due to nuclear verdicts associated with large fleets, and fleets with historical severe loss experience.
- Additional risk associated with Third Party operators (i.e., contractor employees) of Metrolink vehicles.

Liberty Mutual continues to exclude coverage for hi-rail vehicles while on the tracks due to derailment concerns. Coverage remains for road use. The deductible remains the same at \$10K for heavy units and \$1K for all other units. Charges are subject to adjustment based on an audit of the composition of the fleet during the policy term.

### ***Workers' Compensation Insurance***

In order to comply with applicable California law and the terms of its contracts, the Authority maintains workers' compensation insurance. The Authority continues to have limited options with its workers' compensation placement, primarily as a result of the class code associated with its right of way and customer engagement workers. Many carriers will not write policies which include coverage for class code 7133.

The Authority received a quote from Liberty Mutual, \$652,878.20, approximately a 6.5% increase from last year's premium. This increase is generally due to continued medical costs inflation, a slight increase in claims the past few years and an increase in payroll by 5.65%.

The workers' compensation premium quoted is an estimate based on our current payroll and workforce composition. The carrier will complete an audit of the actual payroll and the workforce composition and adjust the premium charges to reflect any changes.

### ***Miscellaneous Additional Insurance***

Public Officials E&O coverage with ACE has been quoted at \$65,600, an increase of approximately 6.5% compared to the expiring policy premium. Crime Insurance through Great American is quoted at \$7,667, which is flat compared to last year's policy premium.

In the event of a data breach, Cyber Security and Privacy risk insurance pays for the notification and monitoring for impacted customers, 3rd party liability, fines and penalties, hiring of outside computer experts, and outside PR firms. The Authority is exposed through the mobile ticketing app, the operation of its ticket vending machines as well as possession of customer information through the call center, and employees' personal information. The proposed policy provides notification and monitoring for up to \$1,000,000 for individuals and a \$1,000,000 limit for 3rd party liability. The premium cost for this coverage is \$27,033.50, a decrease of 5% from the expiring premium. Given the continuing threats in this area, a basic

level of cyber security and first party coverage is advised.

### **Budget Impact**

Sufficient funding is included for this level of premiums in the proposed FY2025-2026 budget, which is contingent upon Board approval on June 27, 2025.

### **Next Steps**

The Authority will purchase insurance consistent with the Board's direction. The Board may elect to reduce limits for any of the various, except OGL which must be maintained with limits of not less than the current \$322 million Federal Liability Cap. The Board may also eliminate any of the other coverages not required by law or contract (such as Property, Workers' Compensation, Auto and Pollution Liability).

Prepared by: Raymond Barrera, Senior Counsel and Risk Manager

Approved by: Don Del Rio, General Counsel

### **Attachment(s)**

[Attachment A - SCRRRA Insurance Program as of July 1, 2025  
Presentation - Annual Insurance Renewal](#)

				A	B	E		G	G
Line of Coverage	Insurance Company	Limit Participation	% Participation	Premium	Estimated Taxes & Fees	Commission % Built into Quote	Commission \$ Built into Quote	Renewal Net Premium + Taxes/Fees	Expiring Net Premium + Taxes/Fees
Operating Liability Program									
SCRRRA Self Insured Retention		\$5,000,000							
Primary Layer (\$25M)									
RRL - Primary 20M X 5M	Rokstone	\$1,375,000	6.88%	\$210,880.18	\$6,705.99	0.00%	\$ -	\$217,586.16	
RRL - Primary 20M X 5M	Apollo	\$6,625,000	33.13%	\$1,016,059.03	\$32,310.68	0.00%	\$ -	\$1,048,369.70	
RRL - Primary 20M X 5M	Hiscox	\$2,500,000	12.50%	\$383,418.50	\$12,192.71	0.00%	\$ -	\$395,611.21	
RRL - Primary 20M X 5M	Aegis	\$5,500,000	27.50%	\$843,520.70	\$26,823.96	0.00%	\$ -	\$870,344.66	
RRL - Primary 20M X 5M	Argenta	\$625,000	3.13%	\$95,854.63	\$3,048.18	0.00%	\$ -	\$98,902.80	
RRL - Primary 20M X 5M	QBE	\$2,000,000	10.00%	\$306,734.80	\$9,754.17	0.00%	\$ -	\$316,488.97	
RRL - Primary 20M X 5M	Inigo	\$1,375,000	6.88%	\$210,880.18	\$6,705.99	0.00%	\$ -	\$217,586.16	
Primary Layer subtotal		\$20,000,000	100.00%	\$3,067,348.00	\$97,541.67			\$3,164,889.67	\$3,087,697.61
1st Excess Layer (\$100M)									
RRL - 75M X 25M	Hannover Re	\$2,500,000	3.33%	\$97,769.27	\$3,109.06	0.00%	\$ -	\$100,878.33	
RRL - 75M X 25M	Argo Re	\$2,500,000	3.33%	\$97,769.27	Self Procured	0.00%	\$ -	\$97,769.27	
RRL - 75M X 25M	AXA XL Bermuda	\$10,000,000	13.33%	\$391,077.07	Self Procured	0.00%	\$ -	\$391,077.07	
RRL - 75M X 25M	Queens Island	\$12,500,000	16.66%	\$488,846.33	Self Procured	0.00%	\$ -	\$488,846.33	
RRL - 75M X 25M	Canopus	\$5,000,000	6.67%	\$195,538.53	\$6,218.13	0.00%	\$ -	\$201,756.66	
RRL - 75M X 25M	Markel	\$5,150,000	6.87%	\$201,404.69	\$6,404.67	0.00%	\$ -	\$207,809.36	
RRL - 75M X 25M	Sompo	\$7,500,000	10.00%	\$293,307.80	Self Procured	0.00%	\$ -	\$293,307.80	
RRL - 75M X 25M	Hamilton Re	\$5,000,000	6.67%	\$195,538.53	Self Procured	0.00%	\$ -	\$195,538.53	
RRL - 75M X 25M	AXA XL US	\$4,725,000	6.30%	\$184,783.91	\$5,876.13	0.00%	\$ -	\$190,660.04	
RRL - 75M X 25M	AWAC	\$6,375,000	8.50%	\$249,311.63	Self Procured	0.00%	\$ -	\$249,311.63	
RRL - 75M X 25M	Sevanta	\$1,250,000	1.67%	\$48,884.63	\$1,554.53	0.00%	\$ -	\$50,439.16	
RRL - 75M X 25M	Ascot	\$2,500,000	3.33%	\$97,769.27	\$3,109.06	0.00%	\$ -	\$100,878.33	
RRL - 75M X 25M	QBE	\$3,000,000	4.00%	\$117,323.12	\$3,730.88	0.00%	\$ -	\$121,054.00	
RRL - 75M X 25M	MAP	\$4,500,000	6.00%	\$175,984.68	\$5,596.31	0.00%	\$ -	\$181,580.99	
RRL - 75M X 25M	Ark	\$2,500,000	3.33%	\$97,769.27	Self Procured	0.00%	\$ -	\$97,769.27	
1st Excess Layer subtotal		\$75,000,000	100%	\$2,933,078.00	\$35,598.77			\$2,968,676.77	\$2,714,540.49
2nd Excess Layer (\$200M)									
RRL - 100M X 100M	Hannover Re	\$2,500,000	2.50%	\$33,521.90	\$1,066.00	0.00%	\$ -	\$34,587.90	
RRL - 100M X 100M	Ascot	\$2,500,000	2.50%	\$33,521.90	\$1,066.00	0.00%	\$ -	\$34,587.90	
RRL - 100M X 100M	Argo Re	\$5,000,000	5.00%	\$67,043.80	Self Procured	0.00%	\$ -	\$67,043.80	
RRL - 100M X 100M	Arcadian	\$7,500,000	7.50%	\$100,565.70	Self Procured	0.00%	\$ -	\$100,565.70	
RRL - 100M X 100M	Hamilton Re	\$10,000,000	10.00%	\$134,087.60	Self Procured	0.00%	\$ -	\$134,087.60	
RRL - 100M X 100M	Queens Island	\$5,000,000	5.00%	\$67,043.80	Self Procured	0.00%	\$ -	\$67,043.80	
RRL - 100M X 100M	AXA XL (Bermuda)	\$10,000,000	10.00%	\$134,087.60	Self Procured	0.00%	\$ -	\$134,087.60	
RRL - 100M X 100M	Aspen	\$5,000,000	5.00%	\$67,043.80	\$2,131.99	0.00%	\$ -	\$69,175.79	
RRL - 100M X 100M	Liberty	\$5,000,000	5.00%	\$67,043.80	\$2,131.99	0.00%	\$ -	\$69,175.79	
RRL - 100M X 100M	Ark	\$7,500,000	7.50%	\$100,565.70	Self Procured	0.00%	\$ -	\$100,565.70	
RRL - 100M X 100M	Inigo	\$15,000,000	15.00%	\$201,131.40	\$6,395.98	0.00%	\$ -	\$207,527.38	
RRL - 100M X 100M	Rokstone	\$1,500,000	1.50%	\$20,113.14	\$639.60	0.00%	\$ -	\$20,752.74	
RRL - 100M X 100M	Munich Re Syndicate	\$5,000,000	5.00%	\$67,043.80	\$2,131.99	0.00%	\$ -	\$69,175.79	
RRL - 100M X 100M	Trisura	\$3,500,000	3.50%	\$46,930.66	\$1,492.39	0.00%	\$ -	\$48,423.05	
RRL - 100M X 100M	First Specialty	\$15,000,000	15.00%	\$201,131.40	\$6,395.98	0.00%	\$ -	\$207,527.38	
2nd Excess Layer subtotal		\$100,000,000	100.00%	\$1,340,876.00	\$23,451.92			\$1,364,327.92	\$1,240,670.82
3rd Excess Layer (\$290M)									
RRL - 90M X 200M	Hiscox	\$5,125,000	5.69%	\$60,132.42	\$1,912.21	0.00%	\$ -	\$62,044.63	
RRL - 90M X 200M	Trisura	\$6,500,000	7.22%	\$76,265.51	\$2,425.24	0.00%	\$ -	\$78,690.75	
RRL - 90M X 200M	Munich Re	\$15,000,000	16.67%	\$175,997.33	\$5,596.72	0.00%	\$ -	\$181,594.05	
RRL - 90M X 200M	Chubb	\$30,000,000	33.33%	\$351,994.67	Self Procured	0.00%	\$ -	\$351,994.67	
RRL - 90M X 200M	Helix	\$20,000,000	22.22%	\$234,663.11	Self Procured	0.00%	\$ -	\$234,663.11	
RRL - 90M X 200M	Aspen	\$5,000,000	5.56%	\$58,665.78	\$1,865.57	0.00%	\$ -	\$60,531.35	

				A	B	E	G	G	
Line of Coverage	Insurance Company	Limit Participation	% Participation	Premium	Estimated Taxes & Fees	Commission % Built into Quote	Commission \$ Built into Quote	Renewal Net Premium + Taxes/Fees	Expiring Net Premium + Taxes/Fees
RRL - 90M X 200M	Apollo	\$3,375,000	3.75%	\$39,599.40	\$1,259.26	0.00%	\$ -	\$40,858.66	
RRL - 90M X 200M	Ascot	\$1,500,000	1.67%	\$17,599.73	\$559.67	0.00%	\$ -	\$18,159.40	
RRL - 90M X 200M	Markel	\$3,500,000	3.89%	\$41,066.04	\$1,305.90	0.00%	\$ -	\$42,371.94	
3rd Excess Layer subtotal		\$90,000,000	100.00%	\$1,055,984.00	\$14,924.57			\$1,070,908.57	\$978,893.91
4th Excess Layer (\$295M)									
RRL - 5M X 290M	Vantage	\$5,000,000	100.00%	\$53,333.00	Self Procured	0.00%	\$ -	\$53,333.00	
4th Excess Layer subtotal		\$5,000,000	100.00%	\$53,333.00	\$0.00			\$53,333.00	\$48,750.00
5th Excess Layer (\$310M)									
RRL - 15M X 310M	AIG CAT Excess	\$15,000,000	100.00%	\$153,000.00	Self Procured	0.00%	\$ -	\$153,000.00	
5th Excess Layer subtotal		\$15,000,000	100.00%	\$153,000.00	\$0.00			\$153,000.00	\$48,750.00
6th Excess Layer (\$327.5M)									
RRL - 17.5M X 310M	Argo Re	\$10,000,000	30.77%	\$92,000.00	Self Procured	0.00%	\$ -	\$92,000.00	
RRL - 17.5M X 310M	Liberty	\$7,500,000	23.08%	\$69,000.00	\$2,194.20	0.00%	\$ -	\$71,194.20	
6th Excess Layer subtotal		\$17,500,000	53.85%	\$161,000.00	\$2,194.20			\$163,194.20	\$239,400.26
7th Excess Layer (\$347.5M)									
RRL - 20M X 327.5M	Chubb	\$20,000,000	100.00%	\$162,960.00	Self Procured	0.00%	\$ -	\$162,960.00	
7th Excess Layer subtotal		\$20,000,000	100.00%	\$162,960.00	\$0.00			\$162,960.00	\$135,800.00
Terrorism (Standalone Tower)									
Terrorism 4M	Self Insured	\$4,000,000	100.00%						
Terrorism 46M x 4M	Lloyd's - Pembroke	\$46,000,000	100.00%	\$255,000.00	\$8,109.00	0.00%	\$ -	\$263,109.00	\$263,109.00
Terrorism (Standalone Tower) Total		\$50,000,000	100.00%	\$255,000.00	\$8,109.00			\$263,109.00	\$263,109.00
Employment Practices Liability	Liberty Mutual	\$5,000,000	100%	\$65,100.00	\$2,070.18	20.00%	\$ 13,020	\$54,150.18	\$301,285.60
Pollution Legal Liability	Ironshore	\$25,000,000	100%	\$88,914.00	\$2,827.47	0.00%	\$ -	\$91,741.47	\$90,753.33
Liability Program Total				\$9,183,593.00	\$186,717.77			\$9,510,290.77	\$9,100,901.02
Property Program									
"All Risks" Proprety Program									
Various Markets		\$100,000,000	100.00%	\$6,400,000.00	\$203,520.00	0.00%	\$ -	\$6,603,520.00	\$6,609,831.08
Other Property Coverages									
Terrorism - Primary 10M (Stand Alone Tower)/Active Shooter	Hiscox	\$10,000,000	100.00%	\$88,683.00	\$2,820.12	0.00%	\$ -	\$91,503.12	\$90,163.84
Boiler & Machinery (Equipment Breakdown)	Travelers Indemnity	\$25,000,000	100.00%	\$120,645.00	\$0.00	0.00%	\$ -	\$120,645.00	\$111,369.00
Property Program Total				\$6,609,328.00	\$206,340.12		\$0	\$6,815,668.12	\$6,811,363.92
Other/Miscellaneous Coverages									
Automobile Liability and Physical Damage	Liberty Mutual	\$1,000,000	100%	\$910,800.00	\$0.00	17.50%	\$ 159,390	\$751,410.00	\$629,703.53
Workers Compensation	Liberty Mutual	Statutory	100%	\$686,968.00	\$34,607.00	10.00%	\$ 68,697	\$652,878.20	\$612,514.50
Crime	Great American	\$2,000,000	100%	\$9,020.00	\$0.00	15.00%	\$ 1,353	\$7,667.00	\$7,667.00
Public Officials Errors & Omissions	ACE	\$5,000,000	100%	\$82,000.00	\$0.00	20.00%	\$ 16,400	\$65,600.00	\$61,866.40
Cyber Security & Privacy Liability	Crum & Forster	\$1,000,000	100%	\$32,500.00	\$1,033.50	20.00%	\$ 6,500	\$27,033.50	\$28,517.43
Other/Miscellaneous Coverages Total				\$1,721,288.00	\$35,640.50		\$252,339.80	\$1,504,588.70	\$1,340,268.86
Grand Total All Lines Renewal Premium				\$17,514,209.00	\$428,698.39		\$252,339.80	\$17,830,547.59	\$17,252,533.80
Notes:								\$578,013.79	
								3.35%	

Notes:

1. Column L is SCRRA net pay-in (contemplates rebating commission)
2. Refer to attachments for limit and/or program options for Cyber, Employment Practices and Pollution
3. SCRRA is responsible for filing taxes & fees for Self-Procured placements



The image features the Metrolink logo in the top left corner. The background is a photograph of a train station with a Metrolink train on the left, a pedestrian bridge in the center, and a large blue circular graphic on the right. The scene is set against a bright, cloudy sky with the sun low on the horizon.

# METROLINK

## Annual Renewal of Insurance Program for 2025-2026 Fiscal Year

## Summary of Results for Metrolink's Insurance Program FY 25-26

- **Total Cost of Insurance Program**
  - **\$17,830,547.59**, which reflects a **3.35% increase** from last year and is **within the budgeted amount** for FY 25-26.
    - After 4 years of flat renewals for **Operating General Liability**, this year there is a **4.5% increase** in cost.
    - For **Property**, renewal cost is **flat** and when finalized, possibly a decrease in cost from last year.
  - **Under projected budget by 1.4 M.**



# Operating General Liability Insurance

- The Operating General Liability (OGL) insurance coverage protects the Authority in the event of a catastrophic incident causing injuries and/or property damage to third parties.
- At underwriter meetings, we highlighted Metrolink's **commitment to safety** for our riders, employees and communities we serve.

AND

- Metrolink's position as an **Industry leader** in the implementation of safety technology by use of:
  - **Positive Train Control** throughout our system (PTC)
  - Use of **crash energy management** cars
  - **Pervasive safety culture** that includes ongoing training, testing and monitoring of operators and crew members

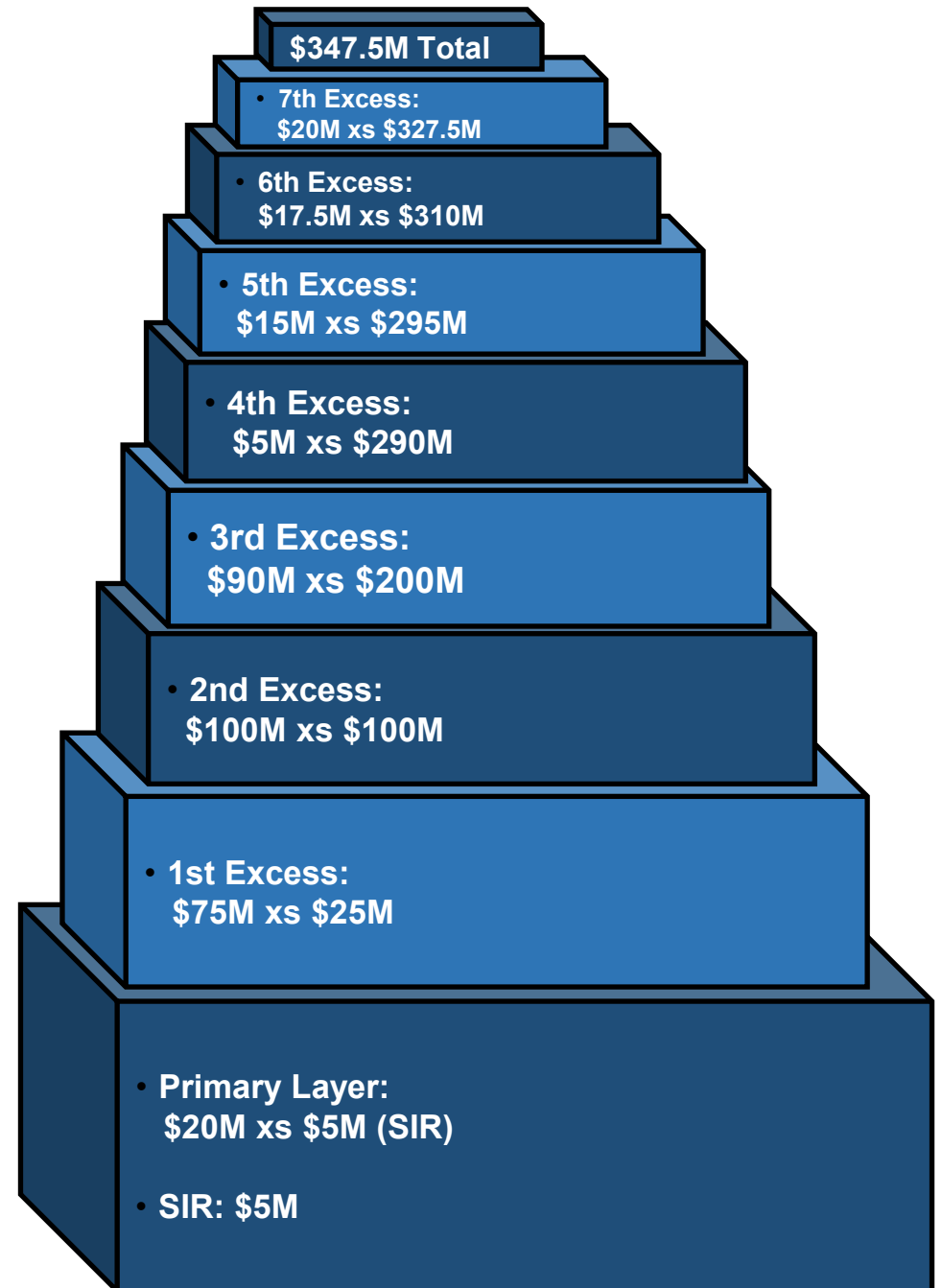


METROLINK

# OPERATING LIABILITY TOWER

- Total proposed liability coverage:  
\$347.5M (\$5M SIR)
- Federal railroad cap:  
\$323M
- Total premium cost reflects a 4.5% increase from last year:  
\$9,510,290.77

**METROLINK**



# Other Liability Insurance Coverages

The Insurance Program also includes the following additional liability coverages:

- **Terrorism Liability Coverage:** **\$263,109**, matching last year's premium
- **Employment Practices Liability:** **\$54,150.18**, a significant decrease from last year's premium with equal amount of coverages
- **Pollution Liability:** **\$91,741.47**, nearly matching last year's premium

# Property Insurance Coverages

- Protects Authority's assets, maintenance and office facilities and rolling stock in the event of significant damage or destruction.
- **Property coverage of \$100M** is not yet complete but will be in place for timely renewal. **The not to exceed cost of coverage is \$6,603,520**, nearly flat compared to last year's cost.

Additional Property Coverages:

- **Stand Alone Terrorism coverage of \$10M** – \$91,503.12, nearly flat compared to last year's cost.
- **Boiler and Machinery coverage – \$120,645**, an 8% increase in premium.

**Total not to exceed Property renewal premium:  
\$6,815,668.12**

# Other Insurance Coverages

## **Fleet Automobile:**

- \$751,410, approximately a 19% increase over expiring.

## **Workers' Compensation:**

- \$652,878.20, approximately a 6.5% increase over expiring premium.

## **Public Officials Errors & Omissions:**

- \$65,600, approximately a 6.5% increase over expiring premium.

## **Crime Insurance:**

- \$7,667, flat compared to last year's premium.

## **Cyber Security and Privacy Risk:**

- \$27,033.50, a decrease of 5% from the expiring premium.

**Total Other Insurance coverages renewal premium:  
\$1,504,588.70**

# Recommendation

It is recommended that the Board authorize the Chief Executive Officer to purchase insurance for the 2025-2026 insurance year for total premium cost not to exceed **\$17,830,547.59**, as follows:

- Liability related insurance for a total cost of **\$9,510,290.77**, including:
  - OGL insurance with annual liability limits of \$347.5M (\$5M SIR);
  - Terrorism coverage of \$50M (\$4M SIR);
  - Employment Practices Liability with limit of \$5M; and
  - Pollution Legal Liability with limit of \$25M.
- Property related insurance for a total not-to-exceed cost of **\$6,815,668.12**, including:
  - Property insurance with annual liability limits of \$100M, Terrorism property coverage, active shooter and Boiler and Machinery coverage.
- Other Insurance Coverages for a total cost of **\$1,504,588.70**, including:
  - Automobile Fleet, Workers' Compensation, Public Officials E&O, Crime and Cyber Security Privacy.





**METROLINK**

**Thank you.**





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

**ITEM ID:** 2025-243-0

**TRANSMITTAL DATE:** June 20, 2025

**MEETING DATE:** June 27, 2025

**TO:** Board of Directors

**FROM:** Donald Filippi, Chief Operating Officer

**SUBJECT:** FY2025-26 Annual Contract Authority for Contract No. MS289-22 - Track and Signal Infrastructure Maintenance and Support Services - Herzog Contracting Corporation

### **Issue**

Annual contract authority and continued on-call work directive project support on Contract No. MS289-22 are required to:

- Provide inspection, testing, reporting, maintenance for track, structures, signals, right-of way, train control systems.
- Stay in compliance with Federal Railroad Administration (FRA) and California Public Utilities Commission (CPUC) regulations and Authority standards.
- Support new capital, rehabilitation, and third-party reimbursable projects.

Annual contract authority for Base Maintenance services is requested every fiscal year and is required to provide inspection, testing, reporting, and maintenance for track, structures and right-of-way and maintenance of wayside Train Control, Communications, Signals Systems to stay in compliance with Federal Railroad Administration (FRA) regulations as well as to support capital, rehabilitation, and third-party external projects.

### **Recommendation**

It is recommended that the Board authorize the Chief Executive Officer to approve the annual contract authority for Contract No. MS289-22 for Track and Signal Infrastructure Maintenance and Support Services with Herzog Contracting Corp (Herzog) in a not-to-exceed amount of \$47,070,707 for FY2025-26.

### **Strategic Commitment**



This report aligns with the Strategic Business Plan commitments of:

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

## **Background**

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

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

This contract also includes provisions to perform and support other project work through the Work Directives process. On June 25, 2021, the Board approved the contract funding authorization for the On-Call Work Directives for the full five-year base term of the contract in an amount not-to-exceed \$45,000,000. Work Directives are funded via New Capital, Rehabilitation and third-party projects that could span multiple years and would only be authorized once funding is approved and available through their own budgetary constraints and controls that are outside of the Annual Operating Budget. Herzog will be authorized to work on such projects through the Work Directive process. On June 23, 2023, the Board authorized the increase of the total amount for Work Directives to \$102,270,996.

## **Discussion**

Herzog, under Base Services, performs Track and Signal Infrastructure Maintenance in a safe, reliable, affordable, efficient, customer-centric manner and in conformance with the Contract requirements. The Base Maintenance Services include the inspection, testing, reporting, management, replacement and repairs of the track and signal infrastructure on the

Authority's maintained Service Property in accordance with the requirements of the Contract No. MS289- 22 Agreement and Scope of Services.

The contract specifies that Herzog shall submit an annual budget based on Track and Signal Infrastructure Maintenance criteria via a proposed service plan provided by the Authority.

The proposed FY2025-26 operating budget for Contract No. MS289-22 consists of:

- SCRRA property other than Arrow Service: \$45,714,679
- Arrow Service: \$1,356,028
- **Total: \$47,070,707**

### **Budget Impact**

The amounts for which base maintenance annual contract authority is requested (\$47,070,707) are included in, and are contingent upon, the adoption of the Proposed FY26 Operating Budget and the FY26 Arrow Budget. Funding for subsequent years will be requested through the annual budget or an equivalent process. There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

### **Next Steps**

Upon approval of this request and adoption of the FY2025-26 Operating Budget, staff will issue a Notice to Proceed for the FY2025-26 service plan and for the approved annual authority under the provisions of this contract.

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

Approved by: Donald Filippi, Chief Operating Officer


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

**ITEM ID:** 2025-244-0

**TRANSMITTAL DATE:** June 20, 2025

**MEETING DATE:** June 27, 2025

**TO:** Board of Directors

**FROM:** Donald Filippi, Chief Operating Officer

**SUBJECT:** Contract No. E761-25 - On-Call Professional Services for Metrolink Operations - Recommendation to Award - AECOM Technical Services, Inc.

### **Issue**

The Authority is seeking a consultant to provide On-Call Professional Services for staff augmentation, project management, and technical services for Metrolink Operations which are needed on a wide variety of small- and large-scale tasks and projects to support the Authority for day-to-day train operations and ancillary tasks. This contract is funded through both the Authority's annual Operating and Capital budget process. The existing On-call Contract No. E746-20 currently supporting these services is set to expire on June 30, 2025.

### **Recommendation**

It is recommended that the Board authorize the Chief Executive Officer to award Contract No. E761-25 for On-Call Professional Services for Metrolink Operations to AECOM Technical Services, Inc. (AECOM) in a not-to-exceed contract authority of \$21,000,000 for a base term of five years with a single three-year option to be exercised at the discretion of the CEO, subject to budget availability. Work under this contract will be authorized through individual Contract Task Orders (CTO). This award is subject to resolution of any timely filed protest.

### **Strategic Commitment**

This action aligns with the Strategic Business Plan commitments of:

- **Safety is Foundational:** The on-call services being performed under this contract will

directly support the safe delivery of Metrolink train operations and support the Authority's Operations department support of Capital and Third-Party Construction program, ensuring compliance with Authority standards and procedures while maintaining safe railroad operations and construction practices for the protection of our staff, contractors, riders and the public.

- **Modernizing Business Practices:** The contract will allow staff to continue to efficiently use qualified consultants to provide staff with professional staff augmentation support, project management and technical services to support the Authority for day-to-day train operations, by having a dedicated team ready to address the Authority's train operation needs and funding constraints.

## **Background**

The Authority requires continued staff augmentation, project management, and technical services support to assist the Authority's Operation team in day-to-day train operations and ancillary support tasks, including but not limited to:

- Support and coordinate with Authority staff and contractors on Positive Train Control (PTC) and Asset Management Change and Configuration Management for planned and unplanned changes.
- Review and approve Authority department invoices, verify for contract compliance, review, and process Contractor's monthly invoices, verify purchases against contractor A/P journals, verify labor rates and headcount prior to approval and route for signatures.
- Perform testing and assessment of Authority asset conditions
- Support the Authority on updating and reviewing Authority's Asset Management system as assets are updated (added/removed/refurbished)
- PTC technical support for planning, testing, and implementation of software and hardware updates and enhancements.
- Support software and configuration enhancements and maintenance of the Authority's PTC and Asset Management Change and Configuration Management tools
- Assist with development of public train schedules, including but not limited to simulation of projected future services, historical review of performance compared to schedule of service, suggest optimizations based on projected ridership demands, review of origin-destination pairs based on ridership demand, generate ridership forecast of projected schedules
- Review of current and future equipment cycle plans for optimizations and/or cost saving initiatives.
- Review of current and future manpower planning for train services for optimizations and/or cost saving initiatives.

With ridership growth, service expansion, and continued Operations support for the safe and reliable day-to-day service, the requirement for such services continues. The existing Bench Contract No. E746-20, with five consultant firms, for Project Management, Construction Management and Staff Assistance, that currently supports these services, is set to expire on June 30, 2025. The existing Bench Contract No. E746-20 was mainly targeted to support Project/Program Delivery support whereas this new Contract No. E761-25 is targeted for Operations support and will only be awarded to one consultant firm. These technical support services are needed on an on-call basis the Operations department anticipates a wide variety of small- and large-scale projects and continued support funded through Metrolink's Annual

Operating Capital budget programs. Work under this on-call contract will be authorized through the use of Contract Task Orders (CTO's), which will be issued as funding for Operations and Capital/Rehab projects are awarded to the Authority. Staff has successfully used the CTO process to manage previous on-call professional service contracts like this project management, construction management and staff assistance services contract. The CTO process enables staff to define individual scopes of work for each project and monitor and control the expenditures for each task.

## **Discussion**

The Authority issued Request for Proposals (RFP) No. E761-25 on November 20, 2024. The RFP was advertised on the Authority's online solicitation portal and 560 registered vendors were notified. It was also advertised in publications in the five member counties and in diversity newspapers. The solicitation documents were downloaded by 123 registered vendors. Representatives from eighteen firms attended the pre-proposal conference. A total of 84 questions and requests were addressed during the Q&A process. The Authority received six proposals by the due date of February 19, 2025. A Technical Evaluation Committee evaluated and scored the technical proposals per the below criteria.

Technical Criteria	Maximum Points
A) Understanding of Scope and Qualification to perform scope	25
B) Past Experience and Qualification of Proposer	20
C) Capability and Assigned Resources	20
D) Project Management & Document Control	15
Total:	80

The proposals from AECOM and US Rail Systems Inc. were found to meet the minimum evaluation criteria of 56 points (70% of the total technical criteria). The table below shows the final scoring for the two proposers in the competitive range, after adding the price score which was calculated based on the submitted price proposals compared to the lowest.

Criterion	AECOM	US Rail
A	23.75	19.75
B	19.00	16.50
C	19.50	15.25
D	13.75	12.00
Price	20.00	16.13
<b>Total</b>	<b>96.00</b>	<b>79.63</b>

The price proposal listed consultant positions with estimated hours for evaluation purposes in order to capture the maximum individual rates that will apply for this contract. A pre-defined escalation per year was also included. AECOM was found to be the highest ranked proposer. Pursuant to negotiation of those rates, Staff determined that they were fair and reasonable.

A Disadvantaged Business Enterprise (DBE) contract specific goal of 14.9% has been established for these U.S. Department of Transportation assisted contracts. AECOM committed to meeting this goal.

### **Budget Impact**

The amounts for which base maintenance annual contract authority to be used in FY26 is estimated at \$3,505,000 which is included in, and contingent upon, the adoption of the Proposed FY2025-26 Operating Budget and the FY2025-26 Capital Budget. Funding for subsequent years will be requested through the annual budget or an equivalent process. There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

### **Next Steps**

Upon Board approval of this request and adoption of the FY2025-26 Operating and Capital Budgets, staff will execute a contract with AECOM and issue a Notice to Proceed (NTP).

Prepared by: Dorothea Cantero, Senior Contract & Compliance Administrator  
Luis Carrasquero, Deputy Chief Operating Officer

Approved by: Donald Filippi, Chief Operating Officer

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

**ITEM ID:** 2025-258-0

**TRANSMITTAL DATE:** June 20, 2025

**MEETING DATE:** June 27, 2025

**TO:** Board of Directors

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

**SUBJECT:** Increase of Annual Authorization for Service Agreement No. SP522-25 - Iron Mountain, Inc.

**Issue**

Staff requests an increase to the Annual Authorization for the Service Agreement with Iron Mountain, Inc., which provides records storage and management services to the Authority.

**Recommendation**

It is recommended that the Board authorize the Chief Executive Officer to amend the Annual Authorization for Service Agreement No. SP522-25 with Iron Mountain, Inc., from \$30,000 to \$39,500.

**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 state of good repair and investing in the development of employees. Iron Mountain provides safe and secure offsite storage for Authority documents, which is critical for compliance and business continuity.

**Background**

During the June 28, 2024 Regular Board Meeting, the Board approved the Fiscal Year 2024-2025 (FY25) Annual Authorization for Maintenance, Repair and Operations Agreements.

Included in the list of agreements approved was Contract No. SP522-25 with Iron Mountain, Inc., in the amount of \$30,000.

### **Discussion**

Currently, staff has two unpaid Iron Mountain invoices for April and May 2025, and expects another invoice for June 2025, totaling approximately \$9,500. The remaining contract authority for Iron Mountain will not cover these invoices. One reason for the shortage is staff's underestimation of the total annual cost of Iron Mountain services for FY25. Based on the FY24 costs of approximately \$3,000 per month, the estimated FY25 budget should have been \$36,000 instead of \$30,000, assuming no price increases. However, Iron Mountain did increase their prices when the agreement was renewed and amended in May 2024, which was after the FY25 budget process was completed. Additionally, the last invoice for FY24 was paid out of the FY25 budget. This resulted in an additional shortfall of approximately \$3,500, for a total of \$9,500.

Staff is requesting an additional authorization of \$9,500 for a total contract authorization amount of \$39,500. The cost increase will be funded by a budget transfer.

### **Budget Impact**

The amount for which contract authority is requested is included in the FY25 Operating Budget. The \$9,500 contract increase will be paid from the Administrative Services budget, for which sufficient funds were included in the FY25 budget.

### **Next Steps**

Upon Board approval, staff will amend the authority for the agreement with Iron Mountain, process the budget transfer, and pay the three remaining FY25 Iron Mountain invoices by June 30, 2025.

Prepared by: Roxanne Randolph, Director, Human Resources

Approved by: Alberto Lara, Chief People Officer





**ITEM ID:** 2025-249-0

**TRANSMITTAL DATE:** June 20, 2025

**MEETING DATE:** June 27, 2025

**TO:** Board of Directors

**FROM:** Lisa Bahr, Chief Customer Experience Officer  
Kevin Gray, Chief Technology Officer

**SUBJECT:** Open Loop Demonstration Pilot Grant - MOU with the Southern California Association of Governments (SCAG)

### **Issue**

A Memorandum of Understanding (MOU) between the Authority and the Southern California Association of Governments (SCAG) is required to provide grant funding for an open payment demonstration. Once the MOU has been executed and funding has been authorized, vendor contracts can be awarded through the California Integrated Travel Project (Cal-ITP) Master Services Agreements.

It is important to note that all subsequent vendor agreements under the MSA, including those related to device connectivity and installation, will require negotiation prior to execution. These negotiations will ensure alignment with project objectives, funding parameters, and operational requirements.

This Open Loop Project is a New Capital Project and requires an Amendment to the FY26 Capital Budget.

