METROLINK

metrolinktrains.com/meeting

Agenda

Southern California Regional Rail Authority

BOARD OF DIRECTORS

OCTOBER 23, 2026

Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

METROLINK

metrolinktrains.com/meeting

BOARD ROSTER
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

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

Updated: 10.05.26

	Member	Alternate
	VACANT Awaiting Appointment Metro Board	Walter Allen, III Council Member City of Covina Metro Appointee
San Bernardino: 2 votes	Larry McCallon Council Member City of Highland SBCTA Board	Ray Marquez* Vice Mayor City of Chino Hills SBCTA Board
	VACANT Awaiting Appointment SBCTA Board	VACANT Awaiting Appointment SBCTA Board

EX-OFFICIO MEMBERS

San Diego Association of Governments:

Joy Lyndes
Council Member
City of Encinitas

Southern California Association of Governments:

Marty Simonoff
Mayor Pro Tem, City of Brea

State of California:

Gloria Roberts
District Director, Caltrans District 7

Alternate:
Marlon Regisford
Caltrans District 7

*Alternate represents either member

BOARD OF DIRECTORS MEETING

FRIDAY, OCTOBER 23, 2026 – 10:00 AM
LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY (METRO)
BOARD ROOM
ONE GATEWAY PLAZA, 3RD FLOOR
LOS ANGELES, CALIFORNIA 90012

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

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

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

PUBLIC COMMENTS ON AGENDA ITEMS AND ITEMS NOT ON THE AGENDA
Metrolink welcomes comments from the public. Please fill out a Speaker's Form and submit it to the Board Clerk before the start of the meeting. If you know in advance of the meeting that you would like to make a public comment during the meeting, you may also email BoardSecretary@scrra.net. Please include your name and the number of the agenda item on which you would like to speak, or if you would like to speak on a non-agenda item. Each speaker will be allotted no more than 3 minutes to speak. This time frame may be extended or limited by the Board Chair in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting. **Public Comment on Non-Agenda Items:** Please indicate on your speaker form that you wish to speak on a non-agenda item. Comments should be limited to matters within Metrolink's subject matter jurisdiction. **Public Comment on Agenda Items:** Speakers on individual agenda items will be called in order of sign-up before any Board action is taken on the item. Comments should be limited to the agenda item.

1. **Call to Order**

2. **Safety Briefing**

3. **Pledge of Allegiance**

4. **Roll Call**

5. **Public Comment**

6. **Approval of Consent Calendar Items: 13.A-13.L**
   All Consent Calendar items are listed at the end of the agenda.

7. **PUBLIC HEARING**

7.A Adoption of the FY 2026-2027 (FY27) Metrolink Budget, FY27 Salary Resolution, and Approval of Operating Forecasts for the Four Years FY28 through FY31

Under the terms of the Joint Exercise of Powers Agreement (JPA), the Authority is required to adopt a budget for the succeeding fiscal year no later than June 30th of each year. The Proposed FY2026-27 (FY27) Budget consists of the Operating Budget and State of Good Repair/New Capital Projects Budget. Consistent with multi-year budget planning, approval of the proposed budget forecasts for the fiscal years 2028 through 2031 is also requested at the time of budget adoption. In addition, the FY27 Salary Resolutions are submitted for approval as a part of the Budget Adoption process.

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

Adoption of the Proposed FY26 Budget will create a budget and spending authority for Metrolink for the fiscal year 2026-2027.

8. **REGULAR CALENDAR**

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

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

The Budget, Audit, and Finance Committee recommended (4-0) the Board approve:
1. Proposed employee reclassifications; and
2. Proposed salary adjustments to employee compensation.

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

8.B Fleet Modernization Path Analysis

During the due diligence phase of the Tier 4 procurement which included an independent market survey conducted by consultant staff, direct engagement with locomotive manufacturers, and consultation with peer rail agencies, it was determined that parts and lifecycle maintenance costs for Tier 4 locomotives, regardless of manufacturer, are significantly higher than the Authority's legacy Tier 2 locomotives. To provide a decision framework, staff have prepared a strategic analysis over a 30-year time horizon comparing a Fleet Modernization Plan with three distinct paths for consideration.

The 30-year total cost of ownership under the Tier 4 procurement path (Path A) is estimated at $1.047 billion, compared to an overhaul path retaining the existing Tier 2 fleet (Path B) with a cost of $375 million – a difference of approximately $671 million. Meanwhile a third option of 12 Diesel Battery-Hybrid locomotives (Path C) is estimated at $471 million which is $95 million more than Path B. The Board is asked to consider this recommendation and provide direction on the preferred strategic path forward. This item was presented at the MAAC meeting on June 10, 2026, and the CEO meeting on June 12, 2026.