### **Recommendation**

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

1. Negotiate and execute a Memorandum of Understanding (MOU) with the Southern California Association of Governments (SCAG) in an amount not to exceed \$2,800,000, to secure grant funding for an open loop fare payment demonstration; and
2. Negotiate and execute vendor contracts, as necessary, under the California Integrated Travel Project (Cal-ITP) Master Services Agreement (MSA), within the same not-to-exceed grant amount, to implement the demonstration project. Note subsequent vendor

- agreements under the MSA, including those related to device connectivity and installation, will also require negotiation prior to execution; and
3. Amend the FY26 Capital Budget to include the Open Loop Project as a New Capital Project in the amount of \$2,800,000.

### **Strategic Commitment**

This report aligns with the Strategic Business Plan commitments of:

- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships, especially with Cal-ITP and SCAG, to provide a new means to simplify fare payment on the Metrolink system and provide seamless connections to other transit services (rail and bus) throughout Southern California.
- **Customers Are Our Business:** We will streamline the rider experience by eliminating the need to calculate exact fares and removing extra steps required to purchase tickets at our ticket machines and mobile application. This additional payment option will make travel more accessible, seamless, and modern while ensuring a consistent experience across the region.

### **Background**

Metrolink, in partnership with the California Integrated Travel Project (Cal-ITP) and the Southern California Association of Governments (SCAG), is launching an open loop contactless fare payment demonstration on the San Bernardino and Arrow Lines. This effort supports the Metrolink Reimagined vision by making paying for travel easier for riders and eliminating barriers to entry as we attract new riders to the new schedule and system.

Open loop contactless fare payment (open payment) systems significantly benefit public transit riders and operators. In an open payment system, passengers can use their credit or debit card or a smart device to pay for their travel by tapping it directly to a payment terminal, much like paying for coffee and other everyday items.

Transport for London (TfL) was the first public transit agency to implement open payments for customers to tap their credit or debit card to pay for travel on their system in 2012. Today, more than half of all trips on all TfL modes are made using open payment.

In California, cities such as San Diego and Sacramento have deployed open payments on multiple modes of public transit, including rail. Ventura County and Orange County are launching open payments this year, and LA Metro intends to go live with open payments on their system before the World Cup in 2026.

In November 2024, Metrolink signed a Letter of Intent with Cal-ITP and SCAG establishing a framework for technical, operational, and policy collaboration. The demonstration will leverage pre-qualified vendors through Cal-ITP's Master Service Agreements to expedite procurement and ensure compliance with federal requirements.

## **Discussion**

Metrolink is seeking approval for the CEO to negotiate and execute a Memorandum of Understanding (MOU No. M-030- 25) with the Southern California Association of Governments (SCAG) to implement an Open Loop Payment Pilot Program. This \$2.8 million cost-reimbursement agreement supports the deployment of a contactless payment system on the San Bernardino and Arrow Lines, aligning with state and regional goals to reduce transportation emissions.

Metrolink is advancing this open loop demonstration in collaboration with Cal-ITP and is seeking approval for the CEO to negotiate and execute contracts with pre-approved vendors on Cal-ITP's Master Services Agreements for open loop payment systems. Vendors will be selected from three categories: Category A (Payment Devices), Category B (Transit Processor), and Acquirer. Metrolink is currently in the evaluation process for vendor selection.

The six-month demonstration will be conducted on the San Bernardino Line (SBL) and the Arrow Line. These lines were selected for the demonstration for several reasons:

- Lack of overlapping sections with other Metrolink lines
- Relatively high ridership and population of various demographic categories
- High frequencies of service (more attractive to spontaneous travelers)
- High rates of one-way and round-trip ticket purchases
- Ability to test across major connection points at San Bernardino – Downtown (between the base Metrolink system and Arrow) and at Union Station (primarily between Metrolink and Metro and other bus operators).

Alongside Metrolink staff, Cal-ITP and SCAG developed a detailed cost estimate for the demonstration that spanned a range between \$1.5 and \$ 2.8 million, depending on the different pricing options offered by vendors on the state bench contracts, along with a range of costs for installation and connectivity of the platform validator devices.

The open payment demonstration is structured in three phases:

- **Phase 1** – Scoping, which was completed in December 2024, focusing on reviewing MSAs and vendor offerings and drafting the Scope of Work.
- **Phase 2** - Vendor Engagement and Project Set-Up, running from January through June 2025, includes soliciting bids from the MSA vendors, executing agreements, and securing funding authorization.
- **Phase 3** - Implementation, scheduled from July 2025 to July 2026, will involve the installation, testing, training, and launching the new payment system. The demonstration will be evaluated after six months of operations (in Summer 2026) to assess the potential for systemwide deployment.

## **Budget Impact**

A \$2.8 million amendment to the FY26 capital budget will be required. Since the project is 100% grant-funded, all costs for the open loop payment demonstration will be absorbed through the SCAG grant. Following the successful demonstration of the open loop payment system, staff will assess the program's impact and provide recommendations to guide the establishment of funding for a systemwide expansion.

## **Next Steps**

The Chief Executive Officer will negotiate and execute the MOU for a Demonstration of Open Loop Payment between SCAG and Southern California Regional Rail Authority (Authority). Staff will continue to evaluate open loop vendors on the Cal-ITP MSA and will prepare a recommendation for the CEO to negotiate and execute vendor contracts. Staff will update the Board on the status and progress of the open loop payment demonstration.

Prepared by:                      Gabriela Saravia, Manager  
    Lisa Bahr, Chief Customer Experience Officer

Approved by:                      Lisa Bahr, Chief Customer Experience Officer  
    Kevin Gray, Chief Technology Officer  
    Tom Schamber, Interim Chief Financial Officer

## **Attachment(s)**

[Attachment A - Metrolink/Cal-ITP/SCAG Letter of Intent - Open Loop Demonstration Presentation - Open Loop Payment Demonstration](#)

## **Metrolink/Cal-ITP/SCAG Letter of Intent Open Loop Demonstration**

### **I. Purpose and Scope**

The Southern California Regional Railroad Authority (Metrolink), the California Integrated Travel Project (Cal-ITP)/Caltrans, and the Southern California Association of Governments (SCAG), hereby agree to collectively develop and deploy an open loop demonstration project on the San Bernardino and Arrow Lines. The intent of open loop payments is to leverage worldwide payments best practices and standards to ensure a seamless, modern, and consistent rider experience across California while improving service performance and increasing equitable operational policies across Metrolink's service area. Cal-ITP/Caltrans and SCAG are deeply committed to Metrolink's successful demonstration, which includes providing financial assistance to enable the launch of open payments on Metrolink. Financial commitments will be further detailed in a forthcoming memorandum of understanding (MOU) from SCAG.

### **II. Letter of Intent Term**

The term of this Letter of Intent shall begin upon the Effective Date as defined in Section V and terminate when any party provides written notice of termination of this agreement.

### **III. Parties Responsibilities**

#### **Cal-ITP shall:**

- 1) Provide technical support to Metrolink to launch open loop payments on the San Bernardino and Arrow Lines. This includes establishing a demonstration framework, where Cal-ITP will support with co-developing the customer proposition, outlining costs and delivery timelines, fare policy and product review and governance considerations.
- 2) Cal-ITP will support Metrolink with co-developing the scope of work, procuring low-cost open-loop contactless validators and assistance with accessing California state MSAs (Master Service Agreement) for lower costs on payment processing, and advising on contract execution as needed.
- 3) Cal-ITP will provide assistance with deploying validators on one or more Metrolink lines (i.e. the San Bernardino and Arrow Lines), including program management and stakeholder coordination with vendors, financial partners, and Metrolink staff. Cal-ITP will provide "best practice" knowledge to assist with open loop operations (including customer service, financial management, service operations, training, etc.) and any troubleshooting during the demonstration (including testing, payment processing, and financial reconciliation).
- 4) To offer support beyond the demonstration, Cal-ITP can brief Metrolink on other key features of the Cal-ITP offering, including the contracting options outlined in the California Mobility Marketplace (<https://www.camobilitymarketplace.org/>) This includes offerings such as real-time train information (GTFS-RT) and Cal-ITP Benefits, an

online tool which enables automated digital identity verification and enrollment for transit benefits onto customers' existing contactless bank (credit/debit) cards.

**Metrolink shall:**

- 1) Metrolink participation in the Cal-ITP open loop pilot is conditional based on implementation costs being fully covered by grant funds and is subject to the concurrence of the Metrolink member agencies. Metrolink will actively engage with its member agencies and Board of Directors to ensure all stakeholders are informed of the open-loop demonstration, including its key objectives, budget implications, associated costs, and any relevant updates throughout the demonstration.
- 2) Metrolink agrees to appoint a lead point person who will commit to champion the open loop demonstration, attend regular meetings and workshops with the Cal-ITP and SCAG teams to socialize the demonstration's desired outcomes across Metrolink, to facilitate decision-making on demonstration scoping, and spearhead preparations to launch the demonstration. This would entail a roughly half-day per week commitment from the key project lead.
- 3) Metrolink agrees to incorporate and resource staff from key departments, including operations (rolling stock and station oversight), finance, customer care, fare collection, and revenue inspection into an informal working group that can provide key data, drive policy, operations, and financial decisions, and lead respective functions to launch an open payments demonstration on Metrolink. Key staff will be identified during the scoping process, with the level of effort to be developed in concert with their proposed roles during planning and deployment.
- 4) Metrolink will be responsible for selecting preferred vendor(s) and executing contracts (leveraging the CAL-ITP MSAs), along with the installation of validators, any associated station works, and operations and maintenance of the validators, revenue inspection, and back office.

**SCAG shall:**

- 1) SCAG commits to serve as a project sponsor for the demonstration. Signing of this LOI commits SCAG to provide funding that covers the cost of a one-year demonstration. Based on the cost estimates developed, SCAG commits to provide up to \$2.5M to support the demonstration on both the San Bernardino and Arrow Lines. SCAG funding is subject to its funders. SCAG agrees to develop an MOU that specifies its role as sponsor, including the value, scope, and terms of available funding. SCAG agrees to work with Metrolink and Cal-ITP in determining the best application of funds, which may include the purchase of validators, processors, technical services, and/or other associated equipment or activities to support the deployment of an open loop demonstration project.

2) Additional items SCAG may support and scope in the MOU include, but are not limited to:

- Project management support
- Development of a deployment analysis, which will document lessons learned that can be applied to other transit agencies in the region
- Regional convening regarding the value of open loop payments and lessons learned

#### IV. Demonstration Scoping

To fulfill this Letter of Intent and the commitment to collaborate, the following demonstrate scope has been developed with input from Metrolink, SCAG, and Caltrans/Cal-ITP:

- a) Recommended lines for the demonstration include San Bernardino and Arrow
- b) An initial estimate of 80 validators are recommended for installation across the 20 stations
- c) An initial demonstration assessment will take place at six months, with the full demonstration running for one year

#### V. Effective Date and Signature

This Letter of Intent shall be effective upon the signature of Metrolink, Cal-ITP/Caltrans, and SCAG authorized officials (Effective Date). Metrolink, Cal-ITP/Caltrans, and SCAG indicate agreement with this Letter of Intent by their signatures.

##### Signature and Dates

Darren M.  
Kettle

Digitally signed by Darren  
M. Kettle  
Date: 2024.10.11 15:12:17  
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[Authorized signature  
from Metrolink]

**Darren Kettle**

[Insert name of Metrolink  
signatory]

**10/11/2024**

Date

*Gillian Gillett*  
Gillian Gillett (Oct 14, 2024 13:19 PDT)

[Authorized signature  
from Cal-ITP/Caltrans]

**Gillian Gillett**

[Insert name of Cal-ITP/  
Caltrans signatory]

**10/10/2024**

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[Authorized signature  
from SCAG]

**Kome Ajise**

[Insert name of SCAG  
signatory]

Date





**METROLINK**

Open Loop Payment Demonstration

*Board of Directors Meeting*

*June 27, 2025*

**224**



# Open Loop Payment Demonstration

## The Project

A fully funded, Cal-ITP and SCAG supported, six-month open loop payment demonstration on the San Bernardino and Arrow lines.

## The Approach

Seize the opportunity to learn more about how contactless open payments will impact ticket purchasing behavior, ridership and resources, and allow us to make projections to evaluate the value of deploying full scale across our system ahead of the 2028 Olympic and Paralympic Games.



# What are Open Payments?

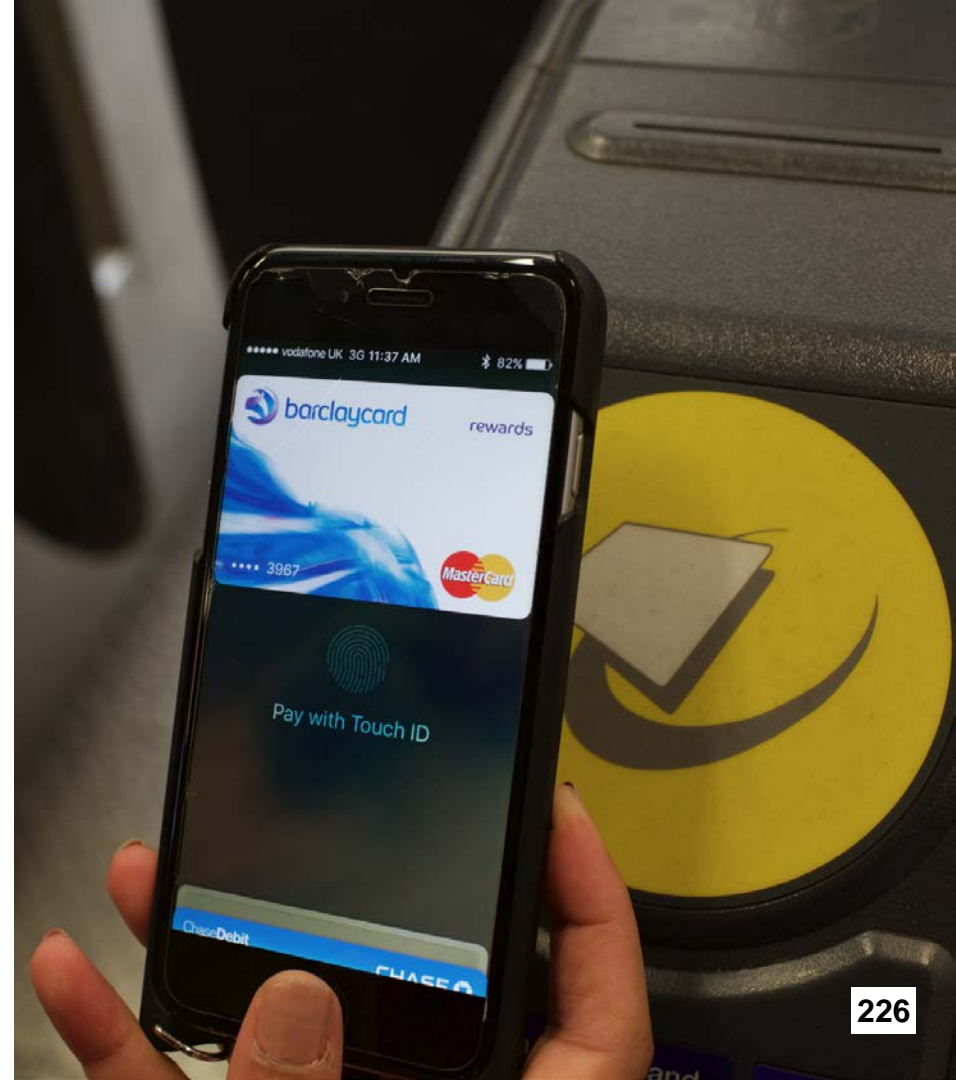
Open loop payment systems in transit allow customers to pay for their trip by tapping a validator with their credit/debit card or digital wallet.

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Transport for London was the first public transit agency to launch open loop contactless payments in 2012.

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Customers tap their cards before and after boarding on distance-based systems.



# Open Payment Benefits

From a transit rider's perspective, **paying for transit should be as easy as paying for a cup of coffee**. Allowing customers to use what's already in their pockets to pay for transit creates advantageous outcomes, including:



**Improved  
customer  
experience**



**Higher  
ridership**



**Lower costs for  
customers and  
providers**



**Reduced emissions by  
reducing dwell times**



**More equitable access  
through fare capping  
and automated  
discounts**

# Open Payments in SoCal

*Already Accepting:*



**NORTH COUNTY  
TRANSIT DISTRICT**



*2025:*



*2026:*



# Open Payment MOU & Project Scope

METROLINK



# The State and the region are eager to support Metrolink with launching open-loop payments

Metrolink will have **funding** and **technical support** for the project given we will be contributing to statewide interoperable payments.





# SCAG MOU

**Partnership:** Metrolink and Southern California Association of Governments (SCAG)  
(MOU No. M-030-25)

**Funding source:** \$2.8 million from the federal Carbon Reduction Program (CRP) under the Infrastructure Investment and Jobs Act

## Highlights:

- Implement a contactless payment system on the San Bernardino and Arrow Lines
- Supports state and regional goals to reduce transportation emissions
- Part of SCAG's Regional Pilot Initiatives (RPI)
- Emphasizes on innovation, equity, and sustainability



# The Pilot Scope Includes:



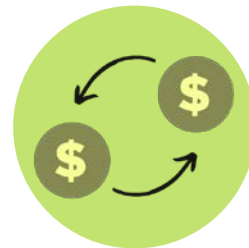
**San Bernardino  
& Arrow Lines**



**Open to All**  
(no registration)



**Station-Based  
Validators**  
Tap on and tap off



**Single Ride Fare**  
Distance-based fare  
with daily fare cap



# Cal-ITP MSA Vendor Selection & Project Timeline

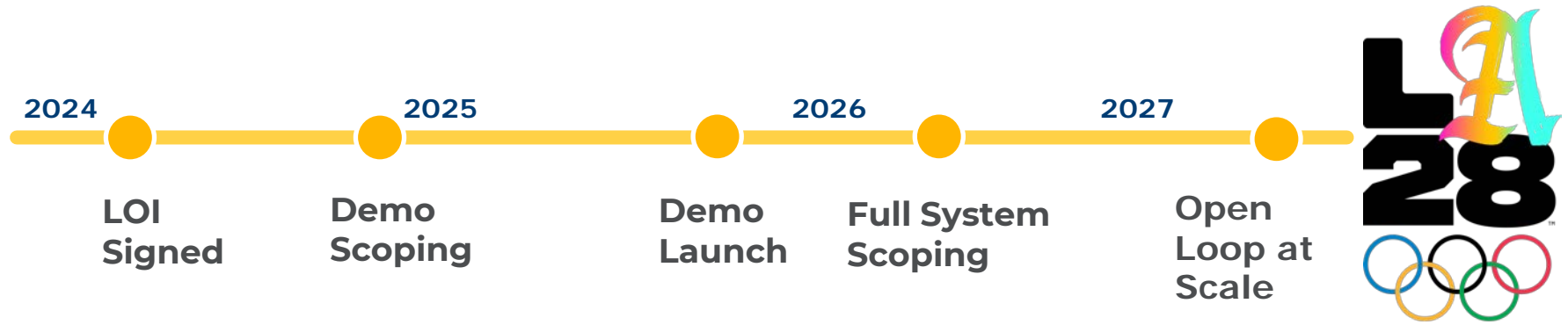
METROLINK



# MSA Vendor Selection & Demonstration Schedule



# Olympics & Paralympics 2028



Every traveler coming to SoCal for the Games will have a phone and a bank/credit card



**METROLINK**

Thank you.




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

**ITEM ID:** 2025-247-0  
**TRANSMITTAL DATE:** June 20, 2025  
**MEETING DATE:** June 27, 2025  
**TO:** Board of Directors  
**FROM:** Paul Hubler, Chief Strategy Officer  
**SUBJECT:** Rail-2-Rail Agreement - Time Extension No. 8

### **Issue**

The current Rail-2-Rail (R2R) Agreement with the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) and the National Passenger Railroad Corporation (Amtrak) was last extended to June 30, 2025. A new Cooperative Agreement is needed to continue the R2R program.

### **Recommendation**

It is recommended the Board authorize the Chief Executive Officer to negotiate and execute an amendment which extends Agreement No. L-9-0005 between LOSSAN, the Southern California Regional Rail Authority (Authority), and Amtrak to continue the Rail-2-Rail (R2R) program for up to a twelve-month term through June 30, 2026, for a total maximum amount of \$687,792.

### **Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

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

## **Background**

The R2R program was initiated in 2003 through a cooperative agreement between the California Department of Transportation (Caltrans), the Authority, and Amtrak. The R2R program was intended to leverage available capacity on the Pacific Surfliner for the mutual benefit of both the Authority and the Pacific Surfliner by providing additional capacity for Metrolink passengers at a time when the Authority needed capacity and had no options to provide it. The program also intended to help increase ridership and fare revenue on the Pacific Surfliner by carrying Metrolink passengers. The more prominent expression of R2R is a mutual pass acceptance between the Pacific Surfliner and Metrolink on the lines that follow the LOSSAN Corridor – the Orange County Line, most of the Ventura County Line, and portions of the Antelope Valley Line, 91/Perris Valley Line, and IEOC Line that share stations with those lines. R2R allows Pacific Surfliner and Metrolink monthly passholders to utilize either service within the limits of their valid ticket at no additional charge and provides for a reciprocal use for Pacific Surfliner passengers.

Currently, the R2R program allows the Authority to offer up to 24 additional daily trips to its monthly passholders at a fraction of the cost to provide that service independently. A secondary expression of the R2R Program is the concept of shared services or code share. With the code share concept, certain trips of the Pacific Surfliner operate as if they are also Metrolink trains. They are included on the Metrolink schedule and accept all Metrolink fare media to ride. This type of arrangement was initiated in 2005 and applied to one trip in each direction on the portion of the LOSSAN corridor between Los Angeles Union Station and Ventura County (parallel to the Ventura County Line), under the name “Shared Services.” In October 2021, this was extended to a second roundtrip to support a LOSSAN schedule change that impacted Metrolink schedules and renamed code share to improve passenger understanding because code share trains are effectively treated as part of the Metrolink schedule.

On March 18, 2019, the LOSSAN Board of Directors approved Cooperative Agreement L-9-0005, which extended the R2R Program between the Authority and Amtrak for a term of one year through June 30, 2020. The reimbursement rate was recommended to be \$7.00 per boarding between July 1, 2019, and June 30, 2020. In October 2020, the agreement was amended to extend the program until June 30, 2021, and subsequently the agreement was amended two additional times to extend the expiration date to June 30, 2023, and add a second roundtrip to the rechristened code share program.

On November 1, 2023, a pilot program to expand code share to apply to all Surfliner trains between Los Angeles and Ventura-Downtown/Beach Station was implemented to be in effect until June 30, 2025, and the reimbursement rate for each boarding increased to \$10. Upon conclusion of the pilot period, the program may be extended by mutual agreement.

## **Discussion**

The Authority and LOSSAN have continued to discuss the code share pilot program and R2R program and recommend the continuation of the program through June 30, 2026, at the same \$10 per boarding for the code share rate, up to a maximum budgeted amount of \$687,792 for a twelve-month time extension while LOSSAN finalizes their new fare structure.

**Budget Impact**

Contract authority is requested in the amount of \$687,792 which is included in the Proposed Operating Budget for FY26 anticipated to be adopted at the June 2025 Board meeting. Expenditure of funds is contingent upon adoption of the FY26 budget.

**Next Steps**

The agreement/amendment will be routed for signature to carry the R2R program until the end of June 30, 2026.

Prepared by: Monica Coria, Railroad Services

Approved by: Paul Hubler, Chief Strategy Officer

**Attachment(s)**

[Attachment A - L-9-0005 Amendment 8](#)

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**AMENDMENT NO. 8 TO  
COOPERATIVE AGREEMENT NO. L-9-0005**

**BETWEEN**

**LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO RAIL CORRIDOR AGENCY,**

**AND**

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SU107)**

**AND**

**NATIONAL RAILROAD PASSENGER CORPORATION**

**FOR**

**CONTINUATION OF THE RAIL 2 RAIL PROGRAM**

**THIS AMENDMENT NO. 8** is effective as of this \_\_\_\_ day of \_\_\_\_\_ 2025, by and between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (“LOSSAN Agency”), the Southern California Regional Rail Authority (SCRRA) a joint powers authority existing under the laws of the State of California, and the National Railroad Passenger Corporation ("AMTRAK"), a corporation organized under the Rail Passenger Service Act recodified at 49 U.S.C. §24101 et. seq. and the laws of the District of Columbia and having its principal office and place of business in Washington, D.C., and (LOSSAN Agency, SCRRA, and AMTRAK are each sometimes referred to herein as a “PARTY” and collectively referred to as “PARTIES”).

**WITNESSETH:**

**WHEREAS**, by Cooperative Agreement No. L-9-0005 dated July 1, 2019, as last changed by Amendment No. 7, dated June 26, 2025, PARTIES entered into a Cooperative Agreement to define the specific terms and conditions, and roles and responsibilities for the continuation of the Rail 2 Rail Program; and

**WHEREAS**, PARTIES agree to extend the term of the Agreement for an additional twelve (12) months beginning July 1, 2025 and ending June 30, 2026; and



1       **WHEREAS**, SCRRA has adjusted their total not-to-exceed reimbursement amount in the  
2 amount of Six Hundred Eighty-Seven Thousand Seven Hundred Ninety-Two Dollars (\$687,792);

3       **WHEREAS**, PARTIES acknowledge that during the extended term of the Agreement, LOSSAN  
4 may implement a demand pricing pilot or other pricing changes that may result in a reassessment of  
5 the Rail 2 Rail Program, including both the standard and code share components, and may evaluate  
6 elements such as the reimbursement rate for Metrolink passengers riding Pacific Surfliner trains, the  
7 trains applicable to each component of the program, the program's eligibility and participation criteria,  
8 and any related operational restrictions or modifications; and

9       **WHEREAS**, following such reassessment, the PARTIES may either agree to mutually  
10 acceptable modifications to the Program or exercise their right to terminate the Agreement upon sixty  
11 (60) days' written notice, consistent with the termination provisions set forth in the original Agreement.

12       **NOW, THEREFORE**, it is mutually understood and agreed that Cooperative Agreement  
13 No. L-9-0005 is hereby amended in the following particulars only:

14           1. Amend **ARTICLE 4, MAXIMUM OBLIGATION**, page 4 of 11, to delete in its entirety,  
15 and in lieu thereof, insert the following:

16           "Notwithstanding any provisions of this AGREEMENT to the contrary, the Parties mutually  
17 agree that SCRRA's maximum cumulative payment obligation hereunder for the term beginning July  
18 1, 2019, through June 30, 2026, shall not exceed Five Million Two Hundred Twenty-One Thousand  
19 Six Hundred Seventy-Nine Dollars (\$5,221,679), unless agreed to and amended by the Parties.  
20 Payment by SCRRA will not exceed Six Hundred Eighty-Seven Thousand Seven Hundred Ninety-  
21 Two Dollars (\$687,792) between July 1, 2025 and June 30, 2026."

22           2. Amend **ARTICLE 5, MUTUAL RESPONSIBILITIES**, page 6 of 11, paragraph 7, line  
23 14, as last changed by Amendment No. 4 dated October 25, 2021, to delete "June 30, 2023" as the  
24 expiration date of the Agreement and in lieu thereof, insert "June 30, 2026."

25           3. Amend **ATTACHMENT A, SECTION 4**, to delete in its entirety and, in lieu thereof,  
26 insert the following:

**AMENDMENT NO. 8 TO  
COOPERATIVE AGREEMENT NO. L-9-0005**

1           “All parties agree that for a period of twenty-four (24) months, starting July 1, 2024, and  
2 extending through June 30, 2026, a pilot program for expanded code share trains between Los  
3 Angeles Union Station and Ventura Station will be in effect. Upon conclusion of the pilot period, the  
4 program may be extended by mutual agreement.”

5           (The remainder of the section remains unchanged.)

6           The balance of Cooperative Agreement No. L-9-0005 remains unchanged.

7  
8           **WITNESS WHEREOF**, the PARTIES hereto have caused this Amendment No. 8 to Cooperative  
9 Agreement No. L-9-0005 to be executed and attested by their duly-qualified and authorized officials.

**LOSSAN RAIL CORRIDOR AGENCY**

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13 Dated: \_\_\_\_\_

By: \_\_\_\_\_  
Jason Jewell  
Managing Director

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16 Approved as to Form:

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18 By: \_\_\_\_\_  
James M. Donich  
General Counsel

**AMENDMENT NO. 8 TO  
COOPERATIVE AGREEMENT NO. L-9-0005**

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**AMENDMENT NO. 8 TO  
COOPERATIVE AGREEMENT NO. L-9-0005**

1           **IN WITNESS WHEREOF**, the PARTIES hereto have caused this Amendment No. 8 to  
2 Cooperative Agreement No. L-9-0005 to be executed and attested by their duly-qualified and authorized  
3 officials.

**NATIONAL RAILROAD PASSENGER CORPORATION**

6 Dated: \_\_\_\_\_

6 By: \_\_\_\_\_

Jeanne M. Cantu  
Vice President, California Services

**AMENDMENT NO. 8 TO  
COOPERATIVE AGREEMENT NO. L-9-0005**

1           **IN WITNESS WHEREOF**, the PARTIES hereto have caused this Amendment No. 8 to  
2 Cooperative Agreement No. L-9-0005 to be executed and attested by their duly-qualified and authorized  
3 officials.

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

6 Dated: \_\_\_\_\_

6 By: \_\_\_\_\_

7           Darren M. Kettle  
8           Chief Executive Officer

9           Approved as to Form:

11 By: \_\_\_\_\_

12           Don Del Rio  
13           General Counsel

**ATTACHMENT A**

This AGREEMENT between the LOSSAN Agency, SCRRA and Amtrak shall apply to the following trains provided by each service.

**Section 1: Pacific Surfliner Trains:**

- All trains between Los Angeles Union Station and Oceanside Station; Metrolink monthly passes honored
- All trains between Los Angeles Union Station and Burbank Airport – South Station; Metrolink all fare media honored.

**Section 2: Code Share Trains**

- Outside of the proposed pilot program defined in Section 4 of this Attachment, Code Share trains shall consist only of the following trains: trains 761, 770, 777, and 784 between Los Angeles Union Station and Ventura Station (in the Amtrak system, also known as “Ventura-Downtown/Beach Station” in the Metrolink system); Metrolink all fare media honored.

**Section 3: Metrolink Trains:**

- All trains between Los Angeles Union Station and Oceanside Station; Amtrak monthly passes honored
- All trains between Los Angeles Union Station and Burbank Airport – South Station; Amtrak all fare media honored

- All trains between Los Angeles Union Station and Ventura – Downtown / Beach; Amtrak monthly passes honored

**Section 4: Expanded Code Share Pilot**

All parties agree that for a period of twenty-four (24) months, starting July 1, 2024, and extending through June 30, 2026, a pilot program for expanded code share trains between Los Angeles Union Station and Ventura Station will be in effect. Upon conclusion of the pilot period, the program may be extended by mutual agreement.

- All existing Metrolink trains between Los Angeles Union Station and Ventura – Downtown / Beach Station (and any new trains added to the schedule); Amtrak all fare media honored for the pilot period. After the pilot period ends, only Amtrak monthly passes honored as defined in Section 3 of this attachment.
- All existing Pacific Surfliner trains between Los Angeles Union Station and Ventura (and any new trains added to the schedule); Metrolink all fare media honored for the pilot period. After the pilot period ends, only Metrolink monthly passes honored for code share trains as identified in Section 2 of this Attachment.



**ITEM ID:** 2025-269-0

**TRANSMITTAL DATE:** June 20, 2025

**MEETING DATE:** June 27, 2025

**TO:** Board of Directors

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

**SUBJECT:** State Rail Assistance (SRA) Program Resolution

### **Issue**

The State of California's State Rail Assistance (SRA) Program requires that the Board adopt a resolution, provide required certifications and assurances, and delegate authority for execution of any actions necessary under this grant in order to receive SRA funds.

### **Recommendation**

It is recommended that the Board adopt Resolution No. 25-147 Authorization for the Execution of the Resolution, Certifications and Assurances, and Authorized Agent Forms for the State Rail Assistance (SRA) Program to support the Track Intrusion System and Positive Train Control Project.

### **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. The Track Intrusion System and Positive Train Control Project (Project) is anticipated enhance the safety of the system by minimizing costly physical damage and protecting human life by slowing and stopping the train if an intrusion is detected on the rail line.
- **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



Project is anticipated to mitigate the impacts of service interruptions. Minimizing service interruptions boosts customer confidence, improves system reliability, resilience and on-time performance to increase and maintain ridership.

## **Background**

Senate Bill 1, the Road Repair and Accountability Act of 2017, created the State Rail Assistance Program by directing a portion of new revenue specifically to intercity rail and commuter rail. Similar to the State Transit Assistance program, SRA funds may be used for rail operations and capital improvements.

Metrolink has been receiving SRA funds since the program's inception in 2017 and has used funding to support the Rail Yard Rehabilitation and Modernization (RYRM) project at Los Angeles Union Station and the Mobility-4-All program.

This request is to utilize \$250,000 in SRA funds as required match to a \$1 million federal earmark received last year and administered through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program by the Federal Railroad Administration (FRA). The demonstration project will deploy artificial intelligence for prototype track intrusion detection, integrated with PTC to detect potential trespassers on the rail right-of-way and prevent strikes by alerting the train automatically.

## **Discussion**

Staff will continue to administer the Track Intrusion and Positive Train Control Project with CalSTA and the FRA. The goals of the program align with the Board-adopted Fare Policy Goals and Guiding Principles to:

1. Recover and grow ridership
2. Enhance the customer experience

Use of SRA funds will allow Metrolink to meet the match requirements of the federal earmark administered by the FRA.

By approving Resolution 25-147, the Board will:

- Authorize the submittal of the project nomination and allocation request to CalSTA for SRA funds for the Track Intrusion System and Positive Train Control Project.
- Agree to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all SRA funded transit projects.
- Authorize CEO Darren M. Kettle, CSO Paul Hubler, and Interim CFO Tom Schamber to execute all required documents of the SRA program.

## **Budget Impact**

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

**Next Steps**

Staff will execute all agreements necessary to receive SRA funds for the Track Intrusion System and Positive Train Control Project.

Prepared by: Jennifer Farinas, Manager, Grants

Approved by: Paul Hubler, Chief Strategy Officer

**Attachment(s)**

[Attachment A - Board Resolution](#)

[Attachment B - Certifications and Assurances](#)

[Attachment C - Authorized Agent Form](#)

**Board Resolution  
(Attachment A)**

**RESOLUTION #147**

**AUTHORIZATION FOR THE EXECUTION OF THE  
STATE RAIL ASSISTANCE (SRA) PROJECT:  
Track Intrusion System and Positive Train Control Project, \$250,000**

**WHEREAS**, the Southern California Regional Rail Authority (Agency) is an eligible project sponsor and may receive state funding from State Rail Assistance (SRA) now or sometime in the future for transit projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, Senate Bill 1 (2017) named the California State Transportation Agency (CalSTA) as the administrative agency for SRA; and

**WHEREAS**, CalSTA has developed guidelines for the purpose of administering and distributing SRA funds to eligible project sponsors (local agencies); and

**WHEREAS**, the Agency wishes to implement the SRA project listed above,

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Agency that the fund recipient agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations and guidelines for all SRA funded transit projects.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Agency that it hereby authorizes the submittal of the following project nomination and allocation request to CalSTA in FY 2017-18 SRA funds:

List project, including the following information:

Project Name: Track Intrusion System and Positive Train Control Project

Amount of SRA funds requested: \$250,000

Short description of project: The Project will demonstrate the efficacy of deploying artificial intelligence for prototype track intrusion detection, integrated with positive train control (PTC) to detect potential trespassers on the rail right-of-way and prevent strikes by alerting the train automatically.

Contributing Sponsors: Not applicable

**Agency Board Designee:**

BY: \_\_\_\_\_

Lead Agency:	<b>Southern California Regional Rail Authority</b>
Project Name:	<b>Track Intrusion System and Positive Train Control</b>
Prepared by:	<b>Jennifer Farinas</b>

The California State Transportation Agency (CalSTA) has adopted the following Certifications and Assurances for State Rail Assistance (SRA). As a condition of the receipt of SRA funds, project lead must comply with these terms and conditions.

**A. General**

1. The project lead agrees to abide by the current SRA Guidelines and applicable legal requirements.
2. The project lead must submit to CalSTA a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

**B. Project Administration**

1. The project lead certifies that required environmental documentation (if applicable) is complete before requesting an allocation of SRA funds. The project lead assures that projects approved for SRA funding comply with Public Resources Code § 21100 and § 21150.
2. The project lead certifies that a dedicated bank account for SRA funds only will be established within 30 days of receipt of SRA funds.
3. The project lead certifies that when SRA funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
4. The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
5. The project lead certifies that they will notify CalSTA of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
6. The project lead must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the
7. Any interest the project lead earns on SRA funds must be used only on approved SRA projects.
8. The project lead must notify CalSTA of any changes to the approved project with a Corrective Action Plan (CAP).
9. Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must (1) contact CalSTA in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.
10. Funds must be encumbered and liquidated within the time allowed

**C. Reporting**

1. The project lead must submit the following SRA reports:
  - a. Semi-Annual Progress Reports by August 15th (starting 2018) and February 15th (starting 20
  - b. A Final Report within six months of project completion.