It is recommended that the Board approve suspending a prior initiative to replace existing Tier 2 locomotives with Tier 4 locomotives (Path B of the attached strategic analysis). Upon this approval, staff will request the transfer of Member Agency capital funding allocated for the purchase of replacement Tier 4 locomotives, totaling $10.7 million, to the refurbishment of existing Tier 2 or lower locomotives. Staff will also initiate the process of voluntary remittance of the Tier 4 procurement grant funds.

There is no budget impact and staff will coordinate with Member Agencies for the reallocation of $10.7M grant match funds to other capital projects.

8.C FY2026-27 Q1 Rolling Stock Mechanical Update (July 1 to Sept 30, 2026)

This report summarizes systemwide delays, discusses the portion caused by rolling stock mechanical failures, their root causes and corrective actions, and efforts underway to improve fleet availability.

Receive and file.

8.D FIN 11.1 - Fuel Purchase Policy Update

Updates to the Fuel Purchase Policy are to revise Strategy 1 to provide more budget certainty when budgeting fuel for a full fiscal year.

It is recommended that the Board approve the updates to the Fuel Purchase Policy - FIN 11.1.

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

8.E October Legislative Update

Staff provides a regular monthly update on current legislative affairs.

Receive and file.

9. Chief Executive Officer's Report

- Authority Update

10. Board Members' Comments

11. Chair's Comments

12. Closed Session

A. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION – Pursuant to Government Code Section 54956.9(d)(1) – Schupbach v. SCRRA et al., California Court of Appeal Case No. B344932, 2nd District, Division 3.

B. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION – Pursuant to Government Code Section 54956.9(d)(1) – Ciardullo et al. v. SCRRA et al., Los Angeles Superior Court, Case No. 25PSCV00833.

C. CONFERENCE WITH LABOR NEGOTIATOR – Pursuant to Government Code Section 54957.6
Agency Designated Representatives: Alberto Lara and Kelly Tuffo
Employee Organization: Amalgamated Transit Union Local 1277

13. CONSENT CALENDAR

13.A Approval of Meeting Minutes - September 25, 2026 Regular Board Meeting and October 9, 2026 Special Board Meeting

It is recommended that the Board approve the Minutes of the September 25, 2026 Regular Board Meeting and October 9, 2026 Special Board Meeting.

13.B Contract No. L181-27 - Federal Legislative Representation Services - Recommendation to Award - Blank Rome, Kadesh & Associates, Potomac Partners DC

The Authority requires federal legislative advocacy services to maintain strategic relations and achieve policy priorities with the Administration, Congress, federal agencies and regulatory bodies. These services are necessary to meet long-term service and funding goals of the Authority.

It is recommended that the Board authorize the Chief Executive Officer to:
1. Award Contract No. L181-27, Federal Legislative Representation Services, subject to resolution of any protest timely filed, to a bench of qualified firms as listed below:
- L181A-27 Blank Rome
- L181B-27 Kadesh & Associates
- L181C-27 Potomac Partners DC; and

2. Approve a not-to-exceed contract funding authorization amount not-to-exceed $2,160,000 for the Bench, comprised of $720,000 for the two-year base period and $1,440,000 for two two-year options that may be exercised at the sole discretion of the Authority.

The amounts for which contract authority is requested, are included in, and are contingent upon the adoption of the Proposed FY26-27 Operating Budget ($180,000). Funding for subsequent years will be requested through the annual budget or an equivalent process.

There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

13.C Contract No. L182-27 - State Legislative Representation Services - Recommendation to Award - Shaw Yoder Antwih Schmelzer & Lange

The Authority requires an advocacy team to provide State Legislative Representation Services.

It is recommended that the Board authorize the Chief Executive Officer to award Contract No. L182-27 for State Legislative Representation Services to Shaw Yoder Antwih Schmelzer & Lange in an amount not-to-exceed $720,000, comprised of $240,000 for the two-year base period and $480,000 for the two two-year option years that may be exercised at the sole discretion of the Authority.

The annual amounts ($60,000) for which contract authority is requested, are included in, and are contingent upon the adoption of the Proposed FY2026-27 Operating Budget. Funding for subsequent years will be requested through the annual budget or an equivalent process. There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

13.D Increase in Contract Authority - Contract No. C3153 with Flatiron West, Inc. - San Juan Creek Bridge Replacement Project

The San Juan Creek Bridge replacement project has been under construction since March 2024 and is substantially complete with train service running over the new bridge since October 2025. Sheet pile wall installation along the adjacent creek bed is the only remaining item to complete on the project. The current contract authority of $50,376,588 is insufficient to allow for issuance of change orders to install project betterments of sheet pile walls requested by Orange County Public Works (OCPW) and funded by OCPW and OCTA.