**D. Record Retention**

1. The project lead agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the project lead, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the project lead, its contractors and subcontractors connected with SRA funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report, and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the project lead, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the project lead pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the project lead's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the project lead's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the project lead shall furnish copies thereof if requested.
3. The project lead, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

**E. Special Situations**

CalSTA may perform an audit and/or request detailed project information of the project sponsor's SRA funded projects at CalSTA discretion at any time prior to the completion of the SRA funded project.

I certify all of these conditions will be met.

**Darren M. Kettle**

*(Print Authorized Agent)*

**Chief Executive Officer**

*(Title)*

\_\_\_\_\_  
*(Signature)*

\_\_\_\_\_  
*(Date)*



# Authorized Agent (Attachment C)

2020-21 through 2024-25

AS THE

**Chief Executive Officer**

*(Chief Executive Officer/Director/President/Secretary)*

OF THE

**Southern California Regional Rail Authority**

*(Name of County/City Organization)*

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining State Rail Assistance (SRA) funds provided by CalSTA. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

**Paul Hubler, Chief Strategy Officer**

*(Name and Title of Authorized Agent)*

OR

**Tom Schamber, Interim Chief Financial Officer**

*(Name and Title of Authorized Agent)*

OR

*(Name and Title of Authorized Agent)*

**Darren M. Kettle**

*(Print Name)*

**Chief Executive Officer**

*(Title)*

*(Signature)*

Approved this 27 day of June, 2025

Only needed if there is a change in the Authorized Agent(s).


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

**ITEM ID:** 2025-257-0

**TRANSMITTAL DATE:** June 20, 2025

**MEETING DATE:** June 27, 2025

**TO:** Board of Directors

**FROM:** Justin Fornelli, Chief, Program Delivery

**SUBJECT:** Cooperative Agreement between the Orange County Transportation Authority and the Authority for Construction Support Services for "Area 3" of the Coastal Rail Stabilization Priority Project Request for Amendment to Operating Budget to include Coastal Rail Stabilization - "Area 3"

### Issue

Approval is required to negotiate and execute the Cooperative Agreement between the Orange County Transportation Authority and the Authority for Construction Support Services for "Area 3" of the Coastal Rail Stabilization Priority Project. An Amendment is also needed to the FY26 Operating Budget to include this San Clemente Item in the amount of \$4,500,000.

### Recommendation

It is recommended that the Board authorize the Chief Executive Officer to negotiate and execute the Cooperative Agreement with the Orange County Transportation Authority for the Construction Support Services for "Area 3" of the Coastal Rail Stabilization Priority Project. This Agreement will provide \$4,500,000 of TIRCP & TCEP funding for project support services.

It is further recommended that the Committee recommend the Board adopt an Amendment to the FY26 Operating Budget in the amount of \$4,500,000 to cover the Constuction Support Services for "Area 3" of the Coastal Rail Stabilization.

### 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. We are working with stakeholders to ensure infrastructure stability.

## **Background**

The Orange County Transportation Authority (OCTA) is conducting a Coastal Rail Resiliency Study (CRRS) to develop short to medium-term solutions to protect the coastal railroad in its existing right-of-way (ROW) and general alignment. As a part of CRRS, OCTA completed an Initial Assessment that identified four areas (Area 1 and 2, Area 3, and Area 4) that require mitigation due to the potential for slope instability, coastal erosion, and landslide hazards. These four areas are referred to as the Coastal Rail Stabilization Priority Projects (CRSPP), which are under imminent threat of additional passenger and freight rail service disruptions. Site observations were initially conducted, followed by a detailed LiDAR (Light Detection and Range) survey with orthometric and oblique aerial imagery (March 2024).

The field and survey assessment determined that:

- Areas 1 and 2: (Milepost [MP] 203.83 to MP 204.40). Several areas along the beachside were found to be over-steepened and susceptible to additional degradation, requiring immediate reinforcement. The potential impact of coastal erosion is high in these locations due to the narrow beach, direct wave attack, and existing displaced rock on steep slopes. This work has recently been completed by the Authority.
- Area 3: (MP 204.07 to 204.34). Several areas along the inland side of the track were found to be over-steepened, susceptible to additional degradation, and require immediate reinforcement. Area of coastal bluff erosion on the inland side of the railroad ROW vulnerable to steep bluffs and landslides that foul the railroad ROW. Additionally, a temporary solution of a soldier pile catchment wall was implemented by the Authority, in cooperation with OCTA near the Mariposa Pedestrian Beach Trail bridge located between the tracks and bluff at Milepost (MP) 204.2. The temporary mitigations aimed to prevent additional debris from reaching the tracks from a specific landslide. Since the construction of the wall, other failures along the bluff have occurred. The bluff in this vicinity has a history of slope failures.
- Area 4: (MP 206.00 to 206.10, MP 206.42 to 206.70). Portions of this area have been subject to recent coastal erosion where little to no riprap (large boulders with jagged edges) exists, posing a significant and immediate threat to the railroad ROW. This area is bounded to the south by riprap placed to arrest erosion and landslides at Cyprus Shore.

## **Discussion**

In order to mitigate risks to the railroad right-of-way identified in Area 3, OCTA plans to

advance with the construction of a permanent catchment wall the San Clemente coast at approximately MP 204.07 to 204.34. The intent of this catchment wall is to ensure debris from ongoing landslides of the adjacent bluff do not encroach into the railroad right-of-way affecting passenger and freight rail operations. The project is also envisioned to reestablish the coastal pedestrian path through this area, as the previous pedestrian bridge through this area was removed as part of the work completed earlier this month to armor Areas 1 and 2. The Authority will need to provide technical and field support to OCTA and their contractor to complete the Area 3 work.

This Cooperative Agreement between OCTA and the Authority addresses the roles and responsibilities of both parties during design and through construction and provides \$4,500,000 of Trade Corridor Enhancement Program (TCEP) and Transit and Intercity Rail Capital Program (TIRCP) funding for Authority support services to include Project Management, design review, maintenance support, project coordination, and provision of Railroad Operational Protection throughout the design and construction period.

Authority support to the project is essential to ensure that all work will be undertaken in compliance with Authority safety practices, standards and criteria to maintain safe and reliable operation of the adjacent railroad.

### **Budget Impact**

At OCTA's request, the California Transportation Commission has allocated \$4,500,000 of emergency funding under the Trade Corridor Enhancement Program (TCEP) and the Transit and Intercity Rail Capital Program (TIRCP) to Metrolink.

This expense was not included in the FY26 Operating Budget. Approval of this item will add \$4,500,000 of expense to the FY26 Budget and amend the FY26 Budget to include this amount. The amount requested will be funded entirely by the emergency funding provided by the two cost-reimbursement sources described above. OCTA will facilitate obtaining timely reimbursements from Caltrans to minimize working capital impacts.

### **Next Steps**

Upon Board Authorization, the Cooperative Agreement for the Construction Support Services for "Area 3" of the Coastal Rail Stabilization Priority Project will be executed by both parties.

Prepared by: Adam Boyd, Railroad Civil Engineer II  
Katy Thorpe, Principal Engineer, Construction  
Andy Althorp, Director, Construction

Approved by: Justin Fornelli, Chief of Program Delivery



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

**ITEM ID:** 2025-174-0

**TRANSMITTAL DATE:** June 20, 2025

**MEETING DATE:** June 27, 2025

**TO:** Board of Directors

**FROM:** Kevin Gray, Chief Technology Officer

**SUBJECT:** Contract No. H1660-18-OM - Ticket Vending Devices (TVDs) Maintenance, Operations and Hosting Services - Exercise Option to Extend Performance Period and Increase Contract Authority - INIT Innovation in Transportation, Inc. (INIT)

### **Issue**

The current contract expires on September 30, 2025, and the Authority requires the extension of performance period, and a contract authority increase to ensure our fare payment system continues to operate seamlessly for our customers.

### **Recommendation**

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

1. Exercise the option to extend Contract No. H1660-18-OM with INIT through June 30, 2030; and
2. Increase the Contract authority by \$9,108,000, from \$19,600,000 to a new not-to-exceed amount of \$28,708,000.

### **Strategic Commitment**

This action 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 bring them on board. This will be accomplished by ensuring our fare payment system continues to operate

seamlessly for our customers.

## **Background**

In March 2018, the Board authorized the award for the procurement of TVDs to INIT. Contract No.H1660-18 was for the procurement and installation of the new TVD system. Concurrently, the Board authorized Staff to finalize an agreement for the Operations, Maintenance, and Hosting services of the TVDs in a not-to-exceed amount of \$19,600,000.

In July 2020, the Authority executed Contract No. H1660-18-OM for the Operations, Maintenance, and Hosting services with INIT, in the amount of \$12,092,897 for a base term from July 1, 2020, to September 30, 2025, with a one five-year option to be exercised at the Authority's discretion.

In July 2022, the Authority amended Contract H1660-18-OM (Amendment No.1) to include the Electronic Benefit Transfer (EBT) functionality and increase the Contract amount by \$368,231 to a new not-to-exceed amount of \$12,461,128.

In April 2024, Contract H1660-18-OM was amended (Amendment No. 2) to include the Arrow and Vista Canyon stations, adding a total of nine additional TVDs to the network. As part of the amendment, the following contractual documents were modified or added:

- Revised Attachment D - Cost Schedule, to include the nine additional TVDs and the alignment of the fiscal year timeframe from October 1–September 30 to July 1–June 30. The base amount was amended to \$12,292,663, and the one five-year option to \$15,730,051, reflecting the updated statement of services. The overall cost is lower due to the three-month contract term adjustment when compared to the \$12.4 million NTE amount from Amendment No. 1.
- Revised Attachment A - Statement of Services with clarifications.
- Added Attachment E - Travel Procedures for Contractors to outline the basis for travel expense reimbursements.

In February 2025, the Authority notified INIT that it would exercise the one five-year option. INIT responded with a revised Attachment D - Cost Schedule in the amount of \$17,016,302 for the one five-year option period, based on the market developments since the execution of the Operation, Maintenance, and Hosting services Contract back in 2020. Pursuant to negotiations, the Authority agreed to the one five-year pricing not-to-exceed amount of \$16,246,873 based on the cost evolution of the hosting services used for this contract.

## **Discussion**

The Authority entered Contract No. H1660-18-OM with INIT on July 1, 2020, for the operations, maintenance, and hosting services of Metrolink's TVD system. The contract includes an initial performance period of 63 months, with a one five-year extension at Metrolink's discretion.

Under the current Operations, Maintenance, and Hosting contract, INIT provides:

- 24/7 software support services and operations activities.
- Maintenance of field equipment support during operating hours.

- Software and hardware maintenance, including preventative and ad-hoc repairs to maintain system uptime.
- Back-office hosting services, ensuring secure transaction processing and data management.
- Performance monitoring through defined Key Performance Indicators (KPIs) such as reliability, accuracy, and availability, with financial deductions applied for non-compliance.
- Annual PCI Data Security Standard (DSS) audits to maintain compliance with industry standards.

INIT has met contractual requirements by maintaining system reliability, minimizing downtime, and ensuring the secure processing of fare transactions. The contract includes defined service-level agreements (SLAs) for response times and maintenance activities, with penalties for non-compliance to uphold high service standards. As part of its responsibilities, INIT provides ongoing maintenance, software updates, and operational support to sustain the fare collection system.

Therefore, INIT continues to play a vital role in maintaining the fare collection infrastructure, supporting ridership recovery, and adapting to evolving operational needs.

### **Budget Impact**

The amount of \$1,947,916 is included in the FY26 Metrolink operating budget for the Base Operations, Maintenance, and Hosting services and the amount of \$71,101 is included in the FY26 Arrow operating budget for the Base and Maintenance services. Both amounts are contingent upon approval by the Member Agencies and adoption of the FY26 Budget by the Board. Budget amounts for future years will be included in annual budget processes and will be contingent upon approval in those years. Spending will not occur unless a budget is approved for these amounts.

### **Next Steps**

Upon Board approval, the Authority will issue a Contract amendment to reflect the changes in term and Contract authority.

Prepared by: Gabriela Saravia, Fare Collections Manager  
Bishoy Bestawros, Manager II, Contracts & Compliance

Approved by: Kevin Gray, Chief Technology Officer


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**ITEM ID:** 2025-112-0  
**TRANSMITTAL DATE:** June 20, 2025  
**MEETING DATE:** June 27, 2025  
**TO:** Board of Directors  
**FROM:** Kevin Gray, Chief Technology Officer  
 --  
**SUBJECT:** Contract No. H1656-15 - Masabi, LLC. Mobile/Online Ticketing  
 - Increase Contract Authority and Extend Period of  
 Performance for 24 Months

### **Issue**

Continued maintenance and support services are required for the Authority's mobile ticketing application, inspection application, web portal, and single board computers (SBCs) as well as increasing contract authority to procure and maintain the new Mobile app Electronic Benefit Transfer (EBT) discount verification feature, Google Maps Integration, and fare media validation via a new Cloud Solution.

### **Recommendation**

It is recommended that the Board authorize the Chief Executive Officer to amend Contract No. H1656-15 with Masabi, LLC (Masabi) to:

1. Ratify action of the CEO to increase contract authority by \$724,238.87 from \$7,242,388.69 to a new total not-to-exceed contract authority of \$7,966,627.56 under CEO's 10% contingency; and
2. Extend the current period of performance to November 3, 2026 with an additional one-year option to be exercised at the discretion of the Authority's Chief Executive Officer. The current contract expires on November 3, 2025; and
3. Increase contract authority by \$3,863,012 from \$7,966,627.56 to a new not-to-exceed total amount of \$11,829,639.56.

### **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 bring them on board. This will be accomplished by ensuring our mobile and online ticketing services continue to operate seamlessly for our customers.

## **Background**

On March 13, 2015, the Board authorized the Interim Chief Executive Officer to award Contract No. H1656-15 Mobile / Online Ticketing to Masabi, LLC (Masabi) for a five-year base term for a not-to-exceed contract funding authorization amount of \$1,600,000. The period of performance was from May 4, 2015 to May 3, 2020.

On March 3, 2017, the Authority amended the contract under Amendment No. 1 to increase contract authority by \$2,246,000 for a new total contract authorization not-to-exceed amount of \$3,846,000 and revise Scope of Services to incorporate the Optical Reader Installation, Development, and Maintenance on Metro Fare Gates.

On September 26, 2018, the Authority amended the contract under Amendment No.2 to increase contract authority by \$68,000 for a new total contract authorization not-to-exceed amount of \$3,914,000 and revise Scope of Services. The original Scope of Services was replaced by a completely revised version in Amendment No.2.

On June 26, 2019, the Authority amended the contract under amendment No.3 to revise the Scope of Services at no additional cost. The original Scope of Services was replaced a second time by a completely revised version in Amendment No.3. Contract No.H1656-15 that expired on May 3, 2020.

On March 27, 2020, the Board authorized an 18-month contract extension and a new contractual commission rate of 1.90%.

On May 4, 2020, the Authority amended the Contract under Amendment No. 4 to extend the contract term to November 3, 2021, increase the contract authority by \$1,197,008.00 for a new total contract authorization not-to-exceed amount of \$5,358,688, revise the Article 6, Notification, and revise Exhibit 1, Cost Schedule.

On November 2, 2021, the Authority amended the contract under Amendment No. 5 to extend the contract term through November 3, 2023 and increase the contract authority by \$1,085,514.69 to a new not-to-exceed total contract funding authorization amount of \$6,444,202.69, and increase the current sales commission from 1.9% to 3.0%.

On July 28, 2023, the Authority amended the contract under Amendment No. 6 to increase contract authority by \$165,000 for a new total contract authorization a not-to-exceed amount of \$6,609,202.69 and revise Attachment A – Scope of Work.

On September 22, 2023 the board authorized the CEO to extend contract through November 3, 2025, and increase contract authority by \$798,186 to a new not-to-exceed total of \$7,242,388.69 under Amendment No. 7.

On June 1, 2025, the Authority amended the contract under Amendment No. 8 to increase the contract authority by \$724,238.87 to a new not-to-exceed total contract authority amount of \$7,966,627.56 under CEO's 10% contingency.

## **Discussion**

The mobile ticketing project was launched in July 2015 and divided into three key phases:

1. Application for Ticketing Scanning
2. The Authority's Mobile Application
3. The Los Angeles County Metropolitan Transportation Authority (Metro) Gate Integration.

As part of Phase 1, the Authority completed the launching of the mobile inspection app and implemented fare inspection scanning across all service lines. The objective of this technology, in conjunction with fare inspection personnel, is to deter fare evasion. Weekly fare inspection reports are currently distributed to staff, detailing scanning by individual personnel.

Phase 2 of this project entailed launching the Authority's mobile app in November 2015. As part of this initiative, the Authority completed the beta testing for the Inland Empire-Orange County (IEOC) line. By March 2016, the app was available systemwide on all service lines. Since its initial launch, staff has completed numerous feature enhancements to improve the app and the user experience.

Phase 3 of the project was completed on December 30, 2017. Los Angeles County Metropolitan Transportation Authority (Metro) gates were successfully integrated with the Authority's mobile app. The project involved the installation of 187 optical scanners along with related hardware and custom software at select locked turnstiles located throughout Metro's rail stations. The optical scanner technology enables the Authority's mobile app users to seamlessly transfer to Metro rail stations located throughout Los Angeles County. In addition, mobile app users can also transfer to bus operators that currently accept the Authority's paper tickets, including the Metro bus system (EZ Transit Pass Regional Program), by simply showing the bus operator an activated mobile ticket for visual inspection.

Prior to the installation of the optical scanners, the mobile adoption rate plateaued in the low 20th percentile. The success of this program is demonstrated through the gradual increase in the adoption rate by the riders since the program's inception.

### **Mobile App Adoption Percentage -Yearly Average**

- Mobile App adoption percentage: 2016 (March to December) = 15%
- Mobile App adoption percentage: 2017 (January to December) = 23%
- Mobile App adoption percentage: 2018 (January to December) = 36%
- Mobile App adoption percentage: 2019 (January to December) = 46%
- Mobile App adoption percentage: 2020 (January to December) = 48%
- Mobile App adoption percentage: 2021 (January to December) = 51%
- Mobile App adoption percentage: 2022 (January to December) = 58%
- Mobile App adoption percentage: 2023 (January to December) = 60%
- Mobile App adoption percentage: 2024 (January to December) = 60%
- Mobile App adoption percentage: 2025 (January to May) = 62%



#### Optical Scanner Usage – Yearly Average

- Optic Scans: 2018 (January to December) = 72,987
- Optic Scans: 2019 (January to December) = 125,342
- Optic Scans: 2020 (January to December) = 51,052
- Optic Scans: 2021 (January to December) = 30,092
- Optic Scans: 2022 (January to December) = 47,267
- Optic Scans: 2023 (January to December) = 51,755
- Optic Scans: 2024 (January to December) = 62,989
- Optic Scans: 2025 (January to May) = 71,351

As part of this extension, new potential features will be added:

1. The mobile Electronic Benefit Transfer (EBT) verification feature which will allow low-income riders to purchase fares at a 50% discount like the Ticket Vending Machines (TVD) do today.

Today, Metrolink's Mobility-4-All initiative allows riders to use their EBT card at our TVDs to verify income eligibility for an additional 50% discount on all our fares. This initiative aims to replicate the functionality in the Metrolink mobile application that is already available at the TVDs. This initiative will increase accessibility for low-income riders with EBT cards, as they can verify the card within their Metrolink mobile account and use it for discounted fares instead of locating and purchasing tickets at a station TVD. The Mobility-4-All mobile verification development will be grant funded.

2. Ticket validation via a new Cloud Solution which will replace the current Single Board Computer technology.

Currently, Metrolink's fare media (paper and mobile passes) are scanned by Cubic's optic readers installed inside the fare gates and located at L.A Metro's stations. The passes' information is verified by Masabi's Single Board Computers (SBCs) and either denies or accepts the passes depending on the fare media's status. There are over 226 SBCs installed inside Metro's computer rooms system wide. The cloud solution is to connect the optic readers to Masabi's validation system via the cloud (virtual connections) which eliminates the need to procure and maintain additional SBCs as new fare gates are installed in the near future.

3. Google Maps Integration.

This new functionality allows our riders with Android devices to buy Metrolink fares directly from Google maps interface via Google Pay or debit/credit card.

#### **Budget Impact**

Of the increased contract authority, \$158,022 is included in the FY25 adopted budget and \$1,906,676 is included in the Proposed FY26 Budget and is contingent upon Board adoption. The remaining authority will be included in future budgets and will only be spent if those budgets are adopted.

### **Next Steps**

Upon approval, the Authority will execute an amendment under Contract No. H1656-15 with Masabi to extend the current contract term and increase the contract authority.

Prepared by:                      Alfredo Fernandez, Fare Collections Manager I  
    Bishoy Bestawros, Manager II, Contracts & Compliance

Approved by:                      Kevin Gray, Chief Technology Officer

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**ITEM ID:** 2025-251-0

**TRANSMITTAL DATE:** June 20, 2025

**MEETING DATE:** June 27, 2025

**TO:** Board of Directors

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

**SUBJECT:** Contract No. PO983-25 - Provision of Railroad Wood Ties - Recommendation to Award - Gemini Forest Products

### **Issue**

The Authority requires Wood Ties to support the continued maintenance and rehabilitation of its right-of-way system.

### **Recommendation**

It is recommended that the Board authorize the Chief Executive Officer to award Contract No. PO983-25 for the Provision of Railroad Wood Ties to Gemini Forest Products in a not-to-exceed amount of \$11,800,000 for a base term of three years, with two one-year renewal options. The options may be exercised at the discretion of the CEO. This award is subject to the resolution of any timely submitted protest.

### **Strategic Commitment**

The report aligns with the Strategic Business Plan commitment of:

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

### **Background**

Railroad ties perform a critical function in maintaining track structure – they contribute to alignment, proper gauge (distance between the rails), keep each rail in an upright position,

and transfer loads to the ballast and subgrade. Defective railroad ties can result in the track losing proper gauge, which can lead to slow orders or train derailments. On Metrolink territories, around 2/3 of the Authority's approximately 1,000,000 ties are wood. Due to the existing age of the infrastructure, it is required to change out wood ties annually, through both maintenance and rehabilitation programs. Contract No. PO983-25 allows the Authority to procure wood ties and keep enough inventory to address maintenance and rehabilitation needs.

### **Discussion**

On February 26, 2025, staff issued an Invitation for Bids (IFB) to purchase railroad wood ties to be delivered to a specified list of inventory yard locations and any location along the Authority's Right of Way (ROW) to support the continued maintenance and rehabilitation of its right-of-way system. The solicitation was posted on the Authority's vendor portal and advertised in publications in the five member counties. Twenty-three prospective bidders downloaded the solicitation. One firm attended the pre-bid conference held on March 5, 2025.

A single bid was received on the due date of April 11, 2025, from Gemini Forest Products. A price analysis was performed to determine the reasonableness of the proposed price. After comparing the bid price to the independent cost estimate and taking into account current market prices, the bid price is determined to be fair and reasonable.

### **Budget Impact**

The amount for which contract authority is requested is included in the proposed operating budget for FY26. Funding for subsequent fiscal years will be requested through the annual budget process.

### **Next Steps**

Upon award by the Board, Contract No. PO983-25 for railroad wood ties will be executed with Gemini Forest Products in an amount not to exceed \$11,800,000 which includes a 3-year base term period and 2 one-year options. Purchase Orders will be issued on an as-needed basis.

Prepared by: Eduardo Tovar, Manager II, Inventory Control Materials Management

Sharon Williams, Senior Contract & Compliance Administrator

Approved by: Tom Schamber, Interim Chief Financial Officer


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**ITEM ID:** 2025-168-0  
**TRANSMITTAL DATE:** June 20, 2025  
**MEETING DATE:** June 27, 2025  
**TO:** Board of Directors  
**FROM:** Lisa Bahr, Chief Customer Experience Officer  
**SUBJECT:** Quarterly KPI Report - FY25 Q3

### **Issue**

This report responds to the Board's request for performance metrics that are more clearly aligned with the Authority's core mission. The Key Performance Indicators (KPI) presented in this report are for the third quarter of FY25 and align with the Authority's Strategic Business Plan.

### **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. This Quarterly KPI Report provides objective metrics to transparently communicate the performance of key system aspects.

### **Background**

At the July 12, 2024 meeting of the Audit and Finance Committee, Directors Krekorian and Berkson requested a broader range of metrics and benchmarks against which to evaluate the Authority's performance. These metrics should go beyond the regularly reported ridership and

financial stats and would help guide the Board in its decision-making process.

The Finance, Operations, Customer Experience, Strategy, and the Safety and System Security Departments have identified Key Performance Indicators and metrics for their respective departments. This report provides the performance data for the third quarter of FY 2025.

## **Discussion**

Following the Board's request, staff has identified five KPIs that follow the strategic direction that is laid out in the Board-approved Strategic Business Plan. These KPIs correspond to:

- Financial Sustainability (Annual)
- Safety and Security (Quarterly)
- Service Reliability (Quarterly)
- Access and Mobility (Quarterly)
- Strategic Partnerships (Quarterly)

Each KPI is associated with metrics that track Metrolink's performance over time. The current report covers the third quarter of FY 2025 (January – March 2025) with comparative data for FY 2024. Results will be updated each quarter and reported to the Board. Financial metrics and benchmarks are available annually only and will be reported to the Board once per year.

## **Key Performance Indicator (KPI) Results**

### **Safety and Security KPI**

Crimes Against People and reported unruly passengers on Metrolink system saw an increase in FY25 Q3 compared to FY25 Q2. In FY25 Q3, Crime Against People was 14 (FY25 Q2: 7), an increase of 100%, and reported unruly passengers were 323 (FY25 Q2: 227), an increase of 42%. Crimes Against Property were 2 (FY25 Q2: 3), a decrease of 33%.

### **Service Reliability KPI**

Metrolink assesses service reliability by monitoring on-time performance (OTP) across the system and for each host railroad. This granular data collection enables us to evaluate the performance of Southern California Regional Rail Authority (SCRRA) trains across various railroads. We independently measure each host railroad's performance to ensure equitable treatment of our trains, identify delay patterns, and maintain a high standard of accountability. Our internal target is to achieve a 95% OTP rate, excluding third-party delays.

- Third-party delays, which are beyond Metrolink's control or occur off Metrolink property, encompass events such as adverse weather, police activity, trespasser incidents, debris strikes, and other uncontrollable anomalies.
- SCRRA OTP specifically measures delays within SCRRA's control, including but not limited to routing, mechanical, and signal issues, while excluding third-party delays. In contrast, RAW OTP captures all delays throughout the Metrolink service area, irrespective of fault, and includes third-party delays.

This comprehensive approach to performance measurement allows us to identify areas for improvement, collaborate with host railroads to optimize service, and provide transparent reporting to stakeholders. In Q3, Metrolink's systemwide on-time performance (OTP) averaged

87.6% RAW and 94.7% SCRRA-responsible (including Arrow). Key delay contributors included:

1. Police Activity: Elevated vandalism to infrastructure, freight train robberies, unruly passengers, and other police related events affected all lines.
2. Mechanical Delays: Elevated equipment challenges and availability.
3. Trespasser Related: High counts of trespasser incidents and minutes of delay were higher than the previous quarter.
4. Freight Train Interference: Impacting Orange County, 91 Perris Valley, Riverside, and Inland Empire-Orange County Lines across BNSF and UPRR territories. Staff actively collaborates with freight operators through daily interventions and weekly operational reviews to mitigate delays.
5. Metrolink continues to address these challenges through proactive coordination with host railroads and stakeholders to enhance service reliability and meet our 95% SCRRA-responsible OTP goal.

#### Line-Specific Q3 Performance:

Ventura County Line: 89.1% RAW OTP, 95.6% SCRRA-responsible. Primary delays: signal issues (UPRR & SCRRA), trespasser related delays, and weather-related delays (flash flooding, fires, etc.)

Antelope Valley Line: 89.6% RAW OTP, 94.0% SCRRA-responsible. Primary delays: Police related activity (unruly passengers, vandalism, and freight train theft), mechanical delays, and weather-related delays (flash flooding, fires, etc.)

San Bernardino Line: 85.3% RAW OTP, 89.3% SCRRA-responsible. Major delays: trespasser related delays (strikes, avoiding), commuter train interference (the bulk of these mitigated with the Jan 27 schedule change), and mechanical delays.

Riverside Line: 79.6% RAW OTP, 98.1% SCRRA-responsible. Leading delays: freight train interference (dominant factor), mechanical delays, and police activity (vandalism, freight robberies, main track closures).

Orange County Line: 80.6% RAW OTP, 92.8% SCRRA-responsible. Main delays: freight train interference, police activity (vandalism, freight robberies), mechanical delays, and signal related issues on BNSF and SCRRA.

91 Perris Valley Line: 77.5% RAW OTP, 95.3% SCRRA-responsible. Top delays: freight train interference, police activity (vandalism, freight robberies), and signal related challenges (primarily BNSF).

Inland Empire-Orange County Line: 81.9% RAW OTP, 95.8% SCRRA-responsible. Primary delays: freight train interference, trespasser related delays (including strikes), and police activity (vandalism, freight robberies, main track closures)

#### **Access and Mobility KPI**

This KPI is aligned with the Authority's broader equity framework that positions Metrolink to serve historically marginalized populations and to help achieve better outcomes for the riding public and the region as a whole. It measures the affordability of Metrolink's service which is an important measure of access for many disadvantaged populations. Subsidized fare discounts reduce the cost individuals pay for their Metrolink ticket and help increase the

mobility of low-income individuals, seniors and disabled riders, as well as students.

Metrolink service helps reduce Vehicle Miles Traveled (VMT) which translates into reduced congestion, lower fossil fuel consumption, and improved air quality for Southern California.

#### Average Fare Paid

During the third quarter, the average price paid per trip by Metrolink riders fell to \$4.18. This is the lowest price in Metrolink's history and makes Metrolink one of the most affordable commuter railroads in the nation. It reflects the growing number of riders who enjoy discounted fares, including the free Student Adventure Pass.

#### Ridership by Disadvantaged Populations

- During the third quarter, more than one in three (35.2%) trips were made by students using the free Student Adventure Pass. It reflects a nearly 85% increase in student ridership since the same quarter in FY24.
- Seniors and disabled riders accounted for 15.8% of ridership during the third quarter. While seniors and disabled riders have declined as a relative share of total ridership, total ridership by seniors and disabled individuals has grown by 4%.
- Metrolink's Mobility-4-All program offers a 50% discount for low-income riders. This discount can be combined with other discounts for up to 75% savings over the regular fare. Mobility-4-All ridership accounted for about 2.9% of total Metrolink boardings. While that share is down, the actual number of Mobility-4-All riders has remained stable from a year ago.

#### Reduction in VMT

Metrolink riders helped avoid more than 30 million VMT of freeway travel by taking the train. This is an increase of 27.2% compared to the same quarter of the prior year and corresponds to the increase in ridership over the same period of time.

#### **Strategic Partnerships**

Lastly, we have Key Performance Indicators related to creating and sustaining Strategic Partnerships to achieve goals for capital investment and service development. Given the nature of strategic partnerships as requiring a long-term investment in relationships with other entities and involving achievements of varying size and impact, KPIs to characterize progress in Strategic Partnerships is described in qualitative terms. There are some quantitative ways to describe the impact of Strategic Partnerships, but these tend to be close to quantitative financial measurements already presented. Other quantitative ways are focused on the process of coordinating with a strategic partner and the achievement of process-oriented objectives, such as frequency of coordination or evaluation of the efficacy of partnership meetings. It is useful to characterize the nature of the partnership with each of the key partners and to describe whether the interaction is achieving end objectives with efficacy.

Over time, it will be possible to characterize the efficacy and value of each of the partnerships through surveying. At this stage, only a high-level description of the relationship is possible. There are three categories of strategic partners:

- Other Rail Operators in the service territory (Brightline West, California High Speed Rail Authority, and the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN) Corridor Agency;
- Host Freight Railroads (Burlington Northern Santa Fe (BNSF) Railway and Union Pacific Railroad (UPRR);
- Transportation Network and Service Development Partners (the California Department of



Transportation (Caltrans) and the Southern California Association of Governments (SCAG).

For this past Q3 period, the level of engagement and resolution of issues was generally similar among various partner agencies. With respect to Other Rail Operators, Metrolink benefits from a monthly meeting with each of the three operators covering topics such as design of the Rancho Cucamonga transfer interchange point and the major achievements in Q3 are the development of comments to the CHSRA on the Los Angeles to Anaheim segment. Coordination with host freight railroads also aims for a monthly cadence of meetings, but meeting times are less regular due to the more erratic nature of freight railway operations and availability of key decision makers. Metrolink interactions with SCAG and Caltrans has typically been on an as-needed basis rather than at pre-determined intervals. Caltrans and SCAG have proven to be invaluable sources of revenue to support a demonstration of Open Loop fare payment system.

### **Next Steps**

This KPI Report will be provided to the Board on a quarterly basis. The next report for the fourth quarter of FY25 (April - June 2025) will be presented to the Committee at its meeting on September 25, 2025.