It is recommended that the Board authorize the Chief Executive Officer to increase the contract authority by $2,605,341 for a new total not-to-exceed contract authority of $52,981,929.

The total requested contract authority of $52,981,929 includes both OCTA and OCPW work. Funding for the OCTA work is included in Cooperative Agreement No. C- 0-2540, between OCTA & the Authority, which fully funds the project through FTA grants and State funding sources. All work associated with change orders for completing betterment work in OCPW right-of-way will be funded through a third-party cooperative agreement with OCPW. No change orders or work authorizations will be issued to the Contractor unless sufficient budget is available. Since these funds are being provided through a Third-Party agreement, there is no impact to Metrolink's budget.

13.E State Rail Assistance (SRA) Program Resolution

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

It is recommended the Board adopt Resolution No. 26-151 Authorization for the Execution of the Resolution, Certifications and Assurances, and Authorized Agent Forms for the State Rail Assistance (SRA) Program to support FY27 Operations and the Sequoia Avenue Grade Crossing Improvements Project.

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

13.F Low Carbon Transit Operations Program (LCTOP) Resolution

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

It is recommended that the Board approve Resolution No. 26-152 Authorization for the Execution of the Resolution, Certifications and Assurances, and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Metrolink FY27 Student/Youth Discount.

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

13.G Performance Audit: Travel and Business Expenses

The Internal Audit Department (Internal Audit) completed the Performance Audit: Travel and Business Expenses (2026-05-IA).

Receive and file.

13.H Report of FY27 Financial Results for the Two Months Ended August 2026

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

Receive and file.

13.I Grants Quarterly Update - 1st Quarter, FY 2027

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

Receive and file.

13.J Quarterly Report of Contracts Awarded and Executed Under the Chief Executive Officer's Authority - FY27 Q1

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

Receive and file.

13.K Quarterly Compensation Report - FY 2027 Q1

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

Receive and file.

13.L Capital Program Quarterly Status Report

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

Receive and file.

14. ADJOURNMENT

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-328-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**Adoption of the FY 2026-2027 (FY27) Metrolink Budget, FY27 Salary Resolution, and Approval of Operating Forecasts for the Four Years FY28 through FY31**

Issue

Under the terms of the Joint Exercise of Powers Agreement (JPA), the Authority is required to adopt a budget for the succeeding fiscal year no later than June 30th of each year. The Proposed FY2026-27 (FY27) Budget consists of the Operating Budget and State of Good Repair/New Capital Projects Budget. Consistent with multi-year budget planning, approval of the proposed budget forecasts for the fiscal years 2028 through 2031 is also requested at the time of budget adoption. In addition, the FY27 Salary Resolutions are submitted for approval as a part of the Budget Adoption process.

Recommendation

It is recommended that the Board:

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

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

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

- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board.

- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving.

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees.

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

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

Background

Public Hearing Requirement:
Members of the public were notified by October 13, 2026 of the 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
- Armenian Media Network (Armenian)
- Beirut Times (Arabic/Lebanese),
- Panorama (Russian)
- La Opinion (Spanish)
- Rafu Shimpo (Japanese)
- World Journal (Chinese)
- The Korea Times (Korean)
- Asian Journal (Tagalog)
- Nguoi Viet Daily News (Vietnamese)
- Iranshahr Weekly (Persian)

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

Budget Background

Preparation of the FY27 Budget began on September 10, 2025. Several substantive changes occurred during the budget development period, altering the expected timeline for completing the budget. At the April 24, 2026 Board Meeting, staff requested that the requirement under the JPA agreement to transmit a budget to the Member Agencies by May 1st be lifted, and a three-month continuing appropriations resolution be transmitted instead. At the June 26th Board Meeting, the Board adopted that resolution. Further, the Board was informed that the budget would not be completed due to further unanticipated delays, and a three-month extension of the Continuing Appropriations Resolution was approved on July 24, 2026, extending the Continuing Resolution to December 31, 2026.

In total, 8 service scenarios were considered, and 6 budgets were partly or wholly constructed based on those scenarios. A copy of that Service Plan is included as Attachment O. On September 28, 2026, a budget that we believed would be acceptable, given all the requirements we were attempting to satisfy, was provided to the Member Agency CEO's, Member Agency CFO's, and the Member Agency Advisory Committee. By consensus, we determined to move forward with that budget.