Prepared by: Henning Eichler, Senior Manager, Market Insights & Analytics  
Eric Crisler, Assistant Director, Dispatching Operations  
Tinh Quach, Manager II, Security, System Safety  
Roderick Diaz, Director, Planning & Development

Approved by: Lisa Bahr, Chief Customer Experience Officer  
Hilary Konczal, Chief Safety, Security, and Compliance Officer  
Don Filippi, Chief Operations Officer  
Paul Hubler, Chief Strategy Officer

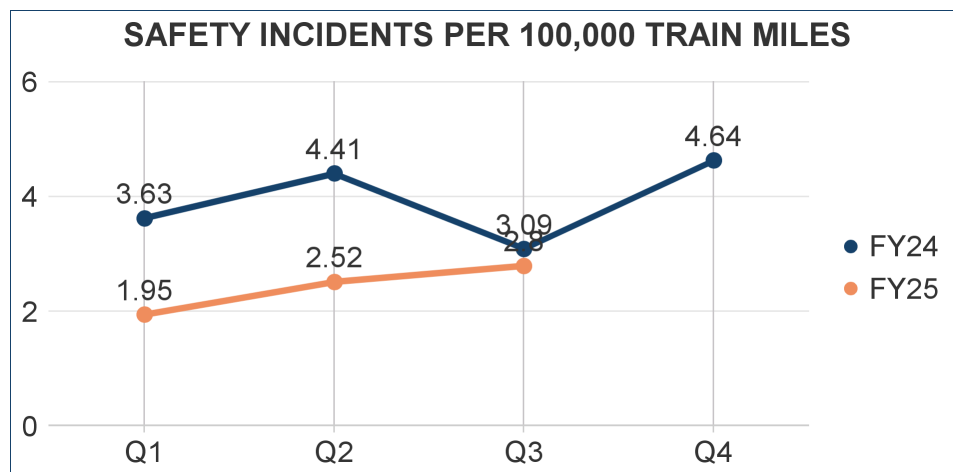
### **Attachment(s)**

[Attachment A - Quarterly KPI FY25 Q3](#)

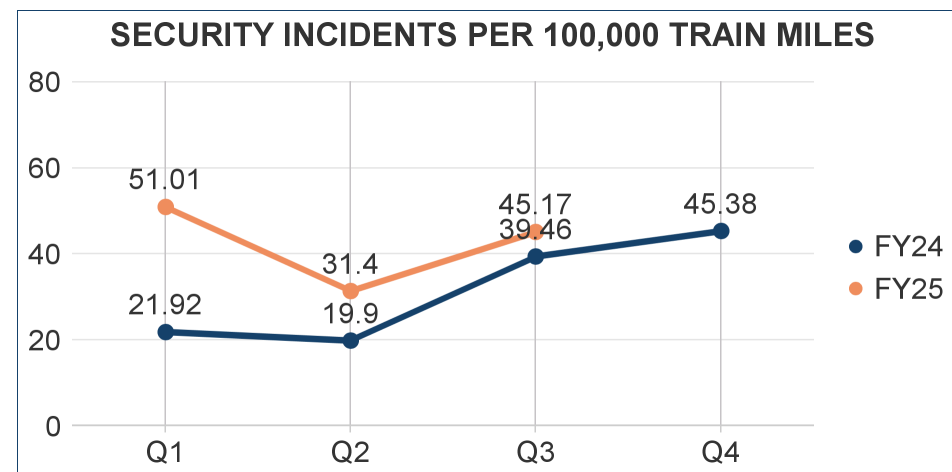
# SAFETY AND SECURITY

## FY25 Q3

### SAFETY INCIDENTS



Fiscal Year / Quarter	Pedestrian Strike (Grade-Crossing)	Trespasser Strikes (Non Grade-Crossing)	Vehicle Strike	Derailments	Total Incidents	Train Miles	Incidents per 100,000 train miles
FY24 Q1	6	11	7		24	661,638	3.63
FY24 Q2	5	14	10		29	658,152	4.41
FY24 Q3	5	12	4		21	679,218	3.09
FY24 Q4	2	21	8	2	33	711,766	4.64
FY25 Q1	3	7	3	1	14	719,511	1.95
FY25 Q2	1	12	6		19	754,707	2.52
FY25 Q3	3	11	7		21	750,454	2.80



Fiscal Year / Quarter	Crimes Against People (Part 1 Crimes)	Crimes Against Property (Part 2 Crimes)	Unruly Passengers	Total Incidents	Train Miles	Incidents per 100,000 train miles	LASD Train Rides
FY24 Q1	6	7	132	145	661,638	21.92	555
FY24 Q2	3	4	124	131	658,152	19.90	619
FY24 Q3	4	5	259	268	679,218	39.46	526
FY24 Q4	4	4	315	323	711,766	45.38	619
FY25 Q1	11	7	349	367	719,511	51.01	1,609
FY25 Q2	7	3	227	237	754,707	31.40	755
FY25 Q3	14	2	323	339	750,454	45.17	548

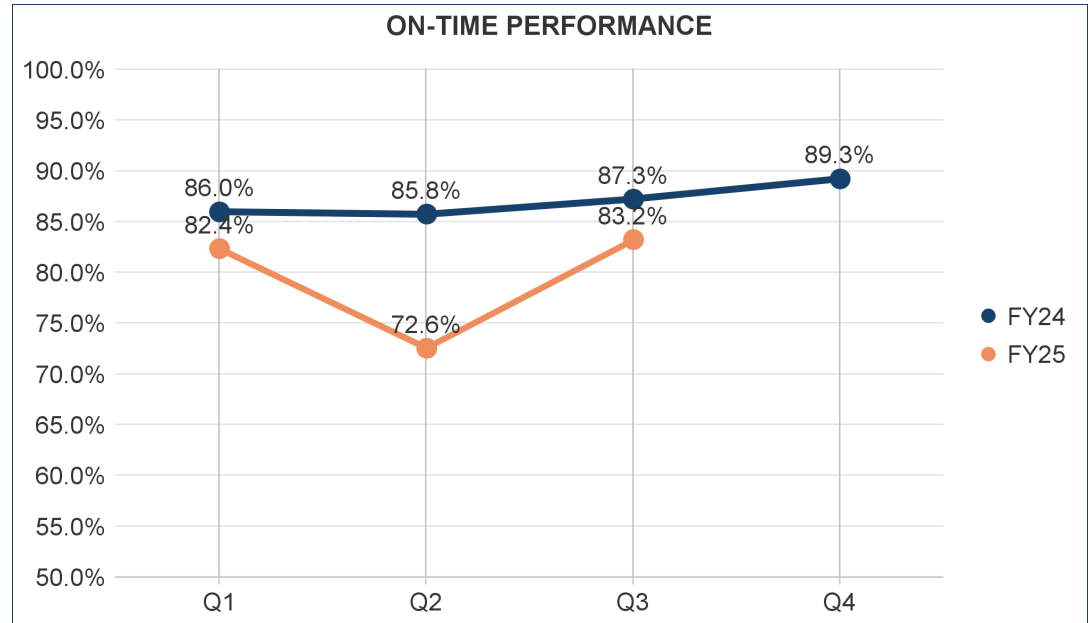
# SERVICE RELIABILITY

FY25 Q3

## TRAIN ON TIME PERFORMANCE

QUARTER	FY24	FY25	CHANGE
Q1	86.0%	82.4%	-3.6%
Q2	85.8%	72.6%	-13.2%
Q3	87.3%	83.2%	-4.0%
Q4	89.3%		
YTD	87.1%	79.3%	-7.8%

Note: includes weekday and weekend, excludes Arrow Service



## NUMBER OF TRAIN DELAYS BY DURATION

FY25 Q3	VEN	AVL	SNB	RIV	OC	IEOC	91-LA	TOTAL	% OF TOTAL	ARROW
TOTAL TRAINS SCHEDULED	1,478	2,542	3,259	630	1,823	1,226	991	11,949	100%	3,456
NO DELAY	1,001	1,927	1,728	402	944	646	470	7,118	60%	3,352
1 MIN - 5 MIN	291	341	971	100	498	343	284	2,828	24%	65
6 MIN - 10 MIN	57	86	197	30	128	88	63	649	5%	13
11 MIN - 20 MIN	61	88	186	39	106	88	84	652	5%	11
21 MIN - 30 MIN	30	38	54	16	46	27	24	235	2%	
GREATER THAN 30 MIN	32	56	78	17	38	29	31	281	2%	
ANNULLED	6	6	45	26	63	5	35	186	2%	15
% OF TRAINS ON-TIME	87.4%	89.2%	82.8%	79.7%	79.1%	80.7%	76.1%	83.2%		98.9%

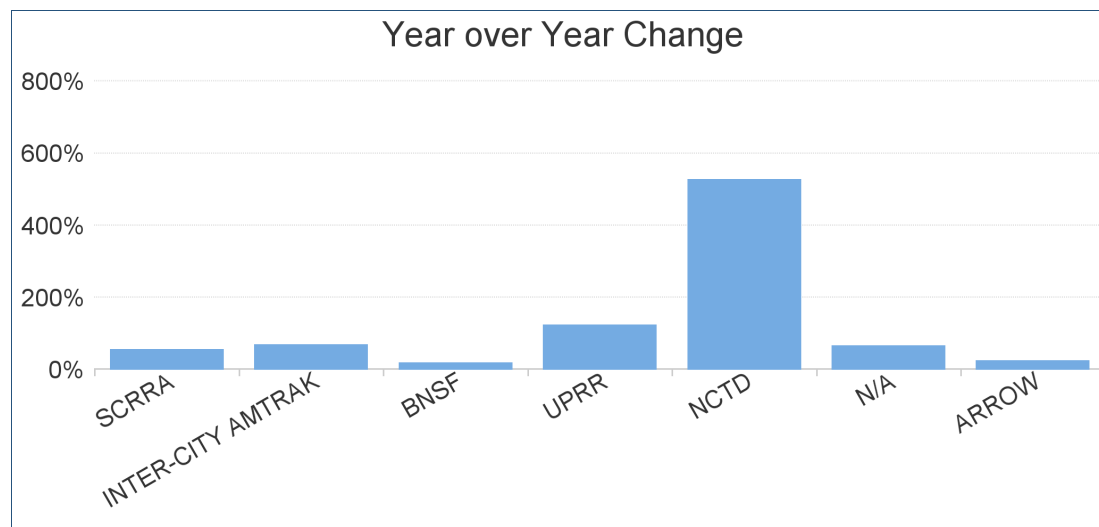
Note: includes weekday and weekend

# SERVICE RELIABILITY FY25 Q3 Continued

## NUMBER OF DELAYS BY RESPONSIBLE PARTY

RESPONSIBLE PARTY	FY24 Q3	FY25 Q3	CHANGE
SCRRA	852	1,310	54%
INTER-CITY AMTRAK	6	10	67%
BNSF	392	453	16%
UPRR	84	186	121%
NCTD	4	25	525%
ARROW	22	27	23%
N/A	19	31	63%
<b>TOTAL</b>	<b>1,379</b>	<b>2,042</b>	<b>48%</b>

Note: includes weekday and weekend



## NUMBER OF DELAYS BY RESPONSIBLE PARTY

FY25 Q3	VEN	AVL	SNB	RIV	OC	IEOC	91-LA	TOTAL	% OF TOTAL	ARROW
SCRRA	107	257	545	33	198	71	88	1,299	65%	11
INTER-CITY AMTRAK	1				4	2	3	10	0%	
BNSF		2	2	8	137	161	143	453	23%	
UPRR	78	8	10	84	5	1		186	9%	
NCTD					23	1	1	25	1%	
ARROW										27
N/A		7	3	3	14	1	2	30	1%	1
<b>TOTAL</b>	<b>186</b>	<b>274</b>	<b>560</b>	<b>128</b>	<b>381</b>	<b>237</b>	<b>237</b>	<b>2,003</b>	<b>100%</b>	<b>39</b>

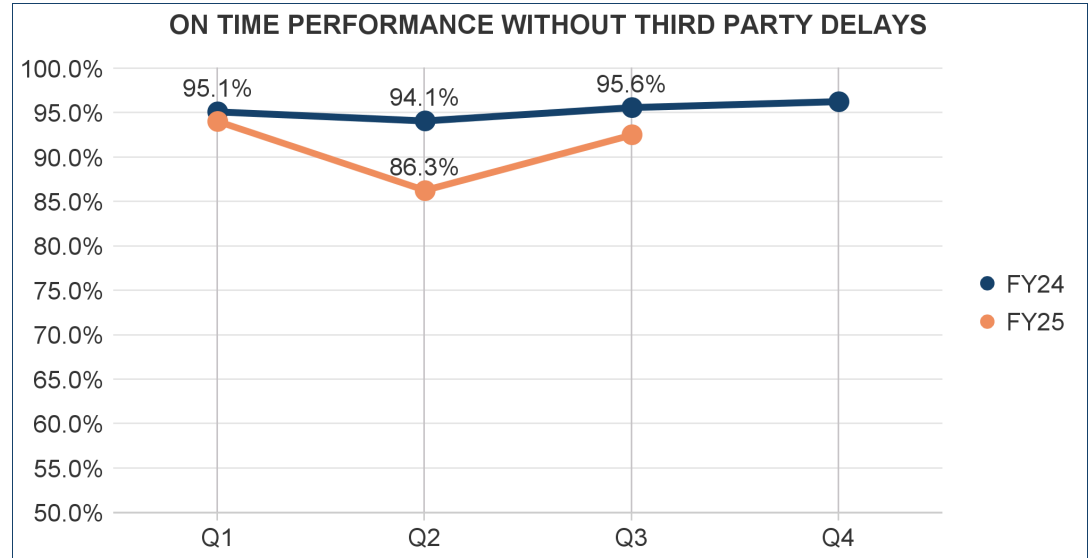
Note: includes weekday and weekend

# SERVICE RELIABILITY FY25 Q3 Continued

## TRAIN ON TIME PERFORMANCE WITHOUT THIRD PARTY DELAYS

QUARTER	FY24	FY25	CHANGE
Q1	95.1%	94.1%	-1.1%
Q2	94.1%	86.3%	-7.8%
Q3	95.6%	92.6%	-3.1%
Q4	96.3%		
YTD	95.3%	90.9%	-4.5%

Note: includes weekday and weekend, excludes Arrow Service



## NUMBER OF TRAIN DELAYS BY DURATION WITHOUT THIRD PARTY

FY25 Q3	VEN	AVL	SNB	RIV	OC	IEOC	91-LA	TOTAL	% OF TOTAL	ARROW
TOTAL TRAINS SCHEDULED	1,478	2,542	3,259	630	1,823	1,226	991	11,949	100%	3,456
NO DELAY	1,112	1,950	1,750	572	1,307	928	797	8,416	70%	3,431
1 MIN - 5 MIN	259	335	964	17	302	224	105	2,206	18%	1
6 MIN - 10 MIN	37	81	190	5	71	35	20	439	4%	6
11 MIN - 20 MIN	34	83	181	4	40	22	18	382	3%	3
21 MIN - 30 MIN	15	37	52	3	21	7	9	144	1%	
GREATER THAN 30 MIN	15	50	77	3	19	5	7	176	1%	
ANNULLED	6	6	45	26	63	5	35	186	2%	15
% OF TRAINS ON-TIME	94.7%	94.1%	87.5%	97.6%	92.4%	95.5%	95.6%	92.6%		99.7%

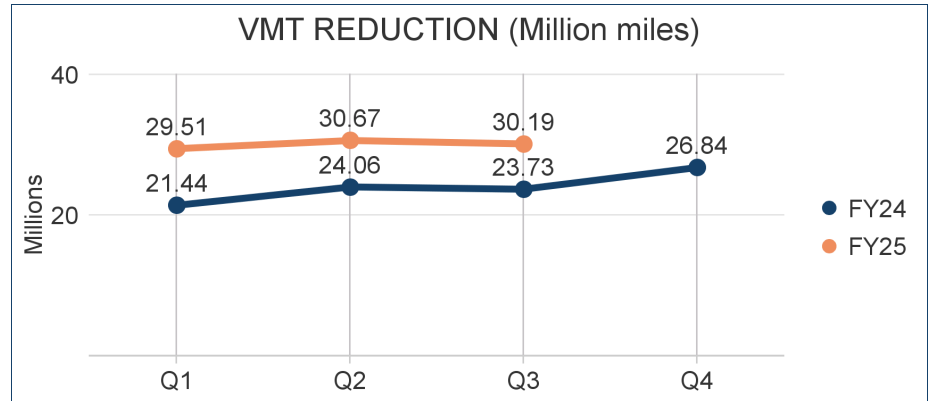
Note: includes weekday and weekend

# ACCESS AND MOBILITY

FY25 Q3

## REDUCTION IN VEHICLE MILES TRAVELED

QUARTER	FY24	FY25	CHANGE
Q1	21,442,438	29,508,516	37.6%
Q2	24,062,734	30,672,973	27.5%
Q3	23,733,871	30,189,794	27.2%
Q4	26,838,521		
YTD	96,077,564	90,371,283	-5.9%



## RIDERSHIP BY DISADVANTAGED POPULATIONS

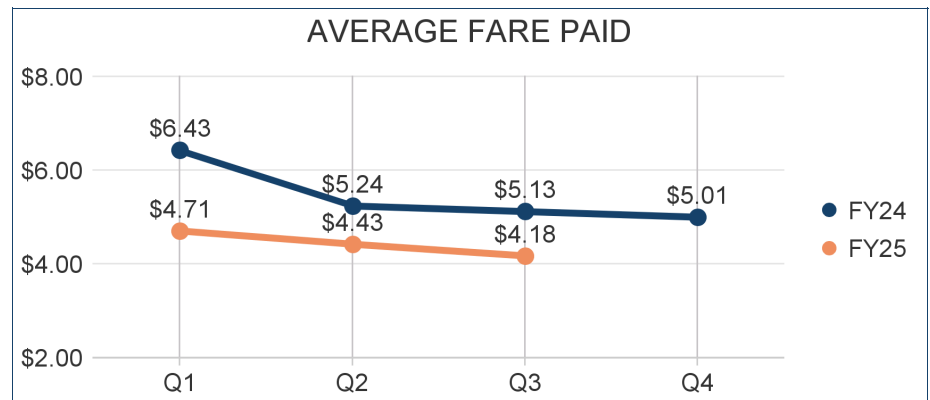
RIDER CATEGORY	FY24 Q3	FY25 Q3	CHANGE
LOW-INCOME	3.6%	2.9%	-0.7%
SENIOR / DISABLED	18.8%	15.8%	-3.0%
STUDENTS	23.4%	35.2%	11.8%

Note: based on ticket sales. Multiple categories may apply.

## AVERAGE FARE PAID (INCL. DISCOUNTS)

QUARTER	FY24	FY25	CHANGE
Q1	\$6.43	\$4.71	-26.7%
Q2	\$5.24	\$4.43	-15.6%
Q3	\$5.13	\$4.18	-18.5%
Q4	\$5.01		
YTD	\$5.42	\$4.44	-18.1%

Note: price includes discounts, such as student and senior discounts.



## Other Rail Operators

Brightline West, California High Speed Rail Authority, and the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor Agency)

## Host Freight Railroads

Burlington Northern Santa Fe (BNSF) Railway and Union Pacific Railroad (UPRR)

## Transportation Network and Service Development Partners

California Department of Transportation (Caltrans) and the Southern California Association of Governments (SCAG).


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

ITEM ID: 2025-264-0

TRANSMITTAL DATE: June 20, 2025

MEETING DATE: June 27, 2025

TO: Board of Directors

FROM: Noelia Rodriguez, Chief of Staff

SUBJECT: Assembly Bill 1234 Meetings Attended by Members of the Board of Directors

### **Issue**

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

### **Recommendation**

Receive and file.

### **Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving. Having one of our Directors represent the Authority on other professional associations throughout the region advances this commitment.

### **Background**

The Authority amended its policies to be consistent with the requirements of state law effective in 2005 and known as AB 1234. Among the changes on expense reports was a requirement that members of a legislative body "provide brief reports on meetings attended at the expense of the local agency at the next regular meeting of the legislative body." For purposes of this



report, attendance at regular or special meetings of the Board and its committees for which per diem compensation is provided are not included within this requirement.

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

### **Discussion**

Director O'Connor attended the CTA Executive Committee meeting and Spring Legislative Conference in Sacramento May 7-8, 2025. The cost to the agency was \$984.93, broken down as follows:

- Airfare: \$443.97
- Registration Fees: \$320
- Lodging: \$142.53
- Ground Transportation: \$57.37
- Meals: \$21.06

The agenda for the committee and conference are attached.

Second Vice-Chair Trembley participated in advocacy meetings with Government Relations staff in Washington, D.C. May 19-21, 2025. The cost to the agency was \$1,912.47, broken down as follows:

- Airfare: \$708.08
- Lodging: \$960.06
- Ground Transportation: \$33.68
- Parking: \$151
- Meals: \$59.65

Second Vice-Chair Trembley provided the following overview of his attendance: "On May 19-21, 2025, together with Metrolink staff and D.C.-based advocates, I participated in eight meetings in Washington, D.C. with congressional representatives and/or their staffs concerning Metrolink's LA 28 Olympics funding requests, surface transportation reauthorization legislation and Fiscal Year 2026 congressionally directed spending requests for various Metrolink projects."

Prepared by: Michelle Pena, Board Clerk

Approved by: Noelia Rodriguez, Chief of Staff

### **Attachment(s)**

[Attachment A - May 7-8 CTA Executive Committee and Spring Legislative Conference Agendas](#)



# Agenda: Executive Committee Meeting

Wednesday, May 7, 2025  
10:00 a.m. – 2:00 p.m. [Lunch will be served]

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

## Agenda Items

## Recommended Action

### General Business Items

#### 1. Introductions and Quorum Call

#### 2. Possibly Seat Permanent Group Representatives (oral)

Madeline Moore, Chris Flores,

#### 3. Chair's Report (oral)

#### 4. Executive Director's Report (oral)

Possible Action

File

File

### Action Items

#### 5. Consent Calendar [Marked with an asterisk\*]

Action

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

#### 6. Transportation Legislative, Regulatory & Funding Issues

##### a. Transit Transformation Taskforce Update (p. )

Possible Action

##### b. 2025 State Legislative Program & Funding Update (p. )

Possible Action

##### c. PEPR and 13(c) Update (p. )

Possible Action

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

#### 7. Organizational Management and Development Initiatives

##### a. Vacancy on the Executive Committee (p. )

Action

##### b. Consider Recommendation on Legislative Advocacy and Association Management Services Contract (p. )

Action

##### c. Confirm Fall Executive Committee Meeting Date (p. )

Action

## Information Items

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

### 8. Transportation Legislative, Regulatory & Funding Issues

- |  |             |
|--|-------------|
| a. 2025 Federal Legislative Program & Funding Update (p. ) | Information |
|--|-------------|

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

### 9. Association Management

- |   |             |
|---|-------------|
| a. Association Membership Report (p. )                  | Information |
| b. 2024 Annual Member Satisfaction Survey Results (p. ) | Information |
| c. Final Report on 2024 Fall Conference & Expo (p. )    | Information |
| d. Update on 2025 Spring Legislative Conference (oral)  | Information |

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

### 10. Public Affairs and Communications

- |  |             |
|--|-------------|
| a. Communications Program Update (p. ) | Information |
|--|-------------|

### 11. Financial Report

- |  |                |
|--|----------------|
| a. Financial Statements as of March 31, 2025 (p. ) | Accept & File* |
|--|----------------|

### 12. Executive Committee Meeting Minutes

- |   |                |
|---|----------------|
| a. January 17, 2025, Sacramento, CA (p. ) | Accept & File* |
|---|----------------|

## Other Business

### 13. Other Business

- |                                      |                 |
|--------------------------------------|-----------------|
| a. Items Otherwise Not on the Agenda | Possible Action |
|--------------------------------------|-----------------|

### 14. Adjournment:

**2025 SPRING** ▶▶▶▶

# Legislative Conference

THE KIMPTON SAWYER HOTEL  
**MAY 8, 2025 / SACRAMENTO, CA**

9:00 a.m. – 10:15 a.m.

**Continental Breakfast & Networking**

10:15 a.m. – 10:20 a.m.

**Welcome and Opening Remarks**

*Executive Committee Vice Chair Erin Rogers*

10:20 a.m. – 10:40 a.m.

**Keynote Address**

*California State Transportation Agency Secretary Toks Omishakin*

10:40 a.m. – 11:30 a.m.

**Association State Legislative and Budget Update**

*This session, led by the Association's Advocacy Team, will focus on the Association's sponsored legislation and budget requests as well as the latest developments in the 2025-26 Legislative Session. Topics covered will help set the stage for legislative visits in the State Capitol.*

**Panelists:**

- State Legislative Committee Chair Beverly Greene (Moderator)
- Executive Director Michael Pimentel
- Legislative Advocate Matt Robinson
- Legislative & Regulatory Advocate Brendan Repicky

11:30 a.m. – 1:00 p.m.

**Lunchtime Presentation and Networking**

*FTA Region IX Administrator Ray Tellis (Invited)*

1:00 p.m. – 2:00 p.m.

**Reimagining Transit's Future:**

**Insights from CalSTA's Transit Transformation Task Force**

*This session will feature members of the Transit Transformation Task Force to discuss the Task Force's ongoing work to develop policy recommendations aimed at boosting transit ridership, enhancing the rider experience, and addressing transit agencies' short-term and long-term fiscal challenges. Join us to learn how transit agencies, regional entities, state agencies, and advocacy organizations are working together to shape the future of public transportation in California.*

**Panelists:**

- Executive Director Michael Pimentel (Moderator)
- CalSTA Chief Deputy Secretary for Rail and Transit Chad Edison
- Monterey-Salinas Transit General Manager / Chief Executive Officer Carl Sedoryk
- UC Davis Associate Professor and Transit Research Center Co-Director Kari Watkins, PE, PhD
- SPUR Transportation Policy Director Laura Tolkoff



**2025 SPRING** ▶▶▶▶

# Legislative Conference

THE KIMPTON SAWYER HOTEL  
**MAY 8, 2025 / SACRAMENTO, CA**

2:00 p.m. – 3:00 p.m.

## Improving California's Climate Strategy through Cap-and-Trade Reauthorization

*This session will bring together California legislative leaders to discuss the future of the state's landmark Cap-and-Trade Program. Panelists will cover the process and timeline for the program's reauthorization, initial legislative priorities for reshaping its structure and investments, and how California transit agencies can remain involved.*

### Panelists:

- CalMatters Climate Reporter Alejandro Lazo (Moderator)
- Senator Ben Allen (Invited)
- Senator Catherine Blakespear
- Assembly Member Jacqui Irwin (Invited)
- Assembly Member Lori Wilson

3:00 p.m. – 5:00 p.m.

## Legislative Visits

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

**ITEM ID:** 2025-246-0

**TRANSMITTAL DATE:** June 20, 2025

**MEETING DATE:** June 27, 2025

**TO:** Board of Directors

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

**SUBJECT:** Performance Audit: (2024-06-IA) National Railroad Passenger Corporation (Amtrak)

**Issue**

The Internal Audit Department (Internal Audit) completed the Performance Audit: (2024-06-IA) National Railroad Passenger Corporation (Amtrak).

**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. This audit supports that commitment by identifying opportunities to improve contract clarity, strengthen financial oversight, and enhance staff understanding of federal requirements.

**Background**

This audit was included in the FY 2024 Board approved Internal Audit Annual Plan.

## **Discussion**

The objective of the audit was to evaluate the efficiency and effectiveness of contract management controls for Metrolink Train Operator Services under Contract OP151-21 with Amtrak. There were three (3) findings and five (5) recommendations in the audit report. Findings focused on unclear contract terms, potential conflicts with federal cost principles, and limited verification of certain billed costs. Management agreed with the findings and developed corrective actions, which were subsequently implemented as reflected in the report. The report has been attached to this item (see Attachment A).

## **Next Steps**

Internal Audit will track the progress of the corrective actions developed by management.

Prepared by: David Rogers, Senior Auditor

Approved by: Elisabeth Lazuardi, Director, Audit

## **Attachment(s)**

[Attachment A - 2024-06-IA Amtrak Management Audit Report](#)

# Southern California Regional Rail Authority (SCRRA) Internal Audit Department



## **Performance Audit: Contract OP151-21 – National Railroad Passenger Corporation (Amtrak) Audit Report**

Audit Report No.: 2024-06-IA  
Date: June 3, 2025

Presented to: Board of Directors and  
Audit and Finance Committee

Prepared by: Elisabeth Lazuardi, Director Internal Audit  
David Rogers, Senior Internal Auditor  
Beni Warshawsky, Audit Consultant

Distributed to: Darren Kettle, Chief Executive Officer  
Don Filippi, Chief Operating Officer  
Tom Schamber, Interim Chief Financial Officer



## **Executive Summary**

The Internal Audit Department (Internal Audit) completed the Performance Audit: Contract OP151-21 – National Railroad Passenger Corporation (Amtrak) (#2024-06-IA) as part of the FY 2024 Annual Audit Plan.

The objective of this audit was to evaluate the efficiency and effectiveness of contract management controls for Metrolink Train Operator Services under Contract OP151-21 with Amtrak during the period of January 1, 2021, through the date of this report. Specifically, the audit assessed whether controls were in place to ensure compliance with contractual terms, financial oversight, and proper administration of contract provisions.

This audit is not designed to determine actual contract cost but rather to provide recommendations for strengthening oversight and financial controls for future cost-plus incentive fee contracts.

## **Summary of Findings & Recommendations**

### **Findings:**

1. Lack of Clarity in Contract Terms, RON Documentation, and Communication of G&A Overhead Terms
2. Contract Provisions may conflict with Federal Cost Principles for Training Costs
3. Limited Verification Process of Fringe Benefits and FELA (Federal Employers Liability Act) Costs

### **Recommendations:**

1. Develop standardized contract templates (based on contract type), approved by CPMM Director and Legal.
2. Implement a contract management system to track key dates and store documents.
3. Clearly define responsibilities for Contract Administrators, Managers, and Project Management staff.
4. Provide agency-wide training on Federal Cost Principles.
5. Obtain and review the contractor's methodology for billing fringe benefit and FELA costs prior to the close-out of the contract to assess whether the methodology was reasonable and aligned with contract requirements.

## **Review of Report**

We discussed our findings and recommendations with SCRRA management. SCRRA management indicated agreement with the audit findings and recommendations and has developed a corrective action plan to address our recommendations. Internal Audit thanks management and staff for their assistance and cooperation during our audit. If you have any questions or comments, please contact Elisabeth Lazuardi, Director, Audit at (213)452-0335 or [LazuardiE@scrra.net](mailto:LazuardiE@scrra.net).

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## **Acronyms & Abbreviations**

<b>CPMM</b>	Contract, Procurement, and Materials Management
<b>CFR</b>	Code of Federal Regulations
<b>FAR</b>	Federal Acquisition Regulation
<b>FELA</b>	Federal Employers Liability Act
<b>FRA</b>	Federal Railroad Administration
<b>G&amp;A</b>	General & Administrative
<b>IA</b>	Internal Audit
<b>OH</b>	Overhead
<b>PM</b>	Project Manager
<b>RON</b>	Record of Negotiation
<b>SCRRA</b>	Southern California Regional Rail Authority

## Introduction

We have completed the Performance Audit: *2024-06-IA – National Railroad Passenger Corporation (Amtrak)* as part of our 2024 Annual Internal Audit Plan approved by the Board of Directors.

## Background

Contract OP151-21 is a cost-plus incentive fee contract between the Southern California Regional Rail Authority (SCRRA) and Amtrak for Train Operator Services, effective from January 1, 2021, through the date of this report. This contract followed a competitive procurement process initiated with a Request for Proposal (RFP) issued on May 15, 2020, during the onset of the COVID-19 pandemic. It marked a shift from over a decade of sole-source contracting with Amtrak under Contract OP136-10, which began after the 2008 Chatsworth incident involving Connex, the previous operator.

The RFP was prepared and issued on May 15, 2020, immediately after the cancellation of RFP MSOP150-20 (also known as the Big Bundled Operations Contract) and the expressed reluctance from Amtrak to further extend Contract OP136-10. At the time the RFP was developed and issued, the Chief Operating Officer (COO) was not appointed as the Project Manager (PM), as he previously held a senior management position with Amtrak. The assigned PM led the development of the contract with minimal involvement from Operations senior staff.

At a special board meeting on August 21, 2020, the assigned PM worked with the Contracts, Procurement & Material Management (CPMM) department to issue a board report detailing the procurement process and requested Board approval to execute Contract OP151-21 and issue a Notice-to-Proceed. The contract included a mobilization start date in September 2020 and an In-Service date of January 1, 2021. Pricing submitted by proposers was based on the October 2019 pre-COVID-19 train schedule and anticipated future Arrow DMU operations.

As a federalized contract, OP151-21 requires compliance with Federal Railroad Administration (FRA) regulations, federal cost principles and meet SCRRA procurement and contract management standards. Under this agreement, Amtrak provides and manages locomotive engineers and conductors. Amtrak's responsibilities include operating Metrolink's locomotive-hauled push-pull coach and cab cars and Stadler Flirt 3 diesel multiple units (DMUs) for the Redlands Passenger Rail Project (RPRP) Arrow service. Additionally, Amtrak oversees crew scheduling, training, operational testing, and compliance with FRA and Metrolink safety standards.

This audit was conducted in advance of the contract's expiration to assess the overall administration and management of Contract OP151-21. Specifically, the audit reviews whether internal controls were in place throughout the contract term to ensure proper contract administration.

On November 8, 2024, SCRRA's Board of Directors awarded Contract MSOP158-24 to Alstom Transport USA, replacing Amtrak as the train operations and maintenance provider effective July 1, 2025. As a result, Contract OP151-21 will conclude on June 30, 2025.

This audit is not designed to determine actual contract cost but rather to provide recommendations for strengthening oversight and financial controls for future cost-plus incentive fee contracts.

## **Objective, Scope, and Methodology**

### **Objective**

The objective of this audit was to evaluate the efficiency and effectiveness of contract management processes for Contract OP151-21 with Amtrak.

### **Scope**

The scope included evaluating compliance with key contract terms, financial controls, documentation practices, and internal oversight measures from January 1, 2021, through the date of this report. The audit did not include an independent validation of G&A overhead rates.

### **Methodology**

Our audit approach was designed to provide an understanding of the areas under review. Our methodology encompassed the following:

**Invoice Walkthroughs, Interviews, and Contract Oversight:** We conducted walkthroughs of the invoice review process and held meetings with Operations to gain insight into:

- How invoices are reviewed and approved.
- Oversight of key cost components such as labor, overhead rates, and other expenses.
- The roles and responsibilities of staff involved in contract administration.
- The use of invoice tracking tools and variance review processes.
- Contract oversight, administrative controls, and Amtrak's role in financial and operational compliance.

To support this, we reviewed Amtrak invoices from September 2024, July 2024, and May 2024 to understand the oversight of invoice review and overall contract administration.

**Contract Analysis and Requests for Information:** We reviewed contract terms to assess compliance with financial and administrative requirements. Additionally, we:

- Requested Amtrak's overhead development calculation for further cost validation.
- Consulted with General Counsel to interpret contract provisions and clarify key requirements.

**Record of Negotiation Request:** We requested the Record of Negotiation (RON) to assess documentation of key contract terms.

**Document Review:** We examined key documents to assess contract administration and oversight, including:

- Contract OP151-21, focusing on contractor responsibilities and compensation terms.
- CPMM Procurement Manual, outlining procurement record-keeping requirements.
- Invoice review procedures, including workflows and tracking processes.
- Applicable Federal Cost Principles.
- GAO Standards for Internal Control in the Federal Government (Green Book)

We conducted this audit in accordance with *generally accepted government auditing standards* and in conformance with the *International Standards for the Professional Practice of Internal Auditing* promulgated by the Institute of Internal Auditors. Those standards require that we plan and perform the audit to obtain sufficient and appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

### **Conclusion**

The audit identified opportunities to strengthen contract management controls and enhance financial oversight for similar cost-plus incentive fee contracts moving forward. Addressing the identified issues will be essential to improving compliance with federal regulations, ensuring cost accuracy, and reducing the risk of financial overpayments. Implementing the recommended actions will support more effective contract administration and provide a stronger foundation for managing future contracts.

## **Observations, Recommendations, and Responses**

### **Finding 1: Lack of Clarity in Contract Terms, RON Documentation, and Communication of G&A Overhead Terms**

#### **Criteria**

1. Standards for Internal Control in the Federal Government
  - Principle 5.02- Enforcement of Accountability.  
Management enforces accountability of individuals performing their internal control responsibilities.
  - Principle 10.01 - Management should design control activities to achieve objectives and respond to risks.
  - Principle 14.02 - Management communicates quality information throughout the entity using established reporting lines.
  - Principle 15 - Communicate Externally Principle 15.01 Management should externally communicate the necessary quality information to achieve the entity's objectives.
2. Contract Section 2.F - CONTRACTOR AND AUTHORITY RESPONSIBILITIES
  - Contactor costs are subject to Federal Acquisition Regulation (FAR) Part 31 cost principles for determining actual allowable direct labor costs including fringe benefits General and Administrative/Overhead costs and unallowable costs.
3. FTA Best Practices Section 5 Contract Administration indicates
  - *"...at the contract administration level, the file (standing alone and without need for interpretation or augmentation of the contract administrator or other personnel) should demonstrate that the contracting officer and the contractor have complied with the terms of the contract".*
4. 2 CFR 200.318 - Contract Oversight and Record-Keeping
  - (b): Non-Federal entities must maintain records detailing the history of procurement, including the rationale for procurement methods, contract type selection, and basis for contract price.
  - (i): The Non-Federal entity alone must be responsible, in accordance with good administrative practice and sound business judgment, for the settlement of all contractual and administrative issues arising out of procurements.



5. Federal Acquisition Regulation Part 31.203 - Indirect Costs

- *The contractor shall accumulate indirect costs by logical cost groupings with due consideration of the reasons for incurring such costs. The contractor shall determine each grouping so as to permit use of an allocation base that is common to all cost objectives to which the grouping is to be allocated. The base selected shall allocate the grouping on the basis of the benefits accruing to intermediate and final cost objectives (2 CFR Part 200 Subpart E – Cost Principles, as applicable)*

6. CPMM Procurement Manual Section 14.7: *CA shall maintain a written record of the procurement history in the contract file, that shall include:*

- *The rationale for the method of procurement,*
- *Selection of contract type,*
- *Reasons for contractor selection or rejection, and*
- *The basis for the contract price.*

### Condition

The contract was negotiated and prepared with the assistance of an outside contractor with a review of the legal elements by Legal. However, the final contract did not clearly communicate the negotiated financial elements between SCRRA and the contractor, leading to differing interpretations of key financial provisions. In addition, a Record of Negotiation (RON), which is a formal required document that explains how key contract terms were decided, including pricing and other financial elements was not executed. Internal Audit discerns three facets to the condition:

- Lack of Clear Contract Terms
- Inadequate Contract Documentation - Record of Negotiation
- Inadequate Communication of G&A Overhead Terms

#### Lack of Clear Contract Terms

The contract did not clearly explain the terms related to General and Administrative (G&A) overhead rates. Contract Section 8 -B.2 COMPENSATION AND MANNER OF PAYMENT states that *“the G&A overhead rate will be capped at 7.84% of direct costs and that this rate is subject to audit and verification by Metrolink prior to June 30, 2022”*. However, Amtrak claims that the rate is fixed at 7.84% and that since an audit of the G&A overhead rates was not conducted by June 30, 2022, those rates remain fixed for the entire contract term.

In contrast, the Authority maintains:

1. the rate is a cap (a ceiling) and not a fixed rate for the life of the contract.
2. the actual costs are subject to audit according to Federal Cost Principles in order to determine the actual rate.

The different interpretations of the contract language have caused confusion and disputes about how to handle G&A overhead costs.

#### Inadequate Contract Documentation - Record of Negotiation

There was no formal Record of Negotiation (RON) available to explain how the G&A overhead rate was decided. A RON is supposed to document the reasons for key contract terms, including pricing, to ensure transparency and accountability. Instead of a formal RON, CPMM provided a draft document titled “Legal Negotiations Meeting” marked as “Draft/Deliberative – Confidential.” However, this document did not contain any information about how the G&A overhead rate was developed or justified. The negotiation of the G&A overhead rate was managed by an SCRRA contractor, but there was no proper documentation showing how the rate was determined. Without a clear and complete RON, it is difficult for the Authority to explain and defend the contract terms during audits or if disputes arise.

Following the execution of this contract, CPMM implemented updated CPMM Procedures Manual on May 11, 2021, where negotiations are currently conducted per the procedure. The current new form “*Form G11, Record of Negotiations*” is used for all contracts. This form includes sections to capture a brief description of the scope of work, a summary of negotiations, an explanation of how and why the final price was determined to be fair and reasonable, and any changes to terms and conditions requested by the contractor and either granted or denied by the Authority. Based on discussions with the contracts team, this form is expected to mitigate future issues as noted in this contract.

#### Inadequate Communication and Tracking of Contract Terms

Although the contract specifies that the G&A overhead rate is subject to audit and verification by the Authority prior to June 30, 2022, there was no adequate communication or tracking of this requirement. Neither CPMM nor Operations investigated whether an audit was needed before the deadline passed. This lack of follow-up and tracking led to the dispute with Amtrak about audit requirements and G&A overhead terms.

#### Cause

The primary cause of these issues is CPMM’s staffing shortages, high turnover, and reliance the assistance of an outside contractor. This led to inadequate oversight and insufficient documentation of contract terms. Furthermore, there is no clear assignment of departmental responsibility within the Agency for monitoring certain contract terms, such as the June 30, 2022, audit verification date specified in Section 8 of the Contract.

#### Effect

The lack of clear contract terms and proper documentation has led to a dispute with Amtrak about G&A overhead rates, putting the Authority at risk of overpaying or losing Federal reimbursements. The absence of a formal Record of Negotiation also weakens SCRRA's ability to justify its contract terms during audits and disputes.

### **Recommendation**

1. Internal Audit recommends that the Contracts and Procurement develop standardized solicitation and contract templates (based on contract type) with agency-approved terms. Any modifications to these templates in executed contracts must be approved by Director, CPMM and Legal.
2. Internal Audit recommends that the Contracts and Procurement implement a contract management system to track key dates, send automated alerts, and store contract documents, ensuring compliance and preventing missed deadlines.
3. We recommend that CPMM formally communicate the delineation of responsibilities between Contract Administrators, Contracts Managers, and Project Management staff to ensure clarity and accountability in contract oversight. This communication could be standardized and delivered at the time a contract is finalized, such as through a notification or checklist provided to both the Project Manager and Contract Administrator.

### **Management Response**

Management agrees.

### **Corrective Action Plan**

1. CPMM to work with Legal to develop new solicitation and contract templates.
2. CPMM to collaborate with IDTS to implement a Contract Lifecycle Management (CLM) system. Funding in the FY27 budget is needed.
3. CPMM will create a notice that explains Project Manager and Contract Administrator responsibilities to be issued for New Procurements.

### **Target Implementation Date**

1. June 30, 2026
2. June 30, 2027
3. December 26, 2025

### **Responsible for Implementation**

1. Angelos Kastrisianakis, Sr. Manager, Contracts and Compliance/ Director, CPMM
2.
  - a) Cynthia Minix, Director, CPMM
  - b) Sam Zavarei, Senior Manager, IDTS (Applications)
3. Angelos Kastrisianakis, Sr. Manager, Contracts and Compliance/ Director, CPMM

### Accountable for Implementation

1. Tom Schamber, Interim Chief Financial Officer
2.
  - a) Tom Schamber, Interim Chief Financial Officer
  - b) Kevin Gray, Chief Technology Officer
3. Tom Schamber, Interim Chief Financial Officer

## Finding 2: Contract Provisions may conflict with Federal Cost Principles for Training Costs

### Criteria

1. FAR 31.201-4 Determining Allocability

*A cost that is allocable if it is assignable of chargeable to one or more cost objectives on the basis of relative benefits received or other equitable relationship. (2 CFR Part 200 Subpart E – Cost Principles, as applicable).*

2. Standards for Internal Control in the Federal Government

*Principle 10.03 Design of Appropriate Types of Control Activities  
Management designs appropriate types of control activities for the entity's internal control system. Control activities help management fulfill responsibilities and address identified risk responses in the internal control system.*

3. Contract OP151-21 – National Railroad Passenger Corporation Exhibit E Section 3. *Direct Costs shall not include the following categories of costs: "g. All costs categorized as unallowable under FAR Part 31".*

### Condition

The contract permitted training costs to be charged as:

- Direct labor – The Authority has paid the labor cost for the training and qualification of new hire Amtrak employees up to the point of their termination, including those who did not successfully complete the program. However, it did not include provisions to recover training costs for employees who failed to complete the program or did not perform work under the contract.
- Indirect training costs - The contract also allows payment for “*Training Program Management (Course Development, Instruction, Employee Proficiency Testing, and Labor Costs for training (safety, management, or other) not specifically requested by the Authority or required for the provision of Services*” under Exhibit E be included in G&A Overhead Costs (see finding 1)

These provisions may conflict with applicable Federal Cost Principles (2 CFR Part 200 Subpart E – Cost Principles) which require that costs are allowable, accorded consistent treatment, and benefit a specific final cost objective.

According to Operations Management, the issue has since been addressed in CONTRACT NO. MSOP158-24 Train Operations and Maintenance Services (TOMS), Section 7.1.B, which requires repayment of training costs for employees who do not complete the program or work under the contract for at least 12 months.

### **Cause**

The contract language was unclear and included conflicting terms, making it difficult to determine whether these costs were allowable under applicable Federal Cost Principles. All departments throughout the agency involved with federalized contracts lack sufficient training in Federal Cost Principles.

### **Effect**

There is a risk that the Authority incurred unallowable training costs for employees who did not complete the program or perform work, which may result in non-compliance with Federal Cost Principal requirements and potential cost disallowance.

### **Recommendation**

4. We recommend that Finance research and evaluate the feasibility of implementing agency-wide training programs on Federal Cost Principles requirements to improve staff understanding, reduce the risk of noncompliance, and help prevent future overpayments. This training should be designed to support staff involved in administering future federally funded contracts.

### **Management Response**

Management agrees.

### **Corrective Action Plan**

4. Finance will examine the feasibility of implementing an agency-wide training program on Federal Cost Principles to improve staff understanding and support compliance with federally funded contracts.

### **Target Implementation Date**

- 4a. Feasibility Analysis – November 30, 2025
- 4b. Training Deployment – June 30, 2026

### **Responsible for Implementation**

- Isabella Kang, Business Analyst II
- Nancy Perez, Assistant Director Finance

### Accountable for Implementation

Tom Schamber, Interim Chief Financial Officer

## Finding 3: Limited Verification Process of Fringe Benefits and FELA (Federal Employers Liability Act) Costs

### Criteria

1. The contract specifies that the Authority should reimburse the contractor for actual and verifiable direct costs. Contract Section 8. COMPENSATION AND MANNER OF PAYMENT: *B.1) Direct Costs: The Authority will reimburse Contractor for its actual and verifiable direct costs.*
2. Standards for Internal Control in the Federal Government
  - Principle 10.03 Design of Appropriate Types of Control Activities: *Management designs appropriate types of control activities for the entity's internal control system. Control activities help management fulfill responsibilities and address identified risk responses in the internal control system.*
3. Contract OP151-21 – National Railroad Passenger Corporation Exhibit E Section 3. *Direct Costs shall not include the following categories of costs: "g. All costs categorized as unallowable under FAR Part 31".*

### Condition

The Authority lacks a formal process to verify that it is paying for actual fringe and FELA (Federal Employers Liability Act) costs. Instead, the Authority relies on ensuring that the amounts do not exceed rates from the contractor rate proposal rather than validating the billed amounts correspond to actual incurred expenses. This approach fails to provide adequate assurance of the cost accuracy and increases the risk of overpayment.

### Cause

Procedures have not been developed to systematically validate that the contractor's billed amounts accurately reflect actual costs incurred.

### Effect

Without proper verification, the Authority may overpay for fringe and FELA costs.

### **Recommendation**

5. We recommend that Operations obtain and review the contractor's methodology for billing fringe benefit and FELA costs prior to the close-out of the contract to assess whether the methodology was reasonable and aligned with contract requirements.

### **Management Response**

Management agrees.

### **Corrective Action Plan**

5. Operations has requested the Contractor provide billed FELA and Fringe rates from the contract start date, which has been received and provided to the Audits team for review. Operations will request the Contractor to reconcile billed versus actual FELA and Fringe costs from the contract start to present for review.

### **Target Implementation Date**

June 1, 2025

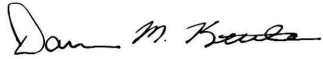
### **Responsible for Implementation**

Rod Bailey, Deputy Chief Operating Officer

### **Accountable for Implementation**

Don Filippi, Chief Operating Officer

Reviewed and acknowledged by:



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Darren Kettle, Chief Executive  
Officer

**June 3, 2025**

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Date



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

**ITEM ID:** 2025-252-0

**TRANSMITTAL DATE:** June 20, 2025

**MEETING DATE:** June 27, 2025

**TO:** Board of Directors

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

**SUBJECT:** Financial Results for the First Ten Months of FY25 - April 2025  
Ridership, Revenue, and Operating Results

### **Issue**

"Metrolink Reimagined" is the Metrolink term for the transition from commuter rail-based service to a regional provider of general transport. Initiatives designed to realize that transition require timely review of Ridership, Revenue, and Financial Operating Performance to provide assessment of the effectiveness of our efforts. Primary among these initiatives is the Optimized Service Schedule which began on October 21, 2024. This report covers monthly reporting on Ridership, Revenue, and Financial Operating Performance for the ten months ended April 30, 2025.

### **Recommendation**

Receive and file.

### **Strategic Commitment**

This report aligns with the Strategic Business Plan commitments of:

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

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

## **Background**

This item will report on the ridership and revenue recovery as measured against FY2018-19 (FY19) results, which was the last full year of operations pre-pandemic. Comparisons and variance are shown between the forecast or budget and actual recovery. Comparisons will also be shown between the Ridership, Revenue and Expenses as adopted in the FY25 Budget and actual performance.

For FY25, Staff continued its engagement with Sperry Capital/KPMG to lend assistance and additional expertise to our ridership forecasting. Sperry Capital/KPMG provided an analysis to determine the change in ridership and revenue that can be expected as a result of our Optimized Service Schedule. In the compilation of this forecast, employment, fares, gas prices, service levels and seasonal factors are taken into consideration. The Farebox Revenue in the Original FY25 Budget was based on the forecast provided by Sperry Capital/KPMG on February 21, 2024. Ridership and Revenue from the Student Adventure Pass Pilot Program was not included in the original FY25 Budgeted Revenue.

## **Operating Statement Comparisons**

On June 28, 2024, the SCRRA Board of Directors adopted the FY25 Operating Budget for Metrolink. The Budget reflected Operating Revenue of \$68.0M, Expenses of \$332.1M, and Member Agency Support of \$264.0M. Additionally, the Board adopted the FY25 Operating Budget for Arrow Service, which reflects Operating Revenue of \$212K, Expense of \$15.7M, and Member Agency Support of \$15.5M.

On September 13, 2024, the Board approved an amendment to the FY25 Arrow Service Budget to adjust for a new equipment maintenance agreement. The amendment added \$1.1M in mobilization expense and \$0.7 in equipment maintenance expense. The amended FY25 Arrow budget now has Operating Revenue of \$0.2M, Expense of \$17.5M, and Support of \$17.3M.

On March 28, 2025, the Board approved a mid-year adjustment to the FY25 Metrolink Operating budget. The Amendment included revisions to both Operating Income and Expense.

Farebox Revenue was based on an updated forecast from Sperry Capital/KPMG, which included current ridership trends, and the removal of Student/Youth revenue, originally budgeted at a 25% discount. The Amendment also included the addition of the Student Adventure Pass Program revenue, which was not included in the original FY25 Budget due to the uncertainty of receiving grant funds to cover the costs of the program.

The amended Metrolink FY25 Operating budget has Operating Revenue of \$66.4M, Expense of \$329.5M, and Support of \$263.1M.

All comparisons in this report are to the Amended Budget. Please note that changes to the budgets for both revenue and expense have been spread equally over the three months of the

fourth quarter of the year.

## **Discussion**

### **Ridership**

Through April 30, FY25 ridership recovery was forecast at 63% or 6.3M boardings, while the actual recovery through April is 64% or 6.3M boardings, over forecast by 0.1M boardings. Total ridership generated by the Student Adventure Pass Pilot program through April was 2.1M.

### **Revenue**

Through April of FY25, the Authority's farebox revenue is budgeted at \$36.4M or a 57% recovery, while the actual farebox revenue is \$33.1M, a 52% recovery, under budget by \$3.3M. These revenue amounts include the Student Adventure Pass Pilot program. The total amount of revenue from the Student Adventure Pass Pilot program for the ten months ended April 30 is \$6.1M. Revenue has improved partially as a result of our increased claim of Student Adventure Pass funds. Because we were able to identify additional funds, it enabled us to increase the collection rate from 25% to 50% for the fourth quarter.

### **Operating Results**

The Metrolink Operating Statement through ten months is based on accruals not actuals.

Operating Revenue is \$54.0M, or \$1.2M under budget

Expenses are \$252.5M, below budget by \$22.5M.

Support required is \$198.4M, below budget by \$21.3M.

A copy of the Metrolink Operating Statement for the period ended April 30, 2025 is attached for your review.

### **Cash Issues**

#### **Outstanding Receivables**

As of April 30, 2025, Metrolink had \$3.0M of past due receivables outstanding. Problems preventing payment have now been resolved.

### **Available Cash**

As of April 30, 2025, cash available was \$102.2M, which exceeds the \$50.0M threshold established by the Board.

## **Arrow Service**

### **Ridership**

For the first ten months of FY25 ridership was forecasted at 118K boardings, while the actual ridership is 132K boardings, 14K over forecast. Total ridership generated by the Student Adventure Pass Pilot program through April was 71K boardings.

### **Revenue**

Through April 2025, Arrow Service farebox revenue was budgeted at \$166K. Actual farebox revenue was \$322K, over budget by \$156K. This revenue includes \$154K generated by the Student Adventure Pass Pilot program.

### Operating Results

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

- Total Operating Revenue is \$539K, over budget by \$365K
- Expenses are \$12.5M, below budget by \$2.1M
- Support required is \$12.0M, below budget by \$2.5M

A copy of the Arrow Service Operating Statement for the period ended April 30, 2025 is attached for reference.

### **Next Steps**

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

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

Approved by: Tom Schamber, Interim Chief Financial Officer

### **Attachment(s)**

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

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

[Presentation - April Monthly Financial Results](#)

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
PRELIMINARY OPERATING STATEMENT  
FOR THE TEN MONTHS ENDING APRIL 30, 2025**

	<u>FY25 BUDGET</u>	<u>FY25 ACTUAL</u>	<u>VARIANCE FROM ADJUSTED BUDGET OVER/(UNDER)</u>	
			<u>AMOUNT</u>	<u>%</u>
<b>Operating Revenue</b>				
Farebox Revenue	34,314,950	26,929,863	(7,385,087)	(21.52%)
SB Line Fare Reduction	351,089	531,164	180,075	51.29%
Mobility 4 All	0	627,049	627,049	0
Student Adventure Pass	2,044,189	6,133,406	4,089,216	200.04%
Other Train Subsidies	2,137,851	2,174,933	37,082	1.73%
Special Trains	0	39,200	39,200	0
<b>Subtotal Pro Forma Farebox</b>	<b>38,848,079</b>	<b>36,435,614</b>	<b>(2,412,465)</b>	<b>(6.21%)</b>
Dispatching	1,839,160	2,167,923	328,763	17.88%
Other Revenues	3,627,710	3,754,834	127,124	3.50%
MOW Revenues	10,938,900	11,648,629	709,729	6.49%
<b>Total Operating Revenues</b>	<b>55,253,849</b>	<b>54,007,000</b>	<b>(1,246,849)</b>	<b>(2.26%)</b>
<b>Student Adventure Pass Member Support</b>	<b>3,211,300</b>	<b>3,211,300</b>	<b>0</b>	<b>0.00%</b>
<b>Operating Expenses</b>				
<b><u>Operations &amp; Services</u></b>				
Train Operators	39,313,510	40,308,080	994,570	2.53%
Train Dispatch	4,877,000	4,804,298	(72,702)	(1.49%)
Equipment Maintenance	26,229,042	25,797,552	(431,490)	(1.65%)
Materials	10,264,148	12,090,847	1,826,699	17.80%
Fuel	26,860,246	23,532,726	(3,327,520)	(12.39%)
Non-Sched Rolling Stock Repairs	110,000	31,612	(78,388)	(71.26%)
Operating Facilities Maintenance	2,148,043	1,673,105	(474,938)	(22.11%)
Other Operating Train Services	809,060	545,942	(263,118)	(32.52%)
Security - LA Sheriffs	10,653,990	9,896,338	(757,652)	(7.11%)
Security - SB Sheriffs	274,179	0	(274,179)	(100.00%)
Security - Guards	4,449,910	4,358,036	(91,874)	(2.06%)
Supplemental Security	152,225	0	(152,225)	(100.00%)
Public Safety Program	43,949	24,579	(19,370)	(44.07%)
Passenger Relations	1,645,825	1,492,720	(153,105)	(9.30%)
TVM Maint/Revenue Collection	4,054,170	3,677,455	(376,715)	(9.29%)
Marketing	2,493,491	1,721,084	(772,407)	(30.98%)
Media & External Communications	253,210	77,722	(175,488)	(69.31%)
Utilities / Leases	2,253,390	2,032,295	(221,096)	(9.81%)
Transfers to Other Operators	2,178,990	2,671,080	492,090	22.58%
Amtrak Transfers	558,910	543,033	(15,877)	(2.84%)
Station Maintenance	5,221,010	3,196,229	(2,024,781)	(38.78%)
Rail Agreements	5,676,567	5,208,479	(468,088)	(8.25%)
Special Trains	466,872	252,059	(214,813)	(46.01%)
<b>Subtotal Operations &amp; Services</b>	<b>150,987,738</b>	<b>143,935,271</b>	<b>(7,052,467)</b>	<b>(4.67%)</b>
<b><u>Maintenance-of-Way</u></b>				
MoW - Line Segments	38,406,708	37,555,976	(850,732)	(2.22%)
MoW Labor & Benefits	3,906,836	3,734,841	(171,995)	(4.40%)
Overhead MoW Expenses	3,671,493	2,925,821	(745,672)	(20.31%)
MoW - Extraordinary Maintenance	533,570	471,957	(61,613)	(11.55%)
<b>Subtotal Maintenance-of-Way</b>	<b>46,518,607</b>	<b>44,688,596</b>	<b>(1,830,011)</b>	<b>(3.93%)</b>
<b><u>Administration &amp; Services</u></b>				
Ops Salaries & Benefits	14,874,416	15,376,768	502,352	3.38%
Ops Non-Labor Expenses	9,940,495	7,029,391	(2,911,104)	(29.29%)
Indirect Administrative Expenses	20,434,171	15,843,262	(4,590,909)	(22.47%)
Ops Professional Services	2,192,433	1,622,395	(570,038)	(26.00%)
<b>Subtotal Administration &amp; Services</b>	<b>47,441,515</b>	<b>39,871,817</b>	<b>(7,569,699)</b>	<b>(15.96%)</b>
Contingency	40,943	13,300	(27,643)	(67.52%)
<b>Total Operating Expenses</b>	<b>248,200,103</b>	<b>231,720,283</b>	<b>(16,479,820)</b>	<b>(6.64%)</b>
<b><u>Insurance Expense (Recoveries)</u></b>				
Liability/Property/Auto/Misc	15,545,780	13,661,894	(1,883,886)	(12.12%)
Net Claims / SI	1,533,960	314,865	(1,219,095)	(79.47%)

Claims Administration	1,829,620	1,131,933	(697,687)	(38.13%)
<b>Subtotal Insurance Expense (Recoveries)</b>	<b>18,909,360</b>	<b>15,108,692</b>	<b>(3,800,668)</b>	<b>(20.10%)</b>
<b>Total Expenses</b>	<b>267,109,463</b>	<b>246,828,975</b>	<b>(20,280,488)</b>	<b>(7.59%)</b>
Mini-Bundle Mobilization	7,869,807	5,628,452	(2,241,354)	(28.48%)
<b>Total Expenses with Mobilization</b>	<b>274,979,269</b>	<b>252,457,427</b>	<b>(22,521,842)</b>	<b>(8.19%)</b>
<b>Unbudgeted Special Trains</b>				
<b>Holiday Trains</b>				
Revenue	0	246,760	246,760	0
Expense	0	241,592	241,592	0
Surplus / (Deficit)	0	5,168	5,168	0
<b>Insomniac Trains</b>				
Revenue	0	61,739	61,739	0
Expense	0	33,958	33,958	0
Surplus / (Deficit)	0	27,781	27,781	0
Net Effect of Unbudgeted Special Trains	0	32,949	32,949	0
<b>Net Loss before San Clemente</b>	<b>(219,725,420)</b>	<b>(198,417,479)</b>	<b>21,307,941</b>	<b>(9.70%)</b>
<b>Member Subsidies pre San Clemente</b>	<b>220,105,821</b>	<b>220,105,821</b>	<b>0</b>	<b>0.00%</b>
<b>Surplus / (Deficit) pre San Clemente</b>	<b>380,401</b>	<b>21,688,342</b>	<b>21,307,941</b>	<b>n/a</b>
<b>San Clemente Track Work</b>	<b>1,666,191</b>	<b>49,826</b>	<b>(1,616,365)</b>	<b>(97.01%)</b>
<b>San Clemente #2</b>	<b>2,912,911</b>	<b>82,018</b>	<b>(2,830,893)</b>	<b>(97.18%)</b>
<b>San Clemente #3</b>	<b>4,003,301</b>	<b>496,269</b>	<b>(3,507,032)</b>	<b>(87.60%)</b>
<b>San Clemente #4</b>	<b>8,238,000</b>	<b>8,722</b>	<b>(8,229,278)</b>	<b>(99.89%)</b>
<b>Net Loss</b>	<b>(236,545,823)</b>	<b>(199,054,314)</b>	<b>37,491,509</b>	<b>(15.85%)</b>
<b>Member Subsidies</b>	<b>236,926,224</b>	<b>228,688,224</b>	<b>(8,238,000)</b>	<b>(3.48%)</b>
<b>Surplus / (Deficit)</b>	<b>380,401</b>	<b>29,633,910</b>	<b>29,253,509</b>	<b>7,690.18%</b>

<b>ARROW SERVICE</b> <b>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY</b> <b>PRELIMINARY OPERATING STATEMENT</b> <b>FOR THE TEN MONTHS ENDING APRIL 30, 2025</b>				
	<b>FY25</b>	<b>FY25</b>	<b>VARIANCE FROM</b>	
	<b>BUDGET</b>	<b>ACTUAL</b>	<b>BUDGET OVER/(UNDER)</b>	
			<b>AMOUNT</b>	<b>%</b>
<b>Operating Revenue</b>				
Farebox Revenue	166,320	168,066	1,746	1.05%
Mobility 4 All	8,087	5,495	(2,592)	(32.05%)
Student Adventure Pass	0	154,310	154,310	0
<b>Subtotal Pro Forma Farebox</b>	<b>174,407</b>	<b>327,871</b>	<b>153,464</b>	<b>87.99%</b>
MOW Revenues	0	211,227	211,227	0
<b>Total Operating Revenues</b>	<b>174,407</b>	<b>539,098</b>	<b>364,691</b>	<b>209.10%</b>
<b>Operating Expenses</b>				
<b>Operations &amp; Services</b>				
Train Operators	3,560,350	3,184,141	(376,209)	(10.57%)
Train Dispatch	27,710	12,979	(14,731)	(53.16%)
Equipment Maintenance	3,083,444	2,813,672	(269,772)	(8.75%)
Materials	191,141	75,042	(116,099)	(60.74%)
Fuel	424,292	317,874	(106,418)	(25.08%)
Operating Facilities Maintenance	288,402	132,452	(155,950)	(54.07%)
Other Operating Train Services	13,890	6,207	(7,683)	(55.32%)
Security - SB Sheriffs	2,187,350	1,911,480	(275,870)	(12.61%)
Security - Guards	224,050	217,494	(6,556)	(2.93%)
Public Safety Program	13,890	0	(13,890)	(100.00%)
Passenger Relations	11,730	14,718	2,988	25.48%
TVM Maint/Revenue Collection	77,780	65,929	(11,851)	(15.24%)
Marketing	125,030	93,382	(31,648)	(25.31%)
Media & External Communications	3,470	0	(3,470)	(100.00%)
Utilities / Leases	295,760	249,474	(46,286)	(15.65%)
Transfers to Other Operators	6,834	4,888	(1,946)	(28.48%)
Mobilization Arrow	1,076,040	1,076,040	0	0.00%
<b>Subtotal Operations &amp; Services</b>	<b>11,611,163</b>	<b>10,175,771</b>	<b>(1,435,391)</b>	<b>(12.36%)</b>
<b>Maintenance-of-Way</b>				
MoW - Line Segments	955,770	882,417	(73,353)	(7.67%)
MoW Labor & Benefits	86,023	65,323	(20,700)	(24.06%)
<b>Subtotal Maintenance-of-Way</b>	<b>1,041,793</b>	<b>947,740</b>	<b>(94,053)</b>	<b>(9.03%)</b>
<b>Administration &amp; Services</b>				
Ops Salaries & Benefits	920,078	613,705	(306,373)	(33.30%)
Ops Non-Labor Expenses	192,566	246,128	53,562	27.81%
Indirect Administrative Expenses	741,638	374,094	(367,544)	(49.56%)
Ops Professional Services	6,020	50,702	44,682	742.23%
<b>Subtotal Administration &amp; Services</b>	<b>1,860,302</b>	<b>1,284,628</b>	<b>(575,674)</b>	<b>(30.95%)</b>
<b>Total Operating Expenses</b>	<b>14,513,258</b>	<b>12,408,140</b>	<b>(2,105,118)</b>	<b>(14.50%)</b>
<b>Insurance Expense (Recoveries)</b>				
Liability/Property/Auto/Misc	87,050	87,050	0	0.00%
Net Claims / SI	7,710	0	(7,710)	(100.00%)
Claims Administration	4,170	0	(4,170)	(100.00%)
<b>Subtotal Insurance Expense (Recoveries)</b>	<b>98,930</b>	<b>87,050</b>	<b>(11,880)</b>	<b>(12.01%)</b>
<b>Total Expenses</b>	<b>14,612,188</b>	<b>12,495,190</b>	<b>(2,116,998)</b>	<b>(14.49%)</b>
<b>Net Loss</b>	<b>(14,437,781)</b>	<b>(11,956,092)</b>	<b>2,481,689</b>	<b>(17.19%)</b>
<b>Member Subsidies</b>	<b>14,437,781</b>	<b>14,437,781</b>	<b>(0)</b>	<b>(0.00%)</b>
<b>Surplus / (Deficit)</b>	<b>0</b>	<b>2,481,689</b>	<b>2,481,689</b>	<b>N/A</b>



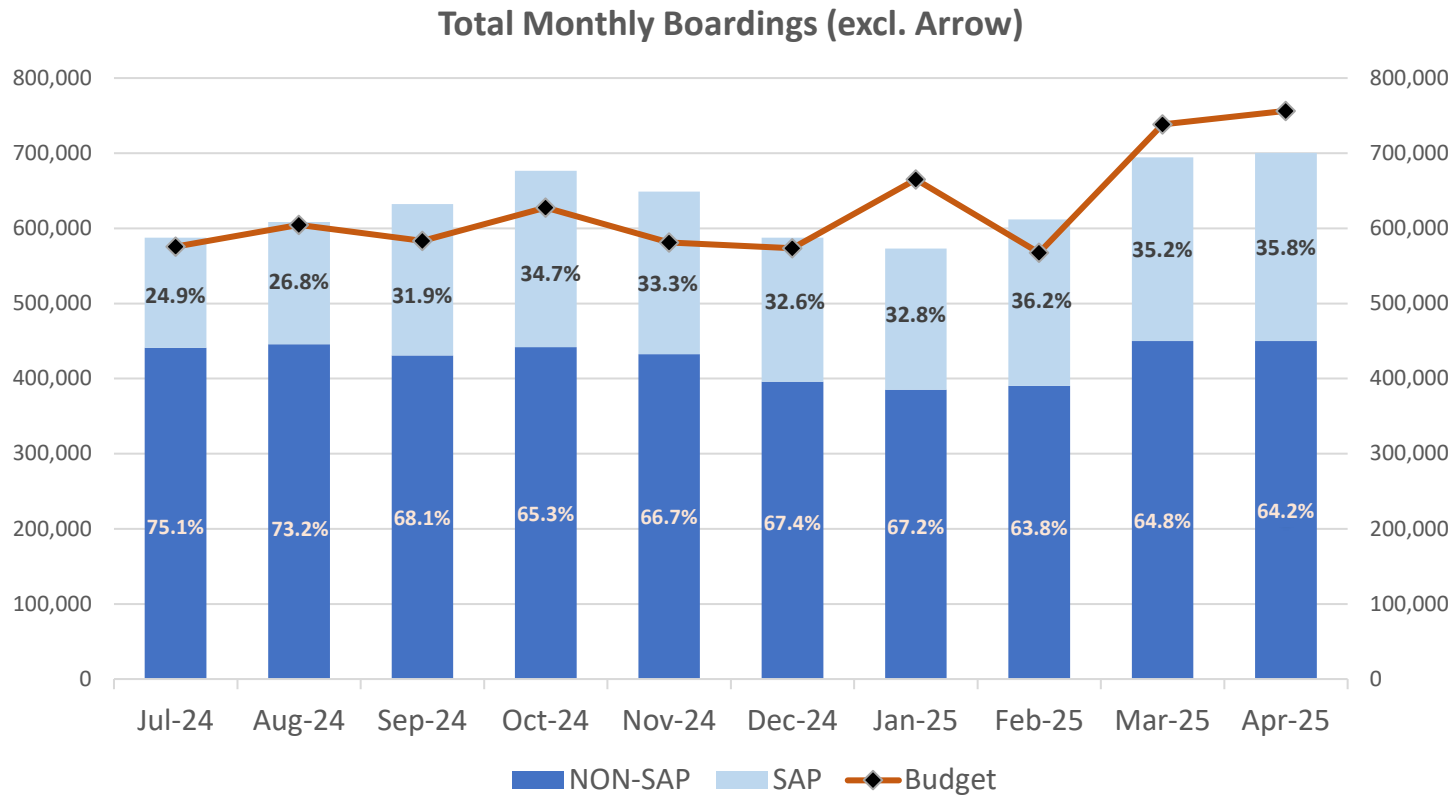
**METROLINK**

**April 2025 – Financial Results**

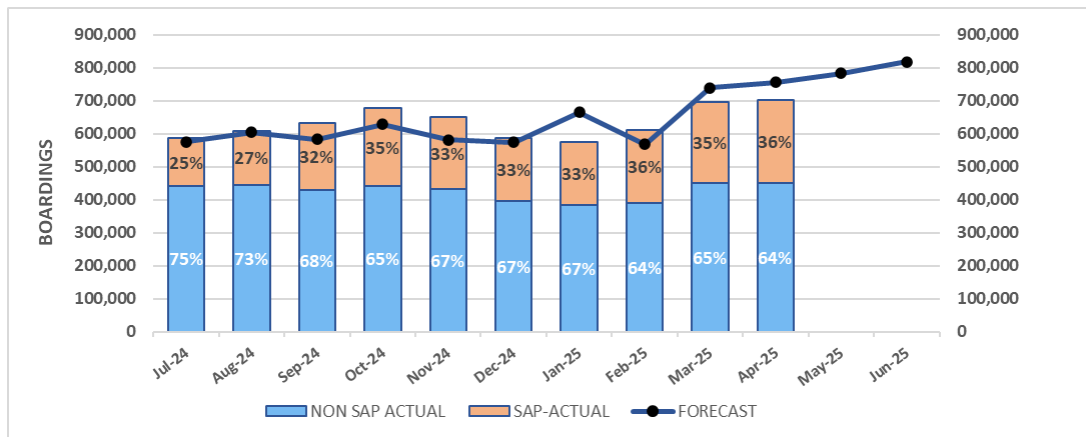
**312**



# Ridership Actual vs Forecast by Month



# FY25 Ridership Forecast vs Actual



PERIOD	FORECAST		ACTUAL		
	BOARDINGS	RECOVERY	BOARDINGS	VARIANCE	RECOVERY
JULY-24	575,794	58%	587,449	11,655	59%
AUGUST-24	604,565	59%	608,408	3,843	59%
SEPTEMBER-24	583,347	58%	632,386	49,039	62%
<b>FY25 Q1 TOTAL</b>	<b>1,763,706</b>	<b>58%</b>	<b>1,828,243</b>	<b>64,537</b>	<b>60%</b>
OCTOBER-24	627,777	59%	676,687	48,910	64%
NOVEMBER-24	581,182	59%	649,051	67,869	66%
DECEMBER-24	573,564	62%	587,337	13,773	64%
<b>FY25 YTD Q2 TOTAL</b>	<b>3,546,230</b>	<b>59%</b>	<b>3,741,319</b>	<b>195,089</b>	<b>62%</b>
JANUARY-25	664,863	68%	573,225	(91,638)	58%
FEBRUARY-25	567,458	61%	611,783	44,326	65%
MARCH-25	738,339	74%	694,338	(44,001)	69%
<b>FY25 Q3 YTD TOTAL</b>	<b>5,516,890</b>	<b>62%</b>	<b>5,620,665</b>	<b>103,775</b>	<b>63%</b>
APRIL-25	756,363	74%	700,377	(55,986)	69%
<b>Fiscal Year to Date</b>	<b>6,273,253</b>	<b>63%</b>	<b>6,321,042</b>	<b>47,789</b>	<b>64%</b>

**METROLINK**

Student Adventure Pass

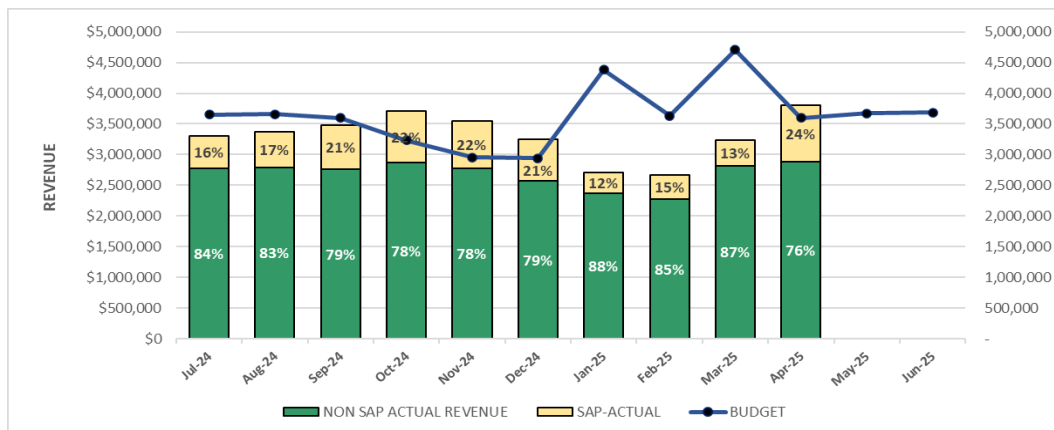
Month of April =

250,556

Year-to-Date =

2,058,017

# FY25 Budget vs Actual – Farebox Revenue



PERIOD	BUDGET		ACTUAL		
	REVENUE	RECOVERY	REVENUE	VARIANCE	RECOVERY
JULY-24	3,653,703	57%	3,297,409	(356,294)	52%
AUGUST-24	3,655,242	55%	3,369,765	(285,477)	51%
SEPTEMBER-24	3,596,102	56%	3,475,165	(120,937)	54%
<b>FY25 YTD Q1 TOTAL</b>	<b>\$ 10,905,048</b>	<b>56%</b>	<b>\$ 10,142,339</b>	<b>\$ (762,709)</b>	<b>52%</b>
OCTOBER-24	3,234,541	48%	3,704,168	469,627	54%
NOVEMBER-24	2,958,164	46%	3,550,259	592,095	55%
DECEMBER-24	2,941,323	50%	3,250,032	308,710	55%
<b>FY25 YTD Q2 TOTAL</b>	<b>\$ 20,039,075</b>	<b>52%</b>	<b>\$ 20,646,799</b>	<b>\$ 607,723</b>	<b>53%</b>
JANUARY-25	4,382,759	69%	2,706,313	(1,676,446)	43%
FEBRUARY-25	3,632,631	60%	2,667,652	(964,979)	44%
MARCH-25	4,710,097	73%	3,240,436	(\$1,469,661)	50%
<b>FY25 Q3 YTD TOTAL</b>	<b>\$ 32,764,563</b>	<b>57%</b>	<b>\$ 29,261,200</b>	<b>\$ (3,503,363)</b>	<b>51%</b>
APRIL-25 *	3,594,576	55%	3,802,069	\$207,493	58%
<b>Fiscal Year to Date</b>	<b>\$ 36,359,139</b>	<b>57%</b>	<b>\$ 33,063,269</b>	<b>\$ (3,295,870)</b>	<b>52%</b>

\*Reflects reduction in quarter to Amend Budget to new KPMG/Sperry Capital Forecast & Include SAP

Student Adventure Pass

Month of April = \$914,642

Year-to-Date = \$6,133,406

**Note:** FY25 Student Adventure Pass reimbursed @ 50% Jul - Dec, @25% Jan -Mar, @50% Apr-Jun



# Financial Results for April 2025

## SUMMARY:

- Before San Clemente, Total Expenses are under budget by \$22.5M
- Overall Member Agency Support Required is currently in Surplus by \$21.3M

**Total Operating Revenue \$54.0M or \$1.2M Under Budget**

**Total Expenses \$252.5M or \$22.5M Under Budget**

Major Categories below budget:

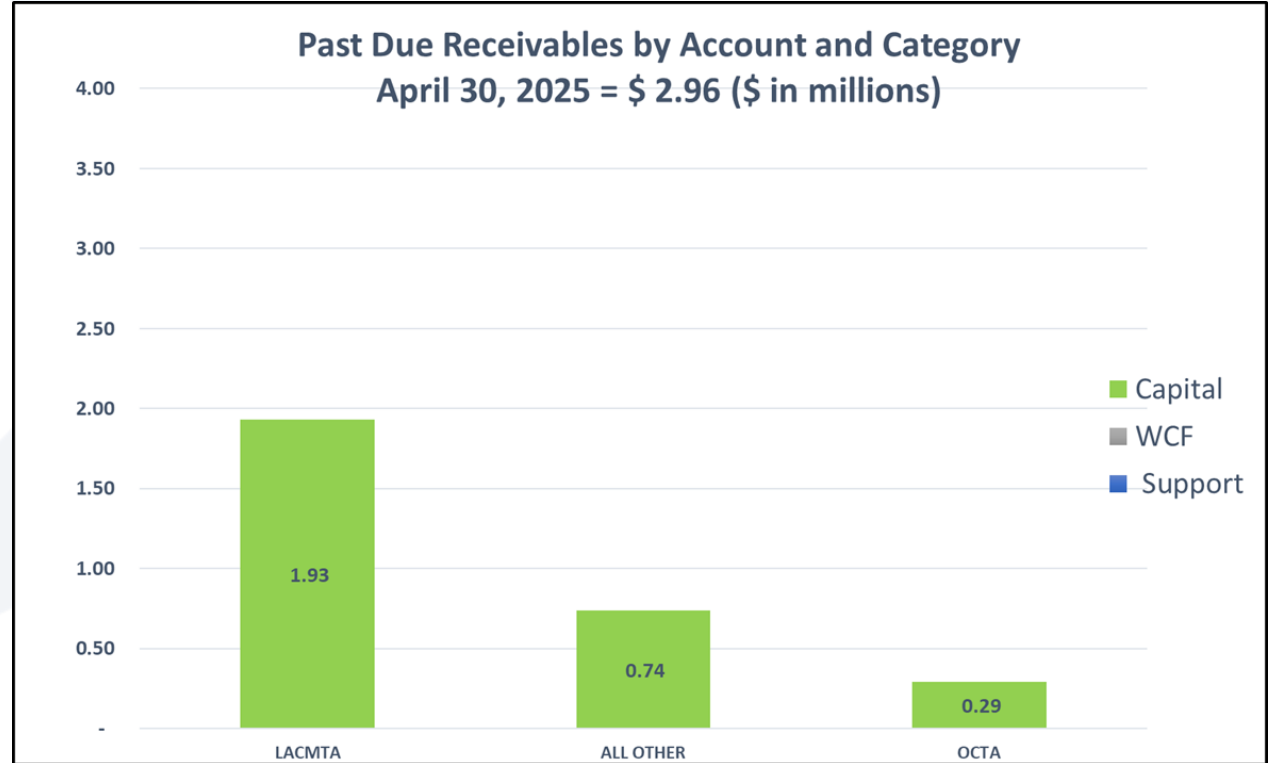
- Administration & Services below budget by \$7.6M
  - Indirect Administration (Staff Salaries & OPEB) \$4.6M
  - Operations Non-Labor \$2.9
- Insurance/Legal below budget by \$3.8M
- Fuel below budget by \$3.3M
- Mobilization below budget by \$2.2M
- Station Maintenance below budget by \$2.0M

## Notes:

These Expenses are based on Accruals not Actuals

# Accounts Receivable Update

## Past Due



# SCRRA Cash Position

February 2025– April 2025

Agency Cash Position

Cash  
(\$ in millions)

Cash Category Breakdown (\$ in millions)		Feb	Mar	Apr
Operating Cash		\$ 83.8	\$ 73.8	\$ 111.7
Board Threshold		<u>50.0</u>	<u>50.0</u>	<u>50.0</u>
Unrestricted Cash Before Claims:		133.8	123.8	161.7
Less: Claims on Cash		<u>(73.8)</u>	<u>(68.5)</u>	<u>(59.5)</u>
Available Cash to Spend:		\$ 60.0	\$ 55.3	\$102.2

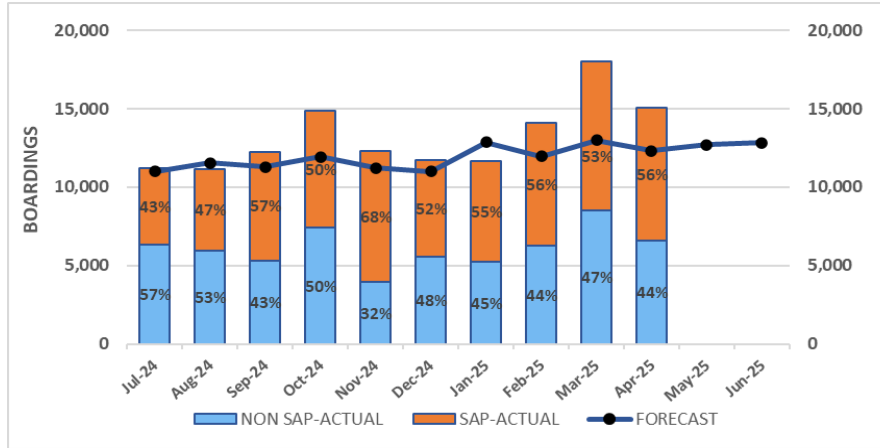
## Notes:

- April Estimated prior to month/year-end close
- Does not include Prop 1B, and Reserve funds (legal, Working Capital Fund)

# Arrow Service



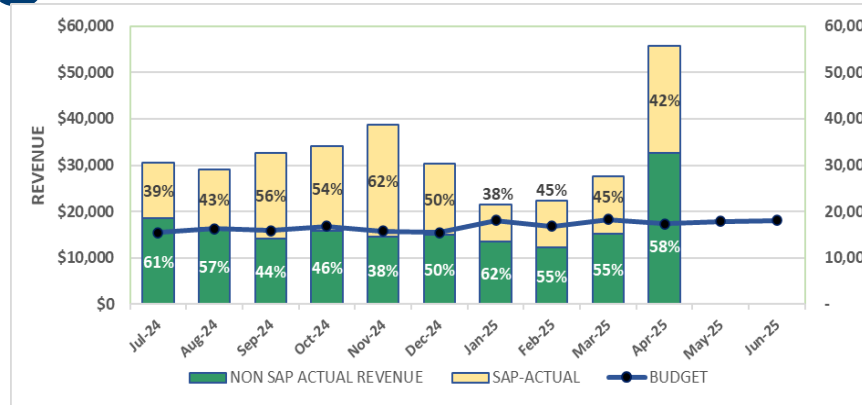
# FY25 Ridership Forecast vs Actual



PERIOD	FORECAST BOARDINGS	ACTUAL BOARDINGS	VARIANCE
JULY-24	11,008	11,201	193
AUGUST-24	11,566	11,173	(393)
SEPTEMBER-24	11,280	12,272	992
<b>FY25 Q1 TOTAL</b>	<b>33,855</b>	<b>34,646</b>	<b>791</b>
OCTOBER-24	11,931	14,871	2,940
NOVEMBER-24	11,243	12,323	1,080
DECEMBER-24	11,000	11,754	754
<b>FY25 YTD Q2 TOTAL</b>	<b>68,029</b>	<b>73,594</b>	<b>5,565</b>
JANUARY-25	12,858	11,672	(1,186)
FEBRUARY-25	11,966	14,078	2,112
MARCH-25	12,994	18,028	5,034
<b>FY25 Q3 YTD TOTAL</b>	<b>105,848</b>	<b>117,372</b>	<b>11,524</b>
APRIL-25	12,328	15,051	2,723
<b>Fiscal Year to Date</b>	<b>118,176</b>	<b>132,423</b>	<b>14,247</b>



# FY25 Budget vs Actual – Farebox Revenue



PERIOD	BUDGET	ACTUAL	
	REVENUE	REVENUE	VARIANCE
JULY-24	\$15,492	\$30,484	\$14,992
AUGUST-24	\$16,279	\$29,023	\$12,744
SEPTEMBER-24	\$15,876	\$32,683	\$16,807
<b>FY25 YTD Q1 TOTAL</b>	<b>\$47,647</b>	<b>\$92,190</b>	<b>\$44,543</b>
OCTOBER-24	\$16,791	\$34,194	\$17,403
NOVEMBER-24	\$15,823	\$38,640	\$22,817
DECEMBER-24	\$15,482	\$30,258	\$14,776
<b>FY25 YTD Q2 TOTAL</b>	<b>\$95,743</b>	<b>\$195,282</b>	<b>\$99,539</b>
JANUARY-25	\$18,097	\$21,533	\$3,436
FEBRUARY-25	\$16,841	\$22,378	\$5,537
MARCH-25	\$18,288	\$27,508	\$9,220
<b>FY25 Q3 YTD TOTAL</b>	<b>\$148,969</b>	<b>\$266,701</b>	<b>\$117,732</b>
APRIL-25	\$17,351	\$55,674	\$38,323
<b>Fiscal Year to Date</b>	<b>\$166,320</b>	<b>\$322,375</b>	<b>\$156,055</b>

# FY25 Arrow Service Financial Results

## Financial Results for April 2025

**Operating Revenue** is \$539K or \$365K over plan

**Total Expenses** are \$12.5M or \$2.1M below plan

**Support** is \$12.0M or \$2.5M below plan

# FY26 Budget Development Schedule

- **FY26 Proposed Budget Transmitted to Member Agencies** **04/26/2025**
- **Members Adopt FY26 Budgets** **05/01/2025 -06/13/2025**
  - Orange County Transportation Finance and Administration Committee Presentation – 5/
  - Riverside County Transportation Commission Approval – 5/14/25
  - San Bernardino County Transit Committee Approval – 5/15/25
- **AFCOM recommends Board Adopts Proposed FY26 Budgets** **06/13/2025**
- **Metrolink Board Adopts FY26 Budgets** **06/27/2025**

# Proposed FY26 Operating and Capital Budgets

## Summary of Support Required by Member Agency

### FY26 Operating and Capital Budgets Summary of Support Required by Member Agencies

#### FY26 Proposed Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Support	141,356,991	51,972,543	31,979,697	32,947,082	17,252,181	275,508,494
Total Capital Support	75,208,100	35,539,952	12,811,564	18,863,856	10,656,528	153,080,000
<b>Total</b>	<b>216,565,091</b>	<b>87,512,495</b>	<b>44,791,261</b>	<b>51,810,938</b>	<b>27,908,709</b>	<b>428,588,494</b>

#### FY25 Adopted Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Support	137,759,830	50,331,477	30,289,196	29,569,677	16,078,182	264,028,362
Total Capital Support	70,373,350	39,103,480	21,381,360	22,707,840	11,973,720	165,539,750
<b>Total</b>	<b>208,133,180</b>	<b>89,434,957</b>	<b>51,670,556</b>	<b>52,277,517</b>	<b>28,051,902</b>	<b>429,568,112</b>

#### Year-Over-Year Variance

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Total Support</b>	<b>8,431,911</b>	<b>(1,922,462)</b>	<b>(6,879,295)</b>	<b>(466,579)</b>	<b>(143,193)</b>	<b>(979,618)</b>
<i>% variance</i>	4.1%	-2.1%	-13.3%	-0.9%	-0.5%	-0.2%



**METROLINK**

Thank you.




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

ITEM ID: 2025-242-0

TRANSMITTAL DATE: June 20, 2025

MEETING DATE: June 27, 2025

TO: Board of Directors

FROM: Paul Hubler, Chief Strategy Officer

SUBJECT: June Legislative Update

### Issue

Staff provides a regular monthly update on current legislative affairs.

### Recommendation

Receive and file.

### Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

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

### Background

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

## **Discussion**

### **Local**

On May 9, 2025, staff participated in Metro's On the Move event at the Pasadena Convention Center. The event hosted 530 seniors who learned about transit options in the region, including Metro, Metrolink and other Los Angeles County transit providers. Staff provided information on the planned fare restructuring to ensure that the seniors were made aware of the changes to the fare structure before the change occurs on July 1. Metrolink Community Relations plans on distributing information regarding the change in the fare structure to other community members and elected officials through various communication channels.

### **State**

#### *May Revise*

On May 14, Governor Newsom released his May Revision for the proposed Fiscal Year 2025-26 budget. The Governor's proposed budget in January presented a balanced budget and projected a surplus of \$363 million. Since then, the fiscal outlook has worsened and the May Revise now projects a state deficit, estimated at \$12 billion for the upcoming fiscal year. For transportation, the May Revise maintains the state's proposed \$1 billion investment in the Transit Intercity Rail and Capital Program (TIRCP). In addition, the Governor released his proposal to reauthorize the Cap-and-Trade program and to rename the program Cap-and-Invest. The program currently funds the Greenhouse Gas Reduction Fund (GGRF) and transit programs such as TIRCP and the Low Carbon Transit Operations Program (LCTOP). The Governor is asking the Legislature to extend the program to 2045 in order to provide greater market certainty and align with the state's existing 2045 carbon-neutrality goal. The Governor has proposed eliminating most current GGRF expenditures and programs starting in FY 2025-26, with the exception of high-speed rail and CalFire, and work with the Legislature to rebuild the GGRF expenditure program from the ground up.

#### *CARB In-Use Locomotive Rule*

In 2023, the California Air Resources Board (CARB) approved the In-Use Locomotive Regulation, with the goal of reducing emissions from diesel-powered locomotives. Following the regulation's approval, CARB sought authorization to enforce the regulation from the U.S. Environmental Protection Agency. CARB ultimately withdrew its authorization request in early 2025, making the regulation unenforceable. On June 26, 2025, the California Air Resources Board (CARB) will conduct a public hearing to consider repealing the In-Use Locomotive Regulation.

#### *California Transit Association Legislative Conference*

Transit policymakers, advocates, and leaders gathered in the state Capitol in early May as part of the California Transit Association's 2025 Spring Legislative Conference. Keynote remarks from California State Transportation Agency Secretary Toks Omishakin, as well as participation from legislators, local transit agencies, and other industry experts helped shape a focus on how to maintain and increase funding from the state as well as federal sources. While in Sacramento, staff met with state legislators and their staff to discuss recommendations for cap-and-trade reauthorization and resources needed to transport people

during the 2028 Olympic and Paralympic Games. The Metrolink Strategy and Government Relations team met with Sens. Archuleta and Durazo, as well as with staff for Sens. Umberg, Limon, Blakespear, and Gonzalez. Metrolink's state delegation includes a number of influential policymakers that will be critical to ensuring a protection of state funding for transit and rail infrastructure and operations, even during a difficult budget year.

## **Federal**

### *Congress Focuses on Reconciliation*

Republicans in Congress are attempting to enact much of President Trump's agenda with a legislative process known as reconciliation, which helps avoid a filibuster. The draft reconciliation bill is still taking shape but is expected to include tax and immigration reform, among other items. The House Transportation & Infrastructure Committee's portion of reconciliation includes a \$250 annual fee for electric vehicles and a \$100 annual fee for hybrid vehicles, with proceeds deposited in the Highway Trust Fund. The House Homeland Security Committee's reconciliation section includes \$1 billion for 2028 Games-related security and planning costs.

### *House Hearing Explores Effectiveness of Rail Investment Programs*

The House Transportation & Infrastructure Railroad Subcommittee held a hearing to examine the efficiency and effectiveness of federal rail assistance. Witnesses emphasized the role programs like CRISI and federal-state partnership play in helping modernize and enhance rail systems. Subcommittee members emphasized the impacts of bureaucratic hurdles on implementing infrastructure projects, including rail improvements. Takeaways included the need to standardize the NEPA process across different agencies, create pre-approved project pipelines, providing pre-award spending authority to allow certain activities to begin before official awards, and simplifying and speeding up the grant application and review processes.

### *FRA Administrator Nominee Considered by Senate Committee*

The Senate Commerce Committee considered the nomination of David Fink to serve as Administrator of the Federal Railroad Administration. While some Senators raised concerns about Fink's safety record while serving as a former executive at New England freight railroad Pan Am Railways, his confirmation appears likely.

### *Metrolink in DC for American Public Transportation Association Legislative Conference*

Chief Strategy Officer Paul Hubler, Government & Community Relations Director Jeff Dunn, and Management Analyst II Julie Nieto attended the American Public Transportation Association's Spring Legislative Conference in Washington D.C. Speakers included Transportation Secretary Sean Duffy and Senator Elizabeth Warren. In addition to attending APTA programming, staff joined Director Tony Trembley to meet with members of the Metrolink federal delegation. Meetings focused on 2028 Olympic and Paralympic Games capital and operations needs as well as recommendations for reauthorization of the federal surface transportation programs. Staff will provide oral updates to the Board following the event and via written report in next month's update.



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

Approved by: Paul Hubler, Chief Strategy Officer

**Attachment(s)**

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

## Appendix A: Legislative Matrix

Bill Number	Bill Status	Action
<b>State</b>		
<b>CA Assembly</b>		
Assembly Bill 35 (Alvarez): Would provide for limited CEQA review of an application for a discretionary permit or authorization for a clean hydrogen transportation project by requiring the application to be reviewed through a clean hydrogen environmental assessment and would require the lead agency to determine whether to approve the clean hydrogen environmental assessment and issue a discretionary permit or authorization for the project no later than 270 days after the application for the project is deemed complete.	4/22: Re-Referred to Committees on Natural Resources	Monitor
Assembly Bill 259 (Rubio): Would extend a sunset by four years to 2030 on a Brown Act provision that allows local government board members to remotely participate in meetings under certain, limited conditions.	5/14 In Senate. Referred to committee on Local Government and Judiciary.	Monitor
Assembly Bill 394 (Wilson): Would expand the group of people that committing battery against would entail a penalty of imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Would expand this crime to apply to an employee or contractor of a public transportation provider and would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified.	4/30: In committee: Set, first hearing. Referred to suspense file.	Support

Assembly Bill 476 (Gonzalez): Would impose additional requirements on a junk dealer or recycler purchasing nonferrous metals, including obtaining proof of ownership showing the seller has lawful possession or lawful ownership of the nonferrous metals, as specified.	5/14: In committee: Set, first hearing. Referred to suspense file.	Monitor
Assembly Bill 810 (Irwin) Would expand on existing law to require special districts, joint powers authorities, or other political subdivisions to maintain an internet website with a “.gov” or “.ca.gov” domain. Special districts, joint powers authorities, or other political subdivisions would have no later than January 1, 2031. The bill allows community colleges and community college districts to continue using “.edu” domains and exempts K–12 school districts.	5/7: In committee: Set, first hearing. Referred to Appropriations Committee. Suspense file.	Monitor
Assembly Bill 939 (Schultz): Would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	3/10: Referred to Committee on Transportation	Monitor

Assembly Bill 1070 (Ward): Would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would authorize the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing negotiations with labor organizations.	4/23: In committee: Set, first hearing. Hearing canceled at the request of author.	Monitor
Assembly Bill 1207 (Irwin): Existing law requires the state board, in adopting the regulation to, among other things, establish a price ceiling for emission allowances sold by the state board. Existing law requires the state board, in establishing the price ceiling, to consider specified factors, including the full social cost associated with emitting a metric ton of greenhouse gases. This bill would require the state board to instead consider the full social cost associated with emitting a metric ton of greenhouse gases, as determined by the United States Environmental Protection Agency in November 2023.	5/08: Read second time. Ordered to third reading.	Monitor
<b>CA Senate</b>		
Senate Bill 30 (Cortese): Would state the intent of the Legislature to enact subsequent legislation to restrict the resale of decommissioned diesel trains and rolling stock for continued use.	5/09: Set for hearing May 19.	Metrolink joined fellow California rail operators in signing a letter outlining concerns.

Senate Bill 71 (Wiener): Would exempt from the requirements of CEQA a public project for the improvement of bus rapid transit, bus, or light rail service, including the maintenance, public projects for the improvement, institution, or increase of shuttles and ferries, and for the maintenance, construction, or rehabilitation of stops which will be exclusively used by zero-emission, near-zero-emission, low oxide of nitrogen engine, compressed natural gas fuel, fuel cell, or hybrid powertrain buses, shuttles, ferries, or light rail vehicles, as provided. The bill would exempt a project carried out by a public transit agency conducted in compliance with specified regulations of the State Air Resources Board relating to commercial harbor craft and in-use locomotives.	4/28: April 28 hearing: Placed on Appropriations. Suspense file.	Monitor
Senate Bill 73 (Cervantes): Would additionally exempt projects located in a low vehicle travel area.	3/13: March 19 set for second hearing canceled at the request of author.	Monitor
Senate Bill 79 (Wiener): Would make housing more affordable for California families, reduce greenhouse gas emissions, and enhance public transit systems by, among other things, requiring the upzoning of land near rail stations and rapid bus lines to encourage transit-oriented development.	5/13: From committee with author's amendments. Read second time and amended. Re-referred to Committee on Appropriations.	Monitor
Senate Bill 220 (Allen): Would expand the Los Angeles County Metropolitan Transportation Authority Board of Directors to 18 members, from the current 14 members, by adding the County Executive of the County of Los Angeles and three	4/28: April 28 hearing: Heard for testimony only.	Monitor

public members appointed by the County Executive.		
Senate Bill 545 (Cortese): Would commission a study on the extraordinary commercial and residential economic development opportunities along the California High Speed Rail corridor focusing on increased land value, development incentives and public-private partnerships from Los Angeles to San Francisco.	5/9: Set for hearing May 19.	Monitor
Senate Bill 667 (Archuleta): Would require a railroad to operate a network of wayside detector systems on or adjacent to its tracks, limit the total length of trains originating in California, and require that stationary trains blocking at-grade railroad crossings be cut, separated, or moved to allow passage of emergency vehicles.	4/29: From committee with author's amendments. Read second time and amended. Re-referred to Committee on Transportation.	Monitor
Senate Bill 741 (Blakespear): Would expand the exemption from certain coastal development permitting processes for certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore an existing railroad track along the LOSSAN corridor.	5/6: Read second time. Ordered to third reading.	Support
Senate Bill 840 (Limón and McGuire): Existing law authorizes the State Air Resources Board to establish a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases that is applicable from January 1, 2021, to December 31, 2030, inclusive, and that meets certain requirements (market-based compliance mechanism).	5/12: May 12 hearing: Placed on Appropriations suspense file.	Monitor

This bill would state the intent of the Legislature to enact subsequent legislation to reform, and extend the operation of, the market-based compliance mechanism.		
<b>Federal</b>		
H.R.3194 (Moolenaar Would) amend the Clean Air Act to prohibit State standards relating to the control of emissions from existing locomotives and engines used in locomotives, and for other purposes	5/5: Referred to the House Committee on Energy and Commerce.	Monitor

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

**ITEM ID:** 2025-241-0

**TRANSMITTAL DATE:** June 20, 2025

**MEETING DATE:** June 27, 2025

**TO:** Board of Directors

**FROM:** Justin Fornelli, Chief, Program Delivery

**SUBJECT:** Capital Program Status Report

**Issue**

Staff is providing an update on the progress of the Authority's Capital Program, including the Southern California Optimized Rail Expansion (SCORE) Program and the State of Good Repair Program.

**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. The report provides our Board with timely updates on the progress of the Capital Program. The new capital program, including SCORE, adds to the safety, expansion, and growth of the system while the State of Good Repair Program ensures the safety and reliability of the Authority's existing assets.

**Background**

The Capital Program consists of two major components: New Capital Projects and State of Good Repair (SoGR) Programs. The Authority's Capital Program, outside of SCORE, is



budgeted annually, and projects are typically delivered over multiple years. Funding for capital projects is provided by Member Agencies through the annual budget process. The Authority also applies for local, state, and federal funds for additional SoGR and New Capital Projects.

**New Capital Projects** expand railroad infrastructure and improve the customer experience, including items such as new sidings, safety enhancements to grade crossings, modernizing signal and communication systems, and new rolling stock.

**The SoGR Program** addresses existing capital assets to keep them in a state of good repair through activities such as:

- Rehabilitation of tunnels, bridges, and culverts
- Replacement of worn ties and rail
- Replacement of worn or outdated signal system components
- Programmed rehabilitation of rolling stock components such as car door operators and heating/ventilation/air conditioning (HVAC), and mid-life overhaul of rail cars and locomotives

All project progress is tracked through the Authority's project reporting system, which is maintained by the Program Management Oversight (PMO) department. Regular meetings are held with project managers to review the progress of active projects. Staff also prepare quarterly project expenditure forecasts to estimate cash flow requirements.

As part of the PMO effort to improve its reporting and tracking capabilities, key performance indicators (KPIs) have been developed and are included in this report.

This item has been updated to reflect financial expenditures and project status through March 31, 2025.

## **Discussion**

### **Key Activities**

Since the last Capital Program Status Update, multiple key accomplishments were achieved, as follows:

#### **SCORE Program**

- Continuing negotiations for final parcels on the Simi Valley Double Track Project and with the City of El Monte on the Purchase & Sale Agreement on the El Monte Siding project. Resolved issues with CPUC on proposed grade crossing designs.
- Continue to work with the State to reallocate funds and close funding gaps on construction ready projects.
- Continuing design of the El Monte Siding and Station project.
- Development of the IFB for the San Bernardino Line projects (El Monte Station, Marengo Siding and Rancho Cucamonga Siding) continues.
- Construction & Maintenance (C&M) Agreements with stakeholders are being negotiated for the San Bernardino Line projects and the Simi Valley project.
- CPUC required grade crossing permits are in development and under review for the San Bernardino and Ventura County Line projects.

Program delivery has finished construction and completed our Early Start projects which came

in around \$11M under budget. The team is working towards the construction of Metrolink-Led SCORE projects for which the design is nearing completion. With substantial completion of design, the team has a better forecast for ROW acquisitions and utility relocations that are needed for each of these projects and their associated costs. Due to substantial completion of design for Metrolink-Led SCORE projects the team has high confidence in the cost estimates for ROW acquisitions, utility relocations and construction. As previously reported to the Board, the Authority is estimating a funding gap, totaling approximately \$300M, for projects that are completing design and are shovel ready for construction. This cost gap is due to inflation and material cost and general construction cost escalations seen since the pandemic and combined with higher-than-expected ROW acquisition and utility relocation needs and associated costs. It should be noted that budgets for Metrolink-Led SCORE projects were established prior to the onset of the pandemic.

Authority staff have been collaborating with our funding partners at CalSTA, Caltrans, and the Member Agencies to determine strategies to address the funding gap and advance key projects. These strategies include prioritizing projects based on operational benefits, reallocation of available funds from projects that have been completed under budget or that have been deferred and pursuing additional grant funding opportunities. Specifically, the Authority is working with Metro to pursue \$206M funding to bridge some of the gaps for projects on the Antelope Valley Line.

### **Project Management Information System (PMIS) Development**

The Program Delivery team has started the initial design of a new Program Management Information System (PMIS), which will be a cloud-based system which will enable the modernization of all aspects of program delivery. The system will be based on an Oracle platform using the Unifier application to provide real-time cost information and will be integrated into Metrolink's native Enterprise Resource Planning (ERP) system. PMIS will provide full audit trail of all transactions while integrating contracts, projects, risk, and schedule to provide a clear status of all projects, providing a single source of truth.

### **Third-Party Projects**

Third Party Projects refers to infrastructure projects that are initiated and managed by agencies other than Metrolink itself, but which involve Metrolink's rail lines or right-of-way. These projects often include collaborations with local governments, other transit agencies, or private entities to improve infrastructure and address other local needs. Currently Metrolink manages 77 such Third-Party projects out of which 73 are managed by Program Delivery and 4 are managed by our operations department. The overall budget for these third-party projects is estimated to be upward of \$74M out of which we have incurred expenses of \$44M.

### **State of Good Repair Program:**

#### On-Board Train Control Systems Rehabilitation:

- Train Management Computer (TMC) Upgrade: All operations units have been upgraded. 8 remaining TMC's to be upgraded. Estimate time of completion to end of 2025.
- Global Positioning System Upgrade: Models selected for pilot installations are completed with new hardware. Upgrade process to take approximately 2 years on all operational units.

#### Rolling Stock State of Good Repair

- Rotem HVAC Overhaul: 105 of 136 HVAC units overhauled; 32/68 control panels

overhauled.

- Bombardier HVAC Overhaul (180 units): 179 of 180 HVAC units overhauled; Remaining (87 units) Bombardier HVAC Units: 25 of 87 units overhauled.

#### SoGR Track, Structures, & Signal Projects by Line

##### Antelope Valley Line

- Structures design Procurement of design engineer has been completed. Design to commence once Notice to Proceed is issued.
- Tunnel 25 - FY26 Capital Budget request includes funding to advance exploratory efforts and initial design to address water intrusion.

##### Ventura County Line

- Pacific Surfliner Corridor Rehabilitation and Reliability Project: 60% design complete, 100% completion planned for June 2025.
- Arroyo Simi Bridges identified to have budget overrun concerns. Staff is currently working with Grants, VCTC, and designers resolving budget issues. Design progressing to 100%. Applied for earmark, LCTOP grant was unsuccessful.

##### Orange County Line

- Slope Stabilization and Grading project 100% complete with Design. Project turned over to OCTA for the construction phase.
- FY23 Track rehab is 100% Complete with Design, working on Procurement schedule to put out to Bid.
- Fiber Witness Post Rehab and Fiber Installation to Intermediates Ph I is in-progress and expected to be completed Jun 2025.

##### San Bernardino Line

- All FY22 Track Rehab work is complete. Preparing Task Orders for FY24 Track Rehab work.

##### Perris Valley Line

- NEPA-CE for PVL Box Springs and CP Citrus is under review by FTA. 30% of Design submittal review comments from SCRRRA are being addressed by the Designer.
- Fiber Installation to intermediate is in-progress and expected to be completed in June 2025.

##### River Corridor

- 100% design for Arroyo Seco Bridge to be complete by May 2025.
- Turnout Rehab construction at CP San Diego Jct. & CP Chavez is complete.

Attachment A provides an overview of the Authority's project portfolio as well as more detailed status by project type.

#### Quarter Ended March 31, 2025, Performance Summary

##### **New Capital Projects:**

The latest performance results for the Authority are included in the following summaries. Table 1 below provides a summary of major New Capital Projects currently in progress, excluding \$1.09 Billion of SCORE funding secured by the Authority and other agencies that will be

performed by entities other than the Authority.

**Table 1. Capital Program by Department (\$K) (Active Projects Only)**

<b>PROJECT CATEGORY</b>	<b>BUDGET</b>	<b>EXPENDED</b>	<b>BALANCE</b>
Capital PTC / CRISI Grants (Communications)	\$ 15,893	\$ 10,593	\$ 5,300
Track, Structures, & Signals	\$ 87,463	\$ 19,567	\$ 67,895
SCORE (SCRRA)	\$828,170	\$ 109,390	\$ 718,780
F125 Locomotive Procurement (Rolling Stock)	\$ 279,103	\$ 278,162	\$ 941
Miscellaneous Capital Equipment (Facilities)	\$ 18,362	\$ 63	\$ 18,298
Other (IT)	\$ 12,785	\$ 3,299	\$ 9,485
Pacific Surfliner Corridor Rehabilitation	\$ 11,952	\$ 95	\$ 11,857
<b>TOTAL</b>	<b>\$ 1,253,730</b>	<b>\$ 421,171</b>	<b>\$ 832,559</b>

Note: Numbers may not sum to total due to rounding.

### **SoGR Program**

The adjusted currently funded SoGR Program budget for the period of FY2016-17 through FY2024-25 is \$685 million (including reprogrammed projects of \$117 million). SoGR projects are primarily delivered over a four-year period within the departments of Program Delivery, Operations, Information Technology and Customer Experience. Reprogrammed projects are created when projects completed under budget have remaining funds and are transferred to new projects. The new projects are referred to as reprogrammed projects.

### SoGR Project Status

From FY2017-18 through March 31, 2025, the Authority completed and closed 107 SoGR Projects totaling \$82 million in expenditures.

Table 2 summarizes the progress of SoGR Projects as of Mar 31, 2025. Current Budget for fiscal years FY2021-22 through FY2024-25 are the approved budgets. It should be noted that due to delays in processing all FTA funding applications, the FY23 all share projects were delayed initiating.

**Table 2. SoGR Project Status for Active and Completed Projects Fiscal Years 2017-18 to 2024-25 and Reprogrammed Projects (\$K)**

<b>YEAR OF ADOPTION</b>	<b><sup>1</sup>CURRENT BUDGET</b>	<b><sup>2</sup>EXPENDED</b>	<b>BALANCE</b>
FY2017-18	\$44,360	\$42,072	\$2,287
FY2018-19	\$91,007	\$66,768	\$24,239
FY2019-20	\$66,047	\$54,022	\$12,025
FY2020-21	\$54,167	\$33,761	\$ 20,406
FY2021-22	\$61,254	\$31,224	\$ 30,029

FY2022-23	\$89,225	\$29,894	\$ 59,330
FY2023-24	\$124,036	\$2,967	\$121,068
FY2024-25	\$1,650	\$0	\$1,650
Reprogrammed	\$117,784	\$110,009	\$7,775
<b><sup>3</sup>Total</b>	<b>\$649,533</b>	<b>\$370,721</b>	<b>\$277,812</b>

Notes:

1. When a project is closed or reprogrammed, the baseline budget is replaced with actual expenditures to reflect 100% of the budget being used. This adjusted budget for closed and reprogrammed projects along with the baseline budget of active projects make up the current budget.
2. Expended amounts on Table 2 are for paid and accrued invoices and do not reflect amounts billed to grantor.
3. Numbers on Table 2 may not sum to total due to rounding.

**Next Steps**

Through monthly review of the Capital Program, staff continues to identify areas of improvement to accelerate the delivery of projects and improve processes. Staff will also continue to keep Member Agencies informed and provide regular updates to the Board. The next Capital Program Status report is scheduled for September 2025.

Prepared by: Hasnain Mehdvi, Senior Management Analyst (Project Controls)

Approved by: Justin Fornelli, Chief, Program Delivery

**Attachment(s)**

[Presentation - Capital Program Status Report June 2025](#)  
[Attachment A - Capital Sheets Project Status Mar 2025](#)



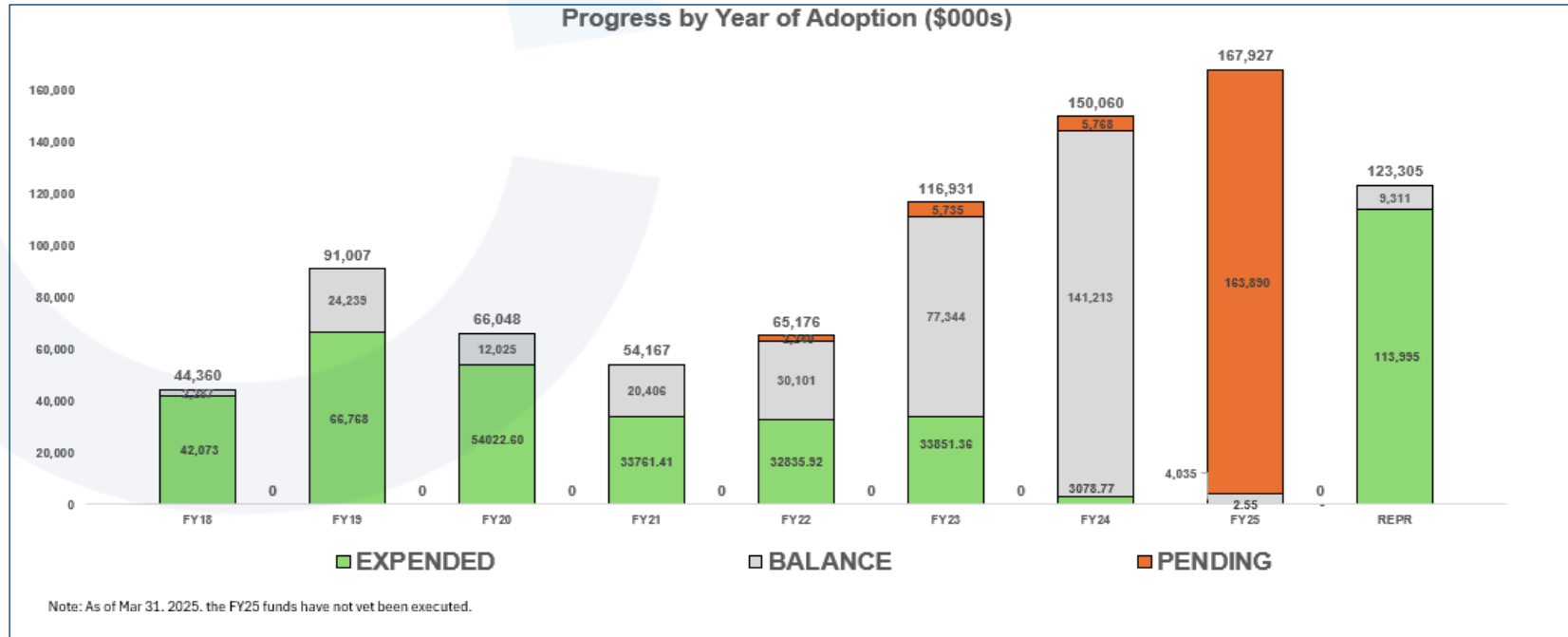
## Capital Program Status Report

*Receive and file.*



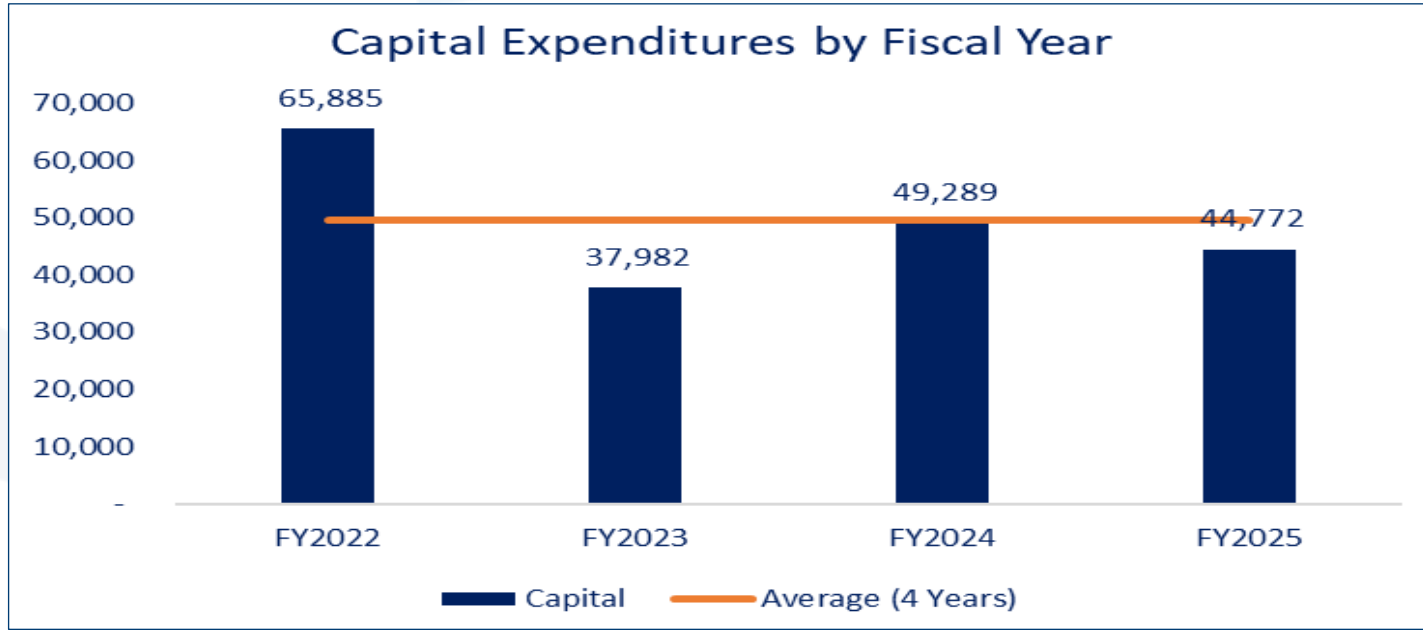
# Capital Program Status Overview

- \$879M allocated from FY18 thru FY25 as part of annual capital budgets
- \$380M expended thru Mar 31, 2025



# Capital Program Status-New Capital & SCORE

- Budget for New Capital Program is \$1.2B; of which \$421M is expended across 106 active projects.
  - This includes 44 projects part of the SCORE program.



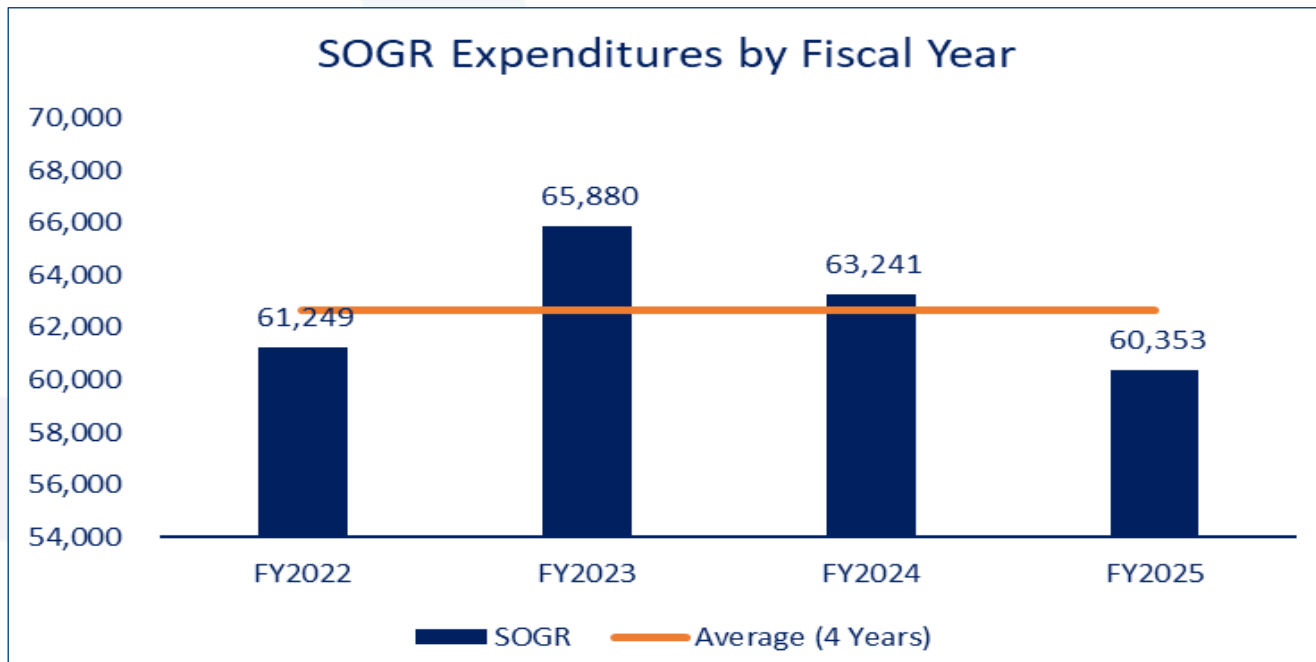


# Capital Program Status-Third Party Projects

- Total number of Third-Party Projects are 77
- Program Delivery manages 73 projects
- Program Delivery Third Party projects have a budget of \$70M
- Total expenditures on Third Party projects total \$44M

# Capital Program Status-State of Good Repair

- State of Good Repair Budget is \$563M out of which \$289M is expended across 189 active projects



# Capital Program Status-State of Good Repair



# Project Management Information System

- Cloud based system to manage all aspects of project delivery.
- Streamlined processes through workflows and automation
- Full audit trail of project information



**Project  
Management**



**Grants  
Tracking &  
Management**



**Risk  
Management**



**Cost  
Management**



**Schedule  
Management**



**Contract  
Management**



**Progress  
Payment  
Application**



**Reporting and  
Dashboard**



**METROLINK**

Thank you.



Southern California Regional Rail Authority  
NEW CAPITAL AND STATE OF GOOD REPAIR PROGRAM

PROJECT STATUS REPORT

Expenditures through March 31, 2025

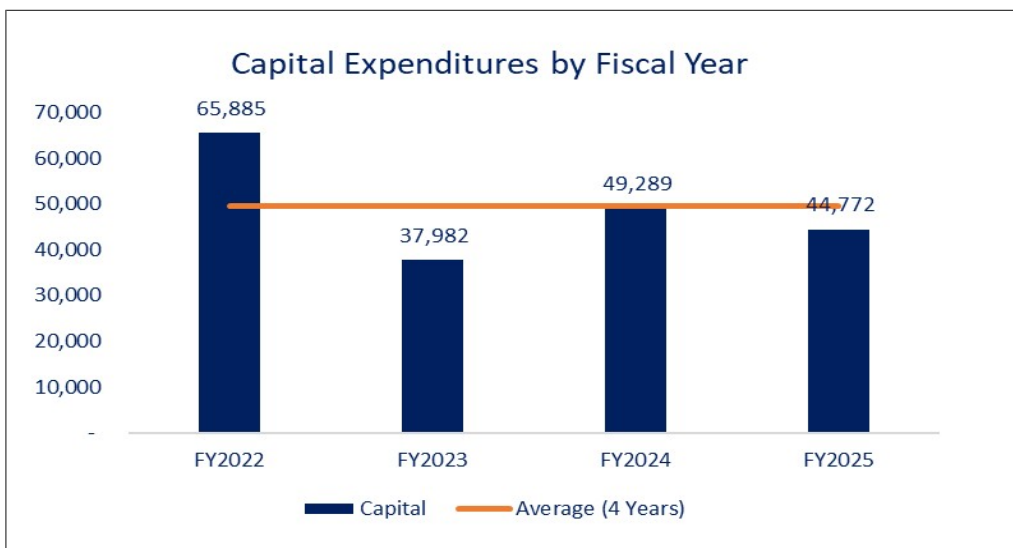
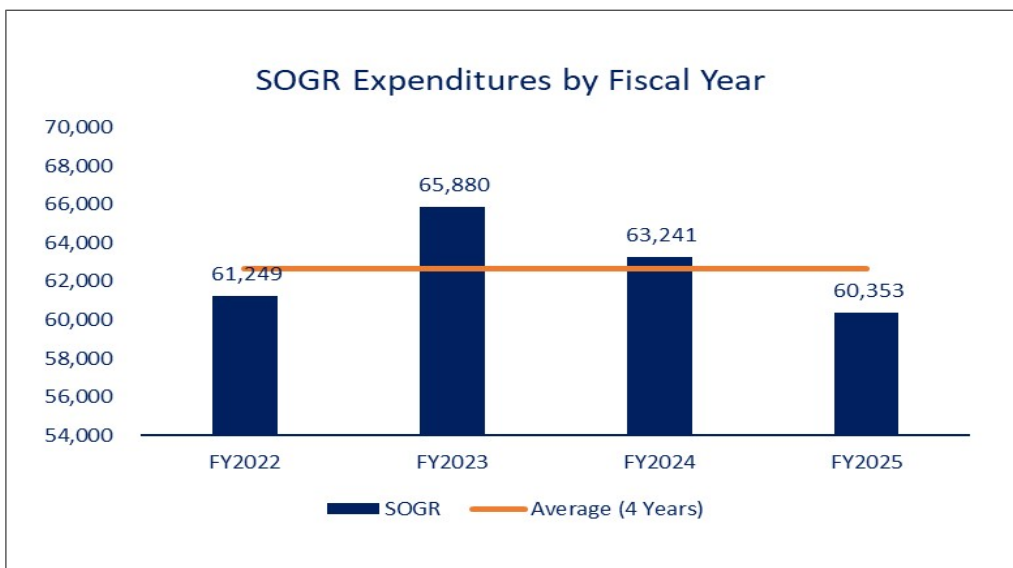
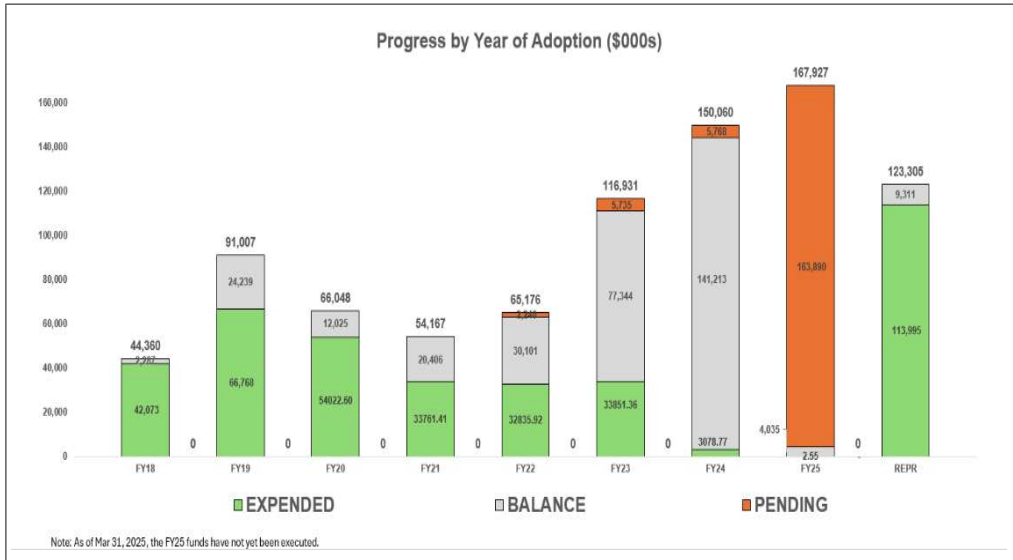


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	<b>State of Good Repair (SoGR) Projects</b>			
4	Antelope Valley Line – Track, Structures, & Signals	Valley	Track, Structures, & Signals	Multiple
5	Ventura County Line – Track, Structures, & Signals	Ventura	Track, Structures, & Signals	Multiple
6	Orange County Line – Track, Structures, & Signals	Orange/Olive	Track, Structures, & Signals	Multiple
7	San Bernardino Line - Track, Structures, & Signals	San Gabriel	Track, Structures, & Signals	Multiple
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10	Bombardier Passenger Car Rebuild	Systemwide	Rolling Stock	Multiple
11	Communications	Systemwide	Comm & PTC	Multiple
12	On-Board Train Control Systems	Systemwide	Comm & PTC	Multiple
13	Back-Office Train Control Systems Rehabilitation	Systemwide	Comm & PTC	Multiple
14	Rolling Stock State of Good Repair	Systemwide	Rolling Stock	Multiple
15	Track Maintenance	Systemwide	Track	Multiple
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16	Southern California Optimized Rail Expansion (SCORE) Phase 1 - SCRRA Implemented Projects	Systemwide	Multiple	Multiple Environmental
17	San Juan Creek Bridge	Orange	Structures	Construction

## SCRRA Project Portfolio Summary



### SCRRA Capital Program

- The State of Good Repair portfolio consists of 189 active projects, with budgets totaling \$563M
- The New Capital portfolio consists of 106 active projects, with budgets totaling \$1.2B
- In addition, SCRRA staff manages 73 Third Party projects requiring extensive coordination with external agencies
- Expenses shown through FY2024-25 Quarter ending Mar. 2025.



Subdivision: Antelope Valley Line

Asset Type: Track, Structures, &amp; Signals

**Antelope Valley Line - Track, Structures & Signals****Map of Project:****Project Scope Summary:**

- The Track, Structures and Signals SoGR program includes the rehabilitation and replacement of existing Metrolink-owned and maintained track, structures, signal systems, and grade crossing warning systems.

**Project Benefit:**

- Maintain State of Good Repair.
- Improve Service Reliability.
- Reduce Operating Costs.
- Reduce Train Accidents.

**Project Status and Continuing Activities:**

- 60% Design complete for Tunnel 25 tie/ballsat rehab (FY23)
- Valley Sub Structures design RFP released to Engineering Bench, consultant selected, Contract negotiations complete.
- Tunnel 25 Feasibility study shared with LA Metro. Metrolink working on FY26 budget request to continue progress on project.
- Signal Construction CTO is in progress with anticipated construction completion date of Dec 2024 for FY 19-20 projects and Dec 2025 for FY 21-22.
- Signal design CTOs for CP Portal & CP Canyon began Jan 2024, scheduled for completion by Dec 2025.

**Project Notes of Interest:**

- FY2023-24 projects added this report.

**Project Risk:**

- Annual investment on the Antelope Valley Line is needed to prevent track infrastructure from degrading to a point where Metrolink service is no longer reliable to ensure the safety of our passengers due to slow orders.

**Safety:**

- 23 curves with high rates of wear are being monitored for excessive wear, these locations are monitored continually.

**Schedule Summary**

Milestone	Actual/[Forecast]	
	Start	End
Reprogrammed	Aug-23	[Jun-26]
FY2018-19	Nov-18	Dec-23
FY2019-20	Nov-19	[Mar-26]
FY2021-22	Jul-22	[Dec-27]
FY2022-23	Apr-23	[Feb-28]
FY2023-24	May-24	[Jun-28]

**Budget Status (\$000s)**

Project Category	Budget	Expend
2019	750	575
2020	14,375	12,381
2022	15,595	9,015
2023	6,000	306
2024	16,498	250
Reprogrammed	3,100	2,743
<b>Total</b>	<b>56,318</b>	<b>25,271</b>

**Funding Sources (\$000s)**

Federal	7,000
Local	49,318
<b>Total</b>	<b>56,318</b>

Project Manager: Aaron Azevedo

[azevedoa@scrra.net](mailto:azevedoa@scrra.net)

Public Affairs Contact: Laurene Lopez

[lopezl@scrra.net](mailto:lopezl@scrra.net)

Subdivision: Ventura County Line

Asset Type: Track, Structures, &amp; Signals

## Ventura County Line - Track, Structures & Signals

### Map of Project:



### Project Scope Summary:

- The Track, Structures and Signals SoGR program includes the rehabilitation and replacement of existing Metrolink-owned and maintained track, structures, signal systems, and grade crossing warning systems.

### Project Benefit:

- Maintain State of Good Repair.
- Improve Service Reliability.
- Reduce Operating Cost.
- Reduce Train Accidents.

### Project Status and Continuing Activities:

- Design in progress at CP Topanga and other locations, work planned to be complete by Dec 2025.

### Schedule Summary

Milestone	Actual/[Forecast]	
	Start	End
FY2018-19	Nov-18	[Jun-27]
FY2019-20	Nov-19	[Sep-26]
FY2020-21	Jul-21	[Aug-26]
FY2021-22	Jul-22	[Dec-26]
FY2023-24	May-24	[Jun-28]

- Pacific Surfliner Corridor Rehabilitation and Reliability Project: 60% Design Complete. 100% completion planned for June 2025
- Arroyo Simi Bridges identified to have budget overrun concerns due to required environmental mitigation. Staff is currently working with Grants, VCTC, and designer with resolving budget issues. Design progressing to 100%. Applied for earmark, LCTAP grant was unsuccessful.

### Project Notes of Interest:

- The Ventura Line is split between Ventura and LA Counties; projects are funded by appropriate Member Agency.

### Budget Status (\$000s)

Project Category	Budget	Expend
2019	11,227	1,633
2020	7,764	4,067
2021	3,746	710
2022	2,845	906
2024	11,686	193
<b>Total</b>	<b>37,268</b>	<b>7,509</b>

### Project Risk:

- No risk items to report.

### Safety:

- No safety items to report; however, homeless encampments are being monitored near proposed culvert replacement projects.

### Funding Sources (\$000s)

Federal	21,915
State	6,677
Local	8,677
<b>Total</b>	<b>37,268</b>

Project Manager: Aaron Azevedo

[azevedoa@scrra.net](mailto:azevedoa@scrra.net)

Public Affairs Contact: Laurene Lopez

[lopezl@scrra.net](mailto:lopezl@scrra.net)

Subdivision: Orange County Line

Asset Type: Track, Structures, &amp; Signals

## Orange County Line - Track, Structures & Signals

### Map of Project:



### Project Scope Summary:

- The Track, Structures and Signals SoGR program includes the rehabilitation and replacement of existing Metrolink-owned and maintained track, structures, signal systems, and grade crossing warning systems.

### Project Benefit:

- Maintain State of Good Repair.
- Improve Service Reliability.
- Reduce Operating Cost.
- Reduce Train Accidents.

### Project Status and Continuing Activities:

- Completed WCNSS Crossing upgrade at Del Obispo in June 2024. Verdugo Crossing house completed in Nov 2024.
- Received Environmental Clearance for FY20 Culverts Rehabilitation Project. Staff is finalizing the permitting with CCC and RWQCB.
- Signal construction at various locations are in progress with anticipated construction completion date of Dec 2024 to Dec 2025 due to long material lead-time.
- Slope Stabilization and Grading project 100% complete with Design. Project turned over to OCTA.
- FY23 Track rehab is 100% Complete with Design, working on Procurement schedule to put out to Bid.
- NEPA-CE for Calafia culvert re-establishment project under review by FTA. Response to review comments from FTA was provided in Sep 2023. Staff checking-in with FTA regularly.

### Project Notes of Interest:

- No notes of interest to report.

### Project Risk:

- Rehab work requiring Absolute Work Windows on the Orange Line are limited to 5-7 weekends per year, in conjunction with North County Transit District's schedule.

### Safety:

- The ground anchor installation at MP206.8 (Cyprus Shores, San Clemente), which is being led by OCTA, is complete with remaining punchlist items and site restoration work.

### Schedule Summary

Milestone	Actual/[Forecast]	
	Start	End
Reprogrammed	May-20	[Mar-25]
FY2018-19	Apr-19	[Jun-25]
FY2019-20	Apr-20	[Apr-26]
FY2020-21	Jul-21	[Apr-26]
FY2021-22	Jul-22	[Jun-26]
FY2022-23	Mar-24	[Jun-27]
FY2023-24	Jul-24	[Jun-28]

### Budget Status (\$000s)

Project Category	Budget	Expend
2019	2,691	2,269
2020	2,380	609
2021	3,258	657
2022	8,920	5,830
2023	9,364	403
2024	10,618	558
Reprogrammed	1,361	959
<b>Total</b>	<b>38,591</b>	<b>11,284</b>

### Funding Sources (\$000s)

Federal	38,592
<b>Total</b>	<b>38,592</b>

Project Manager: Aaron Azevedo

[azevedoa@scrra.net](mailto:azevedoa@scrra.net)

Public Affairs Contact: Laurene Lopez

[lopezl@scrra.net](mailto:lopezl@scrra.net)

Subdivision: San Bernardino Line

Asset Type: Track, Structures, &amp; Signals

## San Bernardino Line - Track, Structures & Signals

### Map of Project:



### Project Scope Summary:

- The Track, Structures and Signals SoGR program includes the rehabilitation and replacement of existing Metrolink-owned and maintained track, structures, signal systems, and grade crossing warning systems.

### Project Benefit:

- Maintain State of Good Repair.
- Improve Service Reliability.
- Reduce Operating Cost.
- Reduce Train Accidents.

### Project Status and Continuing Activities:

- Signal design CTOs were completed Jun 2024 for FY21 projects, Construction task orders in progress.
- Additional signal Construction CTOs are in progress with anticipated construction completion date of Dec 2024 to Dec 2025 for FY 22 projects.
- All FY22 Track Rehab work is complete. Preparing Task Orders for FY24 Track Rehab work.
- FY22 Structures FTA funding came in. Staff is working on Task Order to complete bridge load ratings, environmental clearance, and design of the structures.

### Project Notes of Interest:

- The Fiscal Year Rehab budget is approved on an annual basis by the Member Agencies, MTA and SBCTA via a 60%/40% funding allocation split, respectively.

### Project Risk:

- No risk items to report.

### Safety:

- Bridge 19.79 required a special bridge inspection due to the condition of the Bridge Deck. Special Inspection occurred in September, temporary repairs were recommended and scheduled. More frequent inspections recommended for the bridge until a permanent improvement is designed and funded.

### Schedule Summary

Milestone	Actual/[Forecast]	
	Start	End
FY2018-19	Apr-19	[Dec-25]
FY2019-20	Mar-20	[Jul-25]
FY2020-21	Jul-21	Dec-24
FY2021-22	Jul-22	[Jun-26]
FY2023-24	May-24	[Mar-28]

### Budget Status (\$000s)

Project Category	Budget	Expend
2019	7,952	7,547
2020	16,067	14,518
2021	4,547	4,050
2022	11,448	5,002
2024	10,249	63
<b>Total</b>	<b>50,263</b>	<b>31,180</b>

### Funding Sources (\$000s)

Federal	18,388
State	1,442
Local	30,433
<b>Total</b>	<b>50,263</b>

Project Manager: Aaron Azevedo

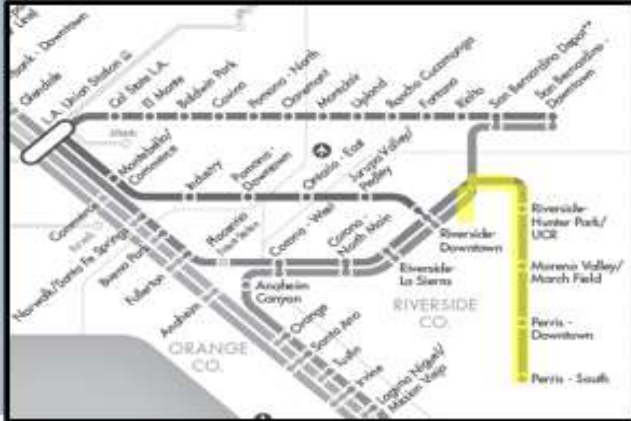
[azevedoa@scrra.net](mailto:azevedoa@scrra.net)

Public Affairs Contact: Laurene Lopez

[lopezl@scrra.net](mailto:lopezl@scrra.net)

**Asset Type:**Track, Structures, & Signals

### Map of Project:



- The Track, Structures and Signals SoGR program includes the rehabilitation and replacement of existing Metrolink-owned and maintained track, structures, signal systems, and grade crossing warning systems.

- Maintain State of Good Repair.
- Improve Service Reliability.
- Reduce Operating Cost.
- Reduce Train Accidents.

- NEPA-CE for PVL Box Springs and CP Citrus is under review by FTA. 30% Design submittal review comments from SCRRA are being addressed by the Designer.
- Riverside Switch: Waiting on City to provide Power. Contractor is ready to complete work when power is provided.

- The Fiscal Year budget is approved on an annual basis by the Member Agency, RCTC.
- FY2023-24 Project FTA Funding pending environmental clearance and not including in funding in this report.

- RCTC is considering expanding the Scope of Work to address global issues outside of the Railroad Right of Way related to the project.

● No safety items to report.

Schedule Summary		
Milestone	Actual/[Forecast]	
	Start	End
FY2018-19	Jul-19	Jun-23
FY2020-21	Jul-21	[Jun-26]
FY2021-22	Jul-22	[Dec-26]

Budget Status (\$000s)		
Project Category	Budget	Expend
2019	2,815	2,815
2021	4,572	2,180
2022	2,015	79
<b>Total</b>	<b>9,401</b>	<b>5,074</b>

Funding Sources (\$000s)	
Federal	9,401
<b>Total</b>	<b>9,401</b>

**Project Manager:** Aaron Azevedo  
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**Public Affairs Contact:** Laurene Lopez  
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Subdivision: River

Asset Type: Track, Structures, &amp; Signals

## River Corridor - Track, Structures &amp; Signals

## Map of Project:



## Project Scope Summary:

- The Track, Structures and Signals SoGR program includes the rehabilitation and replacement of existing Metrolink-owned and maintained track, structures, signal systems, and grade crossing warning systems.

## Project Benefit:

- Maintain State of Good Repair.
- Improve Service Reliability.
- Reduce Operating Cost.
- Reduce Train Accidents.

## Project Status and Continuing Activities:

- 100% design for Arroyo Seco Bridge to be complete by May, 2025.
- Beginning survey and design for the replacement of a Diamond on the River West Bank, which crosses the San Gabriel
- Additional signal construction CTO is in progress for CP Capitol and CP Dayton with construction completion date of Dec 2024 to Dec 2025.
- Turnout Rehab construction at CP San Diego Jct. & CP Chavez is complete.

## Project Notes of Interest:

- The Fiscal Year SoGR budget is approved on an annual basis by all the Member Agencies.

## Project Risk:

- No risk items to report.

## Safety:

- No safety items to report.

## Schedule Summary

Milestone	Actual/[Forecast]	
	Start	End
Reprogrammed	Jul-23	24-Dec
FY2018-19	Jul-19	[Dec-25]
FY2020-21	Jul-21	24-Dec
FY2022-23	Oct-23	[Jun-27]
FY2023-24	May-24	[Jun-28]

## Budget Status (\$000s)

Project Category	Budget	Expend
2019	5,959	4,852
2021	2,748	2,565
2023	6,900	81
2024	4,000	28
Reprogrammed	2,663	2,592
<b>Total</b>	<b>22,271</b>	<b>10,118</b>

## Funding Sources (\$000s)

Federal	9,994
State	59
Local	12,217
<b>Total</b>	<b>22,271</b>

Project Manager: Aaron Azevedo

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Public Affairs Contact: Laurene Lopez

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## Bombardier Passenger Car Rebuild

### Map of Project:



### Schedule Summary

Milestone	Actual/[Forecast]	
	Start	End
Start of Project	Jan-18	
Procurement (Including Re-Bid)	Mar-18	Jun-19
Final Design/FAI Approval	Jun-19	Sep-21
Pilot Cars (1st & 2nd Car)		Sep-21
Delivery - 28th Car		Apr-24
Delivery - 50th Car		[May-25]
Closeout (CDRL & Cert of Comp)		[Dec-27]

### Budget Status (\$000s)

Project Category	Budget	Expend
Prof. Services (CM, PM, Other)	8,666	8,666
Rolling Stock	114,750	66,515
Agency	2,236	2,496
Project Reserve	280	-
<b>Total</b>	<b>125,932</b>	<b>77,677</b>

### Funding Sources (\$000s)

Federal	44,597
State	27,929
Local	53,409
<b>Total</b>	<b>125,934</b>

### Project Scope Summary:

- The purpose of this midlife overhaul is to improve passenger comfort and safety, reliability, appearance and upgrade to current standards. The overhaul will replace and upgrade worn and marginal running gear, hardware, systems and components to extend the useful life of the cars. Fifty (50) Gen 1 cars are currently under contract.

### Project Benefit:

- Maintain State of Good Repair
- Reduce Operating Cost
- Grow and Retain Ridership
- Increase Service Reliability

### Project Status and Continuing Activities:

- 47 cars delivered to LA through March 2025.
- 45 cars conditionally accepted and all are in service
- Base Order (50 cars) to be completed on May 2025.

### Project Notes of Interest:

- The current fleet of 121 Bombardier passenger rail cars consists of (88) Gen 1 cars, (7) Gen 2 cars and (26) Gen 3 cars with delivery dates of 1992, 1997 and 2002, respectively; none have undergone midlife overhaul.
- A contract with Talgo-Systra was executed June 28, 2019 for base order of 50 cars for \$64M.
- Option Order executed with \$30M of FY23 and \$35M of FY24 budget for additional 38 cars - total 88 cars.

### Project Risk:

- Out of Scope Repair: increase in the cost due to repairs required to perform by out-of-scope works.

### Safety:

- No safety items.

Project Manager: DK Ha

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Subdivision: Systemwide

Asset Type: Communications

## Communication Systems Rehabilitation

### Map of Project:



### Schedule Summary

Milestone	Actual/[Forecast]	
	Start	End
FY2019-20	Dec-19	Jun-24
FY2020-21	Jul-21	Jun-24
FY2021-22	Sep-22	[Dec-25]
FY2022-23	Apr-24	[Dec-26]
FY2023-24	Jul-24	[Jun-27]

### Budget Status (\$000s)

Project Category	Budget	Expend
2019	50	50
2020	2,304	2,253
2021	3,284	3,229
2022	4,925	1,694
2023	3,666	472
2024	4,395	11
<b>Total</b>	<b>18,624</b>	<b>7,708</b>

### Funding Sources (\$000s)

Federal	9,748
State	429
Local	8,446
<b>Total</b>	<b>18,624</b>

### Project Scope Summary:

- Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog of Communication Systems. Annual rehab efforts include: WMS-upgrade, AC, battery, fiber, radio, audio and visual communication information systems rehabilitation.

### Project Benefit:

- Maintain State of Good Repair
- Improve service reliability
- Reduce operating cost
- Reduce train accidents

### Project Status and Continuing Activities:

- Systemwide Initiatives: WMSUpgrade across all subdivisions completed 12/24.  
Conversion of ATCS to CTC-ITCM across all subdivisions.
- Valley: Designs for VHF Radio Upgrade and CIS Upgrades at Sun Valley, Acton, Newhall, Sylmar, Burbank Downtown Station and Glendale Stations are all in-progress; Santa Clarita Station CIS Upgrade is in construction.
- San Gabriel: Communication Fiber design from San Bernardino to Rancho Cucamonga Station and VHF Radio Upgrade Designs are underway.
- Ventura: Construction of Phase I Fiber buildout from CP Colonia to CS Moorpark completed April 2024; Phase II Fiber Buildout from CS Moorpark to CP Las Posas is in-progress. The CIS Upgrade at Burbank Airport is in design.
- River: Communication shelter Pole Rehab completed June 2024.
- Orange Line: CIS Upgrade at Buena Park Station completed Apr 2024; Fiber Witness Post Rehab and Fiber Installation to
- Perris Valley: Fiber Installation to Intermediates is in-progress, Estimated completion 6/30.

### Project Notes of Interest:

- Projects are funded on an annual basis by Member Agency per line/county.
- FY23 projects have been approved and ready for use.

### Project Risk:

- Limited line-specific funding due to focus on systemwide projects, may delay completion of current initiatives.
- CIS Upgrades are needed at Stations that are not along adjacent Metrolink maintained track, along the 91 and Riverside Lines and on the LA portion of the Orange line. There is not an established funding mechanism for Annual Requests in these locations.

### Safety:

- No known safety issues at this time.

**Project Manager:** DeAndre Conley

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## On-Board Train Control Systems Rehabilitation

### Map of Project:



### Schedule Summary

Milestone	Actual/[Forecast]	
	Start	End
FY2020-21	Jul-21	[Mar-25]
FY2021-22	Sep-22	[Jun-26]
FY2022-23	Apr-24	[Jun-27]
FY2023-24	Jul-24	[Jun-28]

### Budget Status (\$000s)

Project Category	Budget	Expend
2021	2,300	2,254
2022	2,500	211
2023	2,500	18
2024	2,500	-
<b>Total</b>	<b>9,800</b>	<b>2,483</b>

### Funding Sources (\$000s)

Federal	5,145
Local	4,655
<b>Total</b>	<b>9,800</b>

### Project Scope Summary:

- Systemwide On-Board Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog, including Software and Hardware for locomotives and cab cars.

### Project Benefit:

- Maintain State of Good Repair
- Improve service reliability
- Reduce operating cost
- Reduce train accidents

### Project Status and Continuing Activities:

- Global Positioning System Upgrade: Pilot phase in works which consists of upgraded one of each model of SCRRA rolling stock fleet. Upgrade process to take an estimation of 2 years on all operational units.
- TMC Upgrade: all operations units have been upgraded. 8 remaining TMC's to be upgraded. Estimate time of completion to be end of 2025.
- Next Gen Data Radio: Procurement of new Data Radios pending MCC rollout plan.
- Upgrades of PTC Simulators: Procurement of new Simulator software and hardware bring existing simulators location at LAUS to a state of good repair.

### Project Notes of Interest:

- An annual budget of \$2.5M is typically allotted for On-Board Train Control Systems Rehabilitation initiatives.
- FY23 Funding executed April 2024.
- FY24 Funding executed July 2024
- Current Initiatives: 1) Upgrade current simulators with modern graphics with updates rail projects ; 2) installing two new simulators to be located in the Pomona Campus.

### Project Risk:

- Procurement - potential delays to Hardware acquisition and shipping delays that are out of Metrolink control.

### Safety:

- No known safety concerns at this time.

Project Manager: Jairo Rodriguez

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## Back-Office Train Control Systems Rehabilitation

### Map of Project:



### Project Scope Summary:

- Addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog; this includes upgrading and or replacing dispatching workstation equipment, Train Control software and hardware, and Back Office systems backup equipment. Testing enhanced field and office software (CAD, BOS, ITCM, etc.) in preparation of implementation into the production environment.

### Project Benefit:

- Maintain State of Good Repair
- Increased reliability of train control network
- Increased safety and business continuity

### Project Status and Continuing Activities:

- Ongoing engineering, IT, and back office support for Train Control rehab
- Completed purchase of Dell rack mount UPS and supporting hardware/cables; required to replace outdated UPS and rack.
- In the process of ordering new CAD monitors for dispatchers
- Testing and config of Cisco network routers and switches completed.
- Addition of PTC Network Engineering Administrator to support rehab of back office and field routers/switches.
- Continuing to plan for FY2025 purchases and rehab of back office
- SOW for CTC over ITCM is under review by Contracts and MCC.

### Schedule Summary

Milestone	Actual/[Forecast]	
	Start	End
FY2018-19	Apr-19	Dec-24
FY2020-21	Jul-21	[Apr-25]
FY2021-22	Dec-22	[Jun-26]
FY2022-23	Mar-24	[Jun-27]
FY2023-24	Jul-24	[Jun-28]

### Budget Status (\$000s)

Project Category	Budget	Expend
2019	2,925	2,924
2021	2,520	2,425
2022	2,500	579
2023	2,500	481
2024	2,500	1
<b>Total</b>	<b>12,945</b>	<b>6,409</b>

### Funding Sources (\$000s)

Federal	6,385
Local	6,560
<b>Total</b>	<b>12,945</b>

### Project Notes of Interest:

- Back-Office PTC Rehabilitation funded annually by Member Agencies (all-share);
- Metrolink adhering to FRA regulations & industry interoperability requirements with partners;
- Annual funding required due to a phased rehab approach.

### Project Risk:

- Internal staffing and manpower. Back office in need of additional dedicated resources. Currently relying on consultants.

### Safety:

- Minimize risk of train control and revenue service interruption
- Reduced probability of train control equipment and hardware failure and service interruption.
- Software upgrades with safety enhancement features.

**Project Manager:** Sasank Kuditipudi

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## Rolling Stock State of Good Repair

## Map of Project:



## Project Scope Summary:

- The Rolling Stock State of Good Repair program includes annual allotments for the rehabilitation and replacement of existing Rolling Stock Equipment and its components.

## Project Benefit:

- Maintain State of Good Repair
- Increase system utilization
- Improve service reliability
- Reduce operating cost

## Project Status and Continuing Activities:

- Rotem HVAC Overhaul: 105 of 136 HVAC units overhauled; 32/68 control panels overhauled.

## Schedule Summary

Milestone	Actual/[Forecast]	
	Start	End
FY2018-19	Apr-19	[Jun-25]
FY2019-20	Apr-20	[Jul-26]
FY2020-21	Sep-21	[Apr-26]
FY2021-22	Dec-22	[Jun-27]
FY2022-23	Mar-24	[Dec-30]
FY2023-24	Jul-24	[Jun-31]

## Budget Status (\$000s)

Project Category	Budget	Expend
2019	7,332	1,867
2020	3,225	2,741
2021	10,991	4,530
2022	2,200	973
2023	16,600	107
2024	15,385	56
<b>Total</b>	<b>55,733</b>	<b>10,273</b>

## Funding Sources (\$000s)

Federal	25,765
State	1,674
*Local	28,294
<b>Total</b>	<b>55,733</b>

- Bombardier HVAC Overhaul (180 units): 179 of 180 HVAC units overhauled; Remaining (87 units) Bombardier HVAC Units: 25 of 87 units overhauled.

- Rotem Emergency Window Gasket Replacement. RFP re-posted 7/10/24. Received one bid and under review.

- Cab Car DVR & Camera Replacement: Proposal under review by PM and CPMM

- Rotem Door Overhaul: 1) End-Door System Replacement - 118/137 cars completed; 2) Bel Fuse Power Supply - completed; 3) Lanka Exterior Staff Key - completed; 4) Data Logger - SOW package sent to procurement.

- Other Initiatives In-Progress: Passenger Seat Enhancement - Deliveries in progress.

## Project Notes of Interest:

- Program consists of rolling, multi-year fundings, with combination of multi-year, continuation of projects (HVAC Overhauls) and some single-year funded projects.
- An additional \$11.6M was approved for FY23, which will be added to Dashboard following execution of FTA Grants.

## Project Risk:

- Unsuccessful IFBs across multiple projects have continued to slow project progress.

## Safety:

- No safety items.

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Subdivision: Systemwide

Asset Type: Track &amp; ROW Maintenance

## Track Maintenance

## Map of Project:



## Schedule Summary

Milestone	Actual/[Forecast]	
	Start	End
FY2018-19 - Systemwide	Apr-19	Jan-22
FY2019-20 - Systemwide	Mar-20	Dec-22
FY2020-21 - Systemwide	Jul-21	Jun-23
FY2020-21 - Orange	Sep-21	[Jun-25]
FY2021-22 - Systemwide	Dec-21	[Mar-24]
FY2022-23 - Systemwide	Mar-24	[Jun-25]
FY2023-24 - Systemwide	Jul-24	[Jun-26]

## Budget Status (\$000s)

Project Category	Budget	Expend
2020	979	979
2021	6,104	5,036
2022	3,500	3,335
2023	3,500	2,457
2024	3,500	3
<b>Total</b>	<b>17,583</b>	<b>11,809</b>

## Funding Sources (\$000s)

Federal	11,978
State	141
Local	5,464
<b>Total</b>	<b>17,583</b>

## Project Scope Summary:

- Systemwide Track Preventative Maintenance addresses recurring requirements to sufficiently maintain aging rail and track infrastructure. Rail Grinding prolongs the life of rail and minimize defects. Production Track Surfacing restores track profiles and cross sections. Orange Track Work rehabilitates infrastructure impacted by weather.

## Project Benefit:

- Maintain State of Good Repair
- Improve service reliability
- Reduce operating cost
- Reduce train accidents

## Project Status and Continuing Activities:

- Rail Grinding: 6-days of grinding completed Dec 2024 across the Valley and Ventura Subdivisions. Next grinding will be in December 2025.
- Track surfacing continues systemwide.
- Orange Track Work: CCC comments received, preparing response to CCC. Completed 1,200-ft of track rehabilitation near Harvard Ave in Sept, and drainage improvements along the Orange Subdivisions. Punchlist work completed in March.

## Project Notes of Interest:

- Rail Surfacing was incorporated into the annual SOGR request with Systemwide Rail Grinding beginning in FY2020-2021.
- 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.

## Project Risk:

- 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 standards slow orders may be required if the project is not completed and may result in delays to passenger service.

## Safety:

- No issues to report.

Project Manager: Fia AhSue

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Southern California Optimized Rail Expansion (SCORE) Phase 1 - SCRRA Implemented Projects

Map of Project:



Project Scope Summary:

Implement rail infrastructure necessary to support expanded commuter rail passenger services, consisting of 30 minute peak hour peak direction service on the Ventura, San Bernardino, Orange County, and Antelope Valley Lines.

Project Benefit:

- Increased capacity and service
- Grow and retain ridership
- Operational flexibility

Project Status and Continuing Activities:

- Continuing negotiations for final parcels on the Simi Valley Double Track Project
- Continuing negotiations with the City of El Monte on the Purchase & Sale Agreement on the El Monte Siding project. Resolved issues with CPUC on proposed grade crossings
- Continuing engagement with the City of Los Angeles on the Purchase & Sale Agreement on the Marengo Siding project. Camera Ready plans received.
- Development of the IFB for the San Gabriel Sub projects (El Monte Station, Marengo Siding and Rancho Cucamonga Siding) continues
- Completed Construction & Maintenance (C&M) Agreement with the City fo Rancho Cucamonga; remaining agreements are being negotiated with stakeholders for the San Gabriel Sub projects
- GO 88-Bs are in development and review for the San Gabriel Sub and Ventura Sub projects

Project Notes of Interest:

- SCORE Phase 1 - approximately \$2.4 billion in secured funding to date for infrastructure projects consisting of additions or improvements to track, signals, stations, and maintenance facilities.
- \$107M TIRCP 2020 award for the Antelope Valley Line Capacity and Service Improvements
- \$107M TIRCP Supplemental 2023 Cycle 6 awarded for funding shortfalls for Simi Valley, El Monte, and BNSF Fullerton-Esperanza.
- \$30 million CRISI award funds the construction of a 4.8-mile third mainline track between CP Atwood and CP Esperanza on the BNSF San Bernardino Subdivision.
- \$19.77M TIRCP grant awarded for construction of the Rail Yard Rehabilitation and Modernization (RYRM) portion of LinkUS Project.
- \$44.8M TIRCP 2024 award for the Eastern Maintenance Facility (EMF) Development
- \$800K secured for construction of the wall adjacent to the Marengo Siding Project.
- AVL Capacity Improvements was transitioned from Metro to Metrolink to lead Final Design and Construction; OCMF currently led by OCTA will be transitioned to Metrolink to lead Final Design and Construction upon completion of environmental phase.

Project Risk:

- Construction Cost Increase/Risks** - Design on major construction projects is substantially complete. There is anticipated higher than expected costs due increased material costs, increase cost for ROQ acquisitions, utility relocation and overall inflation. Multiple projects are underfunded and there is a risk of delay until the funding gap is closed.
- Timing of CTC Allocations and Delay in Receiving Program Supplements** - Identify timeframe to request allocations to avoid schedule delays or work stoppage due to cash flow issues; make direct contact with CTC staff. Ensure that draft Program Supplements are provided to SCRRA within 2 weeks of the CTC allocation approval. It has been 2.5 months since approval for the latest program supplement.
- ROW Acquisitions** - Prioritize/phase ROW parcel acquisition based on critical path and establish workflow. Regularly inform member agencies and Caltrans of work progress towards ROW Certification. Manage ROW tracking matrix regularly and address open items.
- Utility Coordination and Relocation** - A utility tracking matrix has been established to manage coordination efforts and progress; ongoing discussion with utility owners on funding agreements and relocation design.

Safety:

- No issues to report

Schedule:

- There is a risk for delayed construction start of the Simi Valey project due to agreement negotiations with Union Pacific Railroad on fiber relocation

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Schedule Summary*		
Milestone	Actual / [Forecast]	
	Start	End **
Start of Project (Phase 1)	Aug-18	
Design (5%/30%/60%/Final)	Sep-18	[Jan-27]
Environmental	Oct-18	Apr-24
ROW Agreements / Acquisition	Mar-20	[Apr-27]
Advertise - Award	Aug-19	[Oct-27]
Construction - Early Construction***	Jan-20	Nov-23
Construction	Feb-21	[Jun-29]
Closeout		[Jun-30]

\*Based on 6/30/24 Master Schedule Rebaseline

\*\*Serra Siding is in the environmental phase for an extended period and is not included in the schedule. Dates capture the addition of new projects (AVL, Sequoia, Cogswell) and have caused overall completion dates to shift.

\*\*\*OC Interim Setout Track work and Signal Projects

Budget Status (\$000s)		
Project Category	Budget <sup>(1)</sup>	Expend
Design/Design Support	73,875	34,500
Materials	6,521	259
Construction	302,714	20,445
Maintenance	4,832	388
Third Party (RR Work Order)	204,624	81
Prof. Services (CM, PM, Oth	152,522	34,690
MIS	101	101
Agency	51,848	18,925
Project Reserve	31,134	-
Total	828,170	109,390

(1) Budgets have not been fully developed. Unallocated budgets are shown under Project Reserve. Budgets for the Rail Car Rebuild and RYRM projects are excluded.

Funding Sources (\$000s)	
Federal <sup>(2)</sup>	\$81,528
State <sup>(3)</sup>	\$662,616
Local <sup>(4)</sup>	\$84,026
Other	\$0
Total <sup>(5)</sup>	\$828,170

(2) FRA-SGR, FHWA CARSI, CRISI Grants

(3) TIRCP, AHSC, STA Grants

(4) LACMTA (Measure M, Measure R), City of Simi Valley

(5) The funding shown does not include funds allocated directly to member agencies. SCRRA support for these projects will be added once agreements are finalized



Subdivision: Orange County Line

Asset Type: Track, Structures, &amp; Signals

## San Juan Creek Bridge

### Map of Project:



### Project Scope Summary:

- Construction of replacement for the existing 300-ft span thru-plate girder San Juan Creek Bridge built circa 1900 at MP 197.9 in the City of San Juan Capistrano on the LOSSAN rail corridor. The LOSSAN rail corridor serves Metrolink commuter trains (operated by SCRRRA), Amtrak intercity trains, and BNSF Railway freight trains and is identified as the second most heavily traveled intercity passenger rail corridor in the nation. The new bridge is a three-span 350-foot TPG bridge adjacent to the existing bridge to minimize impact to rail traffic and reduce construction complication and costs.

### Project Benefit:

- Increase safety and prevent delays to customers
- Avoid interruption of freight train service
- Increase load capacity of the superstructure to meet high-wide heavy requirements and agreements with Freight partners

### Project Status and Continuing Activities:

- Awarded San Juan Creek Bridge Contract in Dec 2023.
- Second Dry Season scheduled to begin on April 1, 2025. Second dry season will see fabrication of majority of the bridge, as well as installation of Sheet Pile Walls. Planned cutover to new bridge scheduled in October 2025.
- Staff working on Coop Agreement with OCPW to extend Sheet Pile wall into OCPW R/W.

### Project Notes of Interest:

- Design was completed under separate rehabilitation project (516621); remaining funds from that project will be transfer to capital project.
- Construction funding secured under a Co-op Agreement between SCRRRA and OCTA.
- The LOSSAN rail corridor serves Metrolink commuter trains (operated by SCRRRA), Amtrak intercity trains, and BNSF Railway freight trains and is identified as the second most heavily traveled intercity passenger rail corridor in the nation.

### Project Risk:

- Schedule Delays: Activities in the river can only be performed during Dry Season per Environmental clearance.

### Safety:

- None so far.

### Schedule Summary

Milestone	Actual/[Forecast]	
	Start	End
Environmental Approval	Apr-19	Jan-20
Design (SCRRRA Lead)	Dec-15	May-20
ROW Acquisition (OCTA Lead)	Dec-22	May-23
Construction Bid & Award (SCRRRA)	Jul-23	Dec-23
Construction (SCRRRA)	Dec-23	[Jun-26]
Closeout	[Jul-26]	[Dec-26]

### Budget Status (\$000s)

Project Category	Budget	Expend
Design and Design Support	1,452	438
Construction (Incl. Flagging)	45,847	16,967
Maintenance	2,567	65
Prof. Services (CM, PM, Other)	5,769	2,592
Agency	750	368
Project Reserve	2,782	-
<b>Total</b>	<b>59,166</b>	<b>20,430</b>

### Funding Sources (\$000s)

Federal	36,796
State	22,578
<b>Total</b>	<b>59,374</b>

Project Manager: Aaron Azevedo

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**ITEM ID:** 2025-229-0

**TRANSMITTAL DATE:** June 20, 2025

**MEETING DATE:** June 27, 2025

**TO:** Board of Directors

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

**SUBJECT:** System Safety, Security, and Compliance (SSSC) Department Activities - Update Q3 FY25

**Issue**

Staff is providing a summary of the Authority's safety, security, and compliance activities for Q3 for Fiscal Year (FY) 2025.

**Recommendation**

Receive and file.

**Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

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

**Background**

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

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

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

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

## **Discussion**

### **Strikes Incidents**

In Q3 of FY25, there were a total of 21 train strikes (3 pedestrians, 11 trespassers, and 7 vehicle strikes) compared to a total of 21 train strikes in Q3 FY24 (5 pedestrians, 12 trespassers, and 4 vehicle strikes), with no change.

Metrolink revised its train schedule in October 2024 (and modified it in January 2025), increasing the number of trains it operates by 22%. With the increase in trains being operated system-wide, there has been no increase in train strikes when compared to Q3 of FY24. We are making significant strides to mitigate train strikes systemwide. SCRRRA Security staff and the Los Angeles County Sheriff's Department, Metrolink Bureau continue to focus on the following policing strategies:

- Focusing our Right-of-Way Enforcement at the beginning and end of the month. The data trends suggest a higher frequency of strikes occurring during this time,
- Working with local police departments to increase grade-crossing enforcements and patrols in locations where we have higher numbers of train strikes.
- Encouraging the reporting of trespassers and homeless encampments to Metrolink's Security Operations Center (SOC) in order to identify locations with a higher risk of trespassing. This data and information allow Law Enforcement to increase patrols and safety to assign staff to conduct community outreach on the dangers of trespassing, and
- Allows us to identify homeless encampments along the right-of-way and have them relocated to a safer location.

### **Reported Unruly Passengers**

In Q3 of FY25, there were a total of 203 reported unruly passengers compared to a total of 259 unruly passengers in Q3 FY24, with a decrease of 22%. In our effort to mitigate unruly passengers, Security staff and our Los Angeles County Sheriff's Metrolink Bureau are continuing the following mitigating measures:

- Increasing law enforcement presence at station platforms.
- Redeploying law enforcement resources for train riding.
- Increasing frequency of train riding by Metrolink's private security team.



### Reported Fare Evaders

In Q3 of FY25, there were a total of 86 fare evaders, compared to 142 fare evaders in Q3 FY24, indicating a 40% decrease. In our effort to mitigate fare evaders, Security staff and the Los Angeles County Sheriff's Department, Metrolink Bureau are continuing the following mitigation strategies:

- Increasing law enforcement presence at station platforms and on trains.
- Increasing "streetcar" operations by Los Angeles County Sheriff's Department, Metrolink Bureau and Metrolink private security.

### Law Enforcement Presence on the Platforms, Trains, Grade-Crossings, and Right-of-Way by County and Line

Law enforcement's presence on station platforms, conducting fare enforcement details, riding trains, performing grade-crossing enforcement, and right-of-way details are improving the safety and security of our system. We utilized crime data and conduct trend analysis to support and identify policing strategies to reduce and prevent crimes and trespassing on the system.

Table 1 Law Enforcement Activities by County

	Los Angeles	Riverside	San Bernardino	Ventura	Orange
Train Rides	297	47	108	24	72
Platform Fare Enforcements	1,075	305	407	11	119
Grade crossing Details	258	73	83	75	10
Right-of-way Details	2,795	121	89	2	93
Streetcar Details	129	4	10	5	11
Total Activities	4,554	550	697	118	305

Table 2 Law Enforcement Activities by Line

	Ventura	Antelope Valley	San Bernardino	Riverside	Orange	*91/PV	**IEOC
Train Rides	24	189	216	6	72	25	16
Platform Enforcement	11	646	816	199	119	49	57
Grade-crossing Details	75	163	178	72	10	1	0
Right-of-Way Details	168	1,388	975	301	119	13	28
Streetcar Details	10	55	37	16	7	1	2
Total Activities	288	2,441	2,222	594	327	89	103

\* 91/PERRIS Valley Line

**\*\*Inland Empire-Orange County Line**

**Table 3 Private Security Train Rides and Streetcar Operations**

	Ventura	Antelope Valley	San Bernardino	Riverside
Train Rides	128	779	1,338	128
Streetcar Details	0	672	564	0
Total Activities	128	1,451	1,902	128

**Rule Violations and Reportable Injuries**

In Q3 of FY25, there were twelve rule violations compared to two in Q3 of FY24, an increase of ten rule violations. The Compliance Department continues to take a proactive approach to rules violations and oversight of SCRRA contractors. The root cause team continues to conduct investigations and make recommendations to mitigate future incidents across various contractors.

Q3 Root Cause Analysis investigations found the following to be primary contributing factors in rule violations:

- Loss of situational awareness
- Failed to verify the limits of track authority
- No job brief/Insufficient job brief
- Employee complacency
- Misunderstanding of policy
- Lack of oversight

During Q3 of FY25, there were three FRA reportable employee injuries, which is a 25% reduction compared to the four reportable Injuries in Q3 of FY24. 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.

The investigation of alleged rule violations and reportable employee injuries is a critical part of our operations in our proactive efforts to prevent 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 and implement measures aimed at preventing and mitigating future occurrences. Once the investigation is complete, corrective actions are assigned 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 federal and state regulations, as well as SCRRA safety rules.

Compliance staff contribute to reducing injuries and rule violations by conducting systemwide inspections, investigating and conducting root cause meetings, attending contractor safety committee meetings, reviewing incident trends, following up on corrective actions taken by SCRRA Staff and contractors, and conducting audits for regulatory compliance on SCRRA departments and operations contractors. During Q3 the Compliance team held (15) fifteen root cause analysis meetings.

The SSSC Department proactively promotes safety 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 Q3 campaign took place from February 24 – February 28, 2025, and featured the following key safety messages:

- Value Every Step
- Change in Routine
- The End- Last but not least
- Effective Communication
- Start your work with S.M.A.R.T. goals

Throughout the week, 2,086 contacts were made through 172 face-to-face and virtual meetings with employees and contractors.

### **Training**

System Safety staff continues our 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 departments. In Q3 of FY25, 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 recorded 277 classes in Q3, during which 4,176 participants were trained. This number represents the combined attendance of employees, contractors, external stakeholders, first responder and law enforcement officers who took part in the department's training courses.

Prepared by:                      Tinh Quach, Manager II, Security

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

### **Attachment(s)**

[Presentation - SSSC Update FY25 Q3](#)



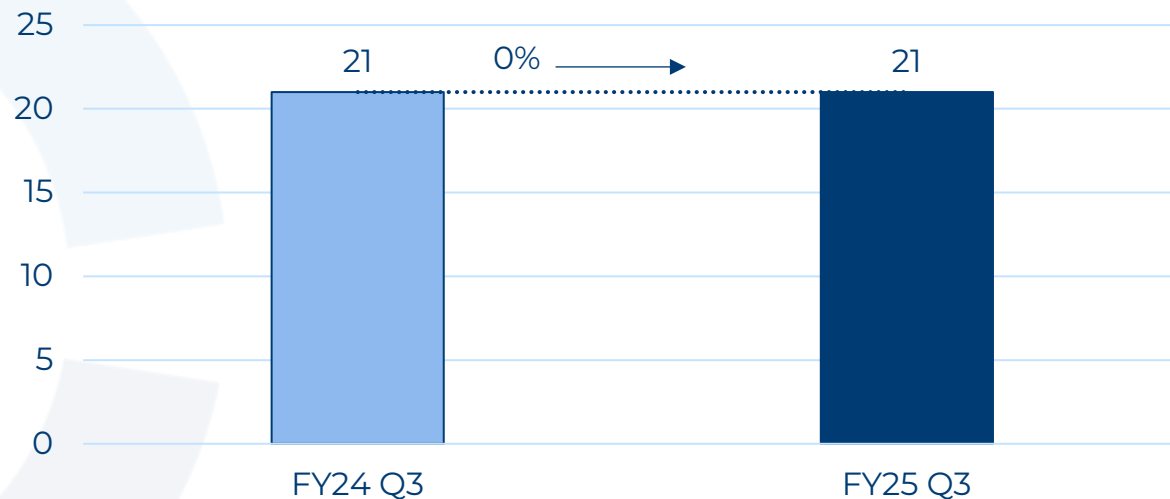
# METROLINK

**System Safety, Security &  
Compliance (SSSC) - FY25 Q3**

*Receive and file.* **372**

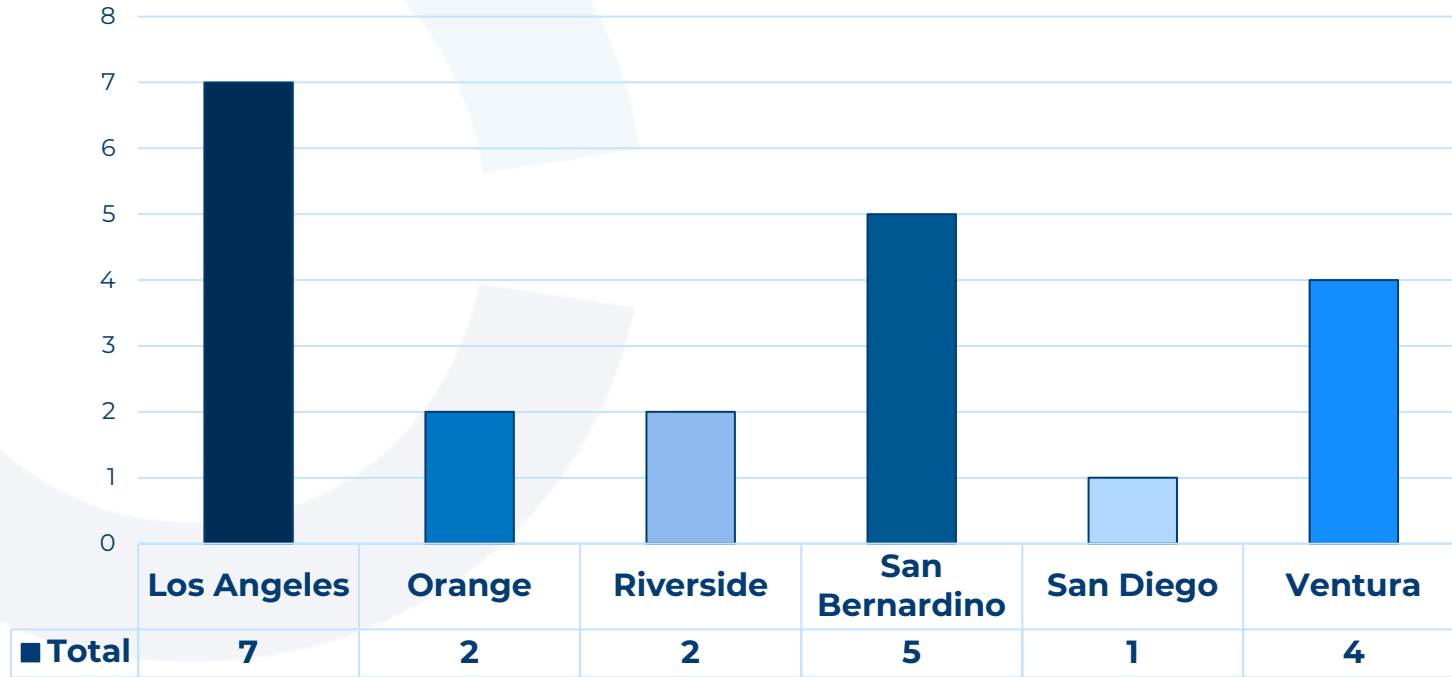
# Systemwide Strikes

Includes train strikes involving Metrolink and foreign line trains.



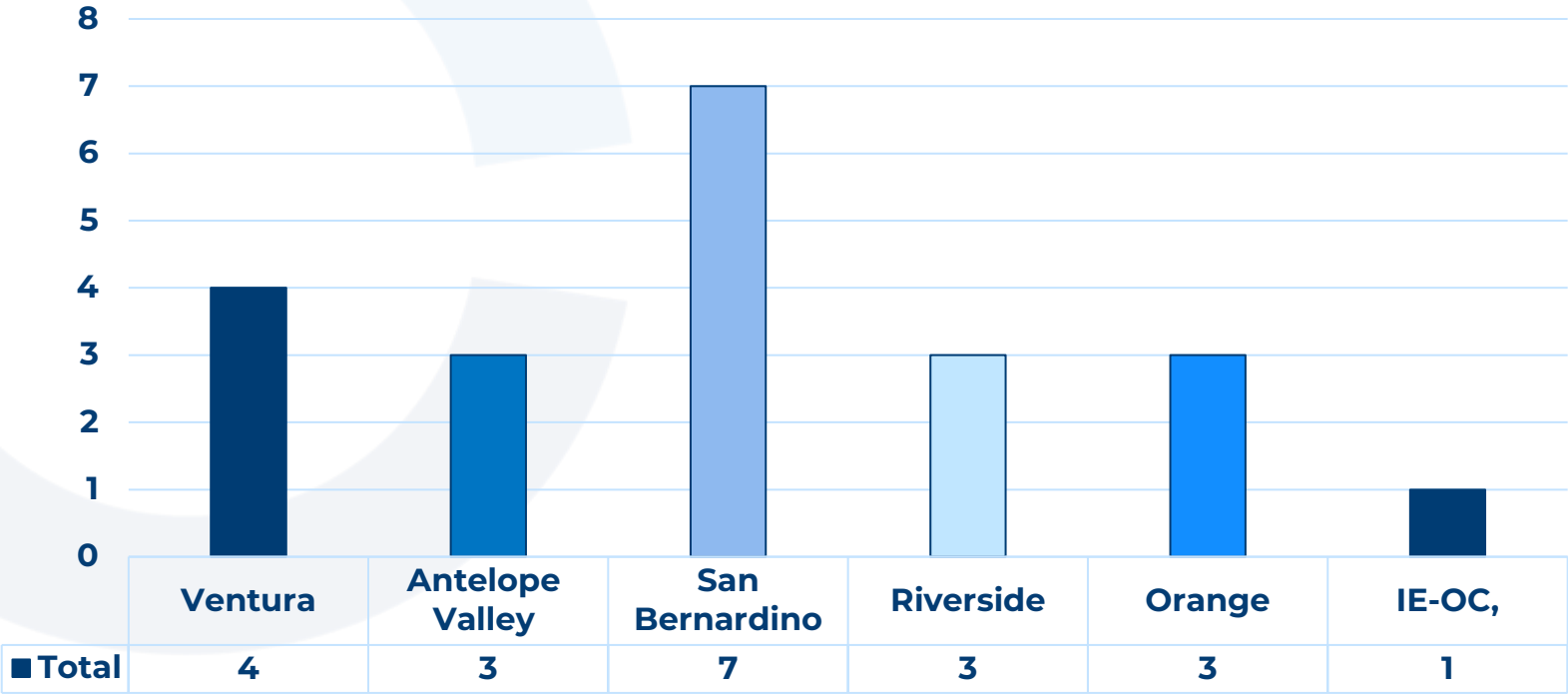
Incident Type	FY24 Q3 Total	FY25 Q3 Total
Trespasser	12	11
Pedestrian	5	3
Vehicle	4	7

# Systemwide Strikes by County



Includes train strikes involving Metrolink and foreign line trains.

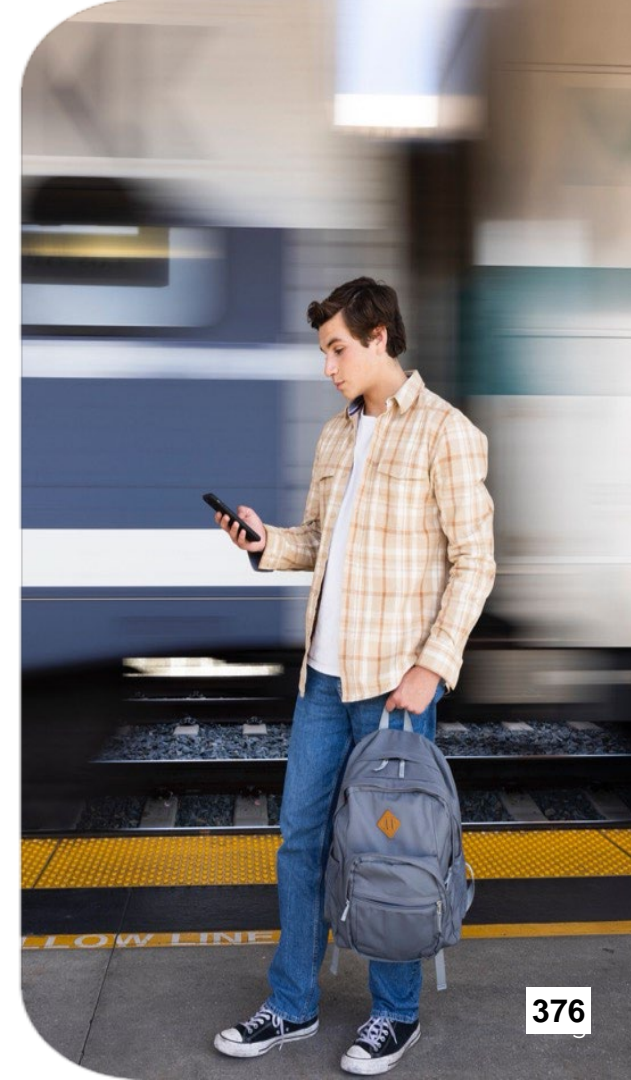
# Systemwide Strikes by Line



Includes train strikes involving Metrolink and foreign line trains.

# Unruly Passenger / Fare Evader

Incident Type	FY24 Q3 Total	FY25 Q3 Total	Reduction
Unruly Passenger	259	203	22%
Fare Evader	142	86	40%





# NTD Reportable Incidents

Incident Type	January	February	March
Major	0	0	0
Non-Major	1	2	4
Non-Major Physical	1	1	1
Total (10)	2	3	5

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

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

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

## Law Enforcement Activities by County

	Los Angeles	Riverside	San Bernardino	Ventura	Orange
<b>Train Rides</b>	297	47	108	24	72
<b>Platform Fare Enforcements</b>	1,075	305	407	11	119
<b>Grade Crossing Details</b>	258	73	83	75	10
<b>Right-of-Way Details</b>	2,795	121	89	2	93
<b>Streetcar Detail</b>	129	4	10	5	11
<b>Total LE Activities</b>	<b>4,554</b>	<b>550</b>	<b>697</b>	<b>118</b>	<b>305</b>

## Law Enforcement Activities by Line

	Ventura	Antelope Valley	San Bernardino	Riverside	Orange	*91 / PV	**IEOC
<b>Train Rides</b>	24	189	216	6	72	25	16
<b>Platform Fare Enforcements</b>	11	646	816	199	119	49	57
<b>Grade Crossing Details</b>	75	163	178	72	10	1	0
<b>Right-of-Way Details</b>	168	1,388	975	301	119	13	28
<b>Streetcar Detail</b>	10	55	37	16	7	1	2
<b>Total LE Activities</b>	<b>288</b>	<b>2,441</b>	<b>2,222</b>	<b>594</b>	<b>327</b>	<b>89</b>	<b>103</b>

\*91 / PV – 91/Perris Valley Line

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

## Allied Security Services Activities by Line

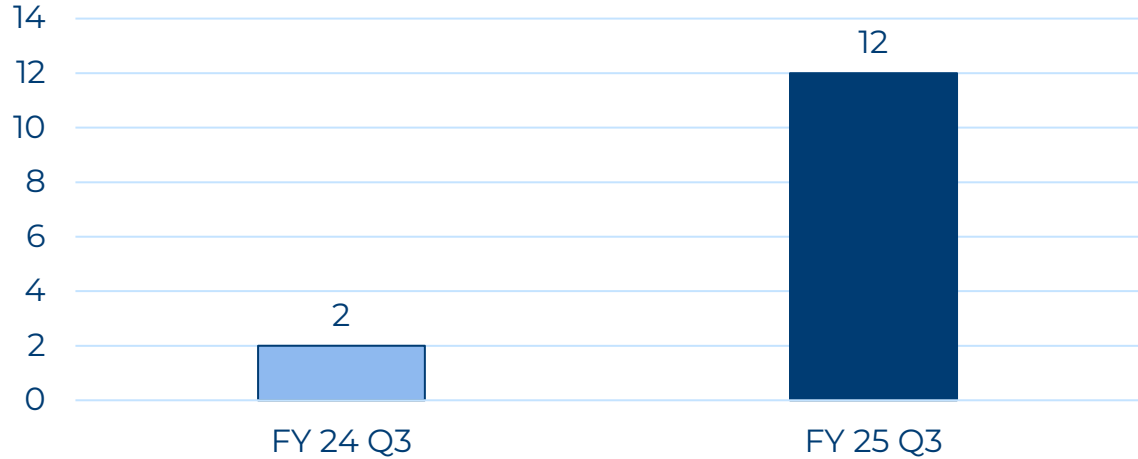
	Ventura	Antelope Valley	San Bernardino	Riverside
<b>Train Rides</b>	128	779	1,338	128
<b>Streetcar Detail</b>	0	672	564	0
<b>Total Activities</b>	<b>128</b>	<b>1,451</b>	<b>1,902</b>	<b>128</b>





**METROLINK**

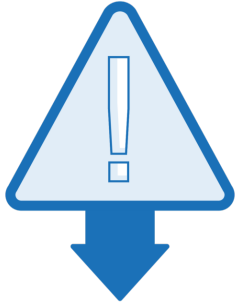
## Q3 Rule Violations FY24 vs FY25



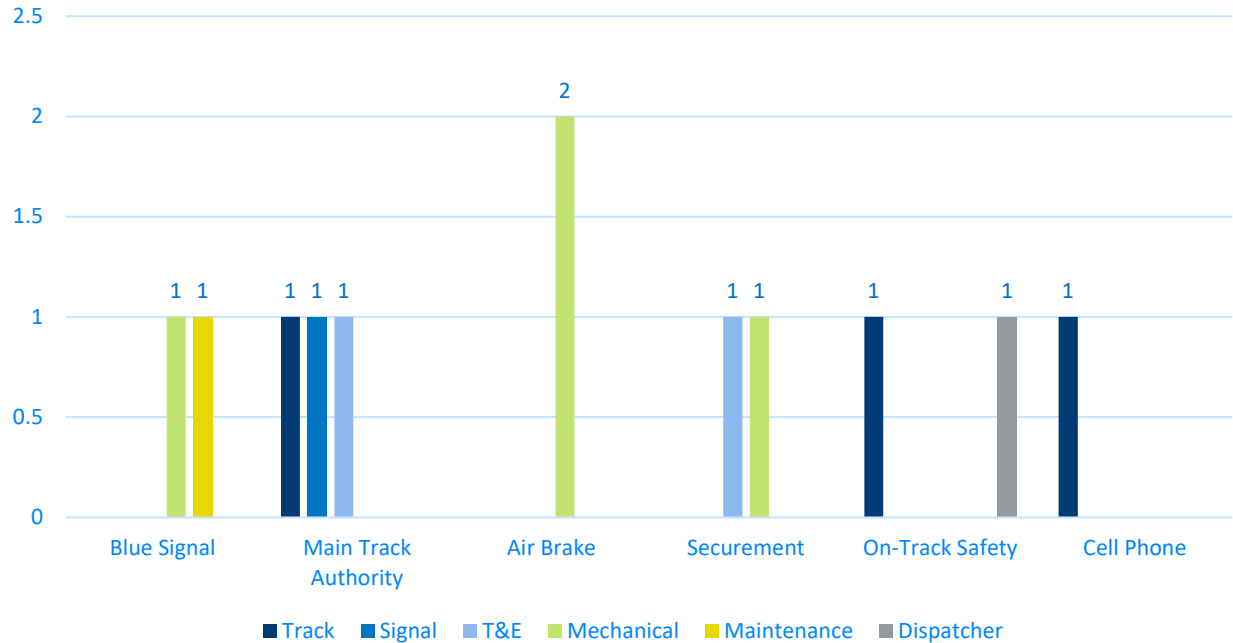
### Contributing Factors:

- Loss of situational awareness
- Employee complacency
- Failed to verify the limits of track authority
- Misunderstanding of policy
- No job brief/Insufficient job brief
- Lack of oversight

# FY25 Q3 Rule Violations by Type & Craft

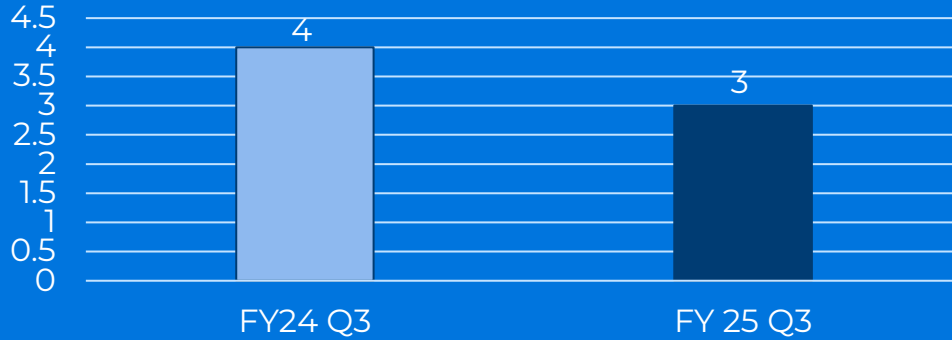


Reduce Risk



12 Total Defects/Violations  
2 of the 12 Defects/Violations = Critical

# FRA Reportable Injuries FY24 Q3 vs FY25 Q3



## Reportable Injury type:

- Slip, Trip, and Fall (1)
- Sprain / Strain (1)
- Other (1)





# Training

In FY25 Q3, the SSSC Department coordinated 277 training courses to raise awareness of potential workplace and emergency response hazards; 4,176 participants were trained.

Attendees included employees, contractors, first responders, and law enforcement officers.







**METROLINK**

Thank you.