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

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

Discussion

As the budget was developed, the primary considerations included:

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

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

FY27 Operating Budget Details

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

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

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

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

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

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

Dispatching and MOW (Maintenance of Way) revenues from the freight railroads and Amtrak are based on existing agreements at the forecasted usage rate. The $2.9M Dispatching Revenue budget reflects an increase of $0.6M compared to the FY26 Budget. The MOW Revenue is $14.2M, reflecting an increase of $0.6M, or 4.8%, as compared to the FY26 Budget. These increases result from adjustments to the AAR (Association of American Railroads) index. Other Revenues are budgeted at $3.6M, an increase of $0.7M or 24.4%.

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

Train Operations includes the costs of operating Metrolink rail services across the six-county service area, including direct costs for railroad operations, equipment maintenance, and required support. The Proposed FY27 Budget for expenditures related to Train Operations, including a small contingency, is $201.2M, a decrease of $1.3M or 0.6% from the FY26 Budget. A decrease in crews to operate the train is offset by contractual increases for the contractor providing those services. Despite operating fewer train miles under the new service

schedule, significant increases in the cost of diesel offset those savings.

MOW expenditures are the costs of performing inspections and repairs to rail, signals, and structures needed to ensure the reliable, safe, and efficient operation of trains and public safety. The Proposed FY27 Budget amount for MOW-related expenditures is $65.5M, an increase of $2.5M, or 4.0%, from the FY26 Budget.

Administration & Services include internal overhead expenditures necessary to operate the railroad. The Proposed FY27 Budget for Administration & Services expenditures is $56.6M, a decrease of $3.6M, 5.9% from the FY26 Budget.

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

Shown as separate items are $1.2M for Mega Events (e.g., 2028 Olympic Games), and the cost of maintaining the right of way outside of 20' in LA County, funded entirely by Metro. Expenses associated with CFR 245-246 compliance were removed in FY27, as FRA enforcement is not anticipated this year.

Overall, the total Proposed FY27 Budget for operating expenditures is $348.4M, a decrease of $4.9M or 1.4% from the FY26 Budget. Prior to considering service reductions, cost-cutting, or activity deferrals were applied to virtually every expense area. Contractual increases in some existing agreements precluded such reductions. These proactive actions amounted to more than $16M. Employees will not receive merit increases. Examples of cuts exceeding $1.0M are described below:

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

Rail Agreements total $5.7M, a decrease of $1.7M, or 22.7%, from the FY26 Budget. The decrease is primarily due to reduced service levels, resulting in fewer train movements over tracks owned by other parties (e.g., freight railroads).

Maintenance of Way totals $65.5M, an increase of $2.5M or 4% - but it should be noted that the unionized workers at our vendor performing MOW activities obtained a 6% increase. Other cuts allowed us to contain the increase in MOW to only 4%.

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

Operations Salaries & Benefits total $ 18.1M, a decrease of $1.5M, or 7.5%, from the FY26 Budget. The decrease is primarily due to a revised salary budgeting assumption, with employees who have not reached the top of their salary range budgeted at 90% of their salary capacity rather than 100% in prior years. The FY27 Budget also reflects the defunding of two FTEs associated with CFR 245 and 246. No merit increases for Metrolink staff were budgeted in FY27. Collectively, these adjustments contributed to the overall decrease in Salaries &

Benefits.

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

Member Agency Support
The Proposed FY27 Operating Budget includes $81.7M in Operating Revenue and $348.4M in Total Expenses, resulting in the need for $266.7M of Member Agency Operating Support.

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

Member Agency Support details as shown in Attachment E.

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

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

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

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

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

Capital Carryover Authorization
As a part of the annual budget, the carryover of unspent prior capital authorizations must be renewed.

The FY27 SGR Carryover is $509.2M.
The FY27 New Capital Carryover is $87.4M

Details of all carryover projects are shown in Attachment H.

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

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

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

- Attachment A - FY27 Proposed Operating Budget with Comparison to FY26
- Attachment B - Historical Actual and Budgeted Operating Statements
- Attachment C - FY27 Proposed Operating Budget by Member Agency
- Attachment D - FY27 Proposed Operating Budget by Line
- Attachment E - Support Request by Member Agency
- Attachment O - Service Schedule for FY27 Budget beginning November
- Attachment P - Title VI Service Reductions Equity Analysis

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

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

Multi-Year Forecast

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

Annual Salary Resolution

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

Budget Impact

Adoption of the Proposed FY26 Budget will create a budget and spending authority for Metrolink for the fiscal year 2026-2027.

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

Attachment(s)

Attachment A - FY27 Operating Budget
Attachment B - FY27 Historical Budget
Attachment C - FY27 Budget by Member
Attachment D - FY27 Budget by Line
Attachment E - Support Request by Member Agency
Attachment F - FY27 Proposed SGR Projects by Member Agency, Line, and Project
Attachment G - FY27 Proposed New Capital by Member Agency
Attachment H - FY26-FY27 Capital Project Carryover Details
Attachment I - Four-Year Capital Project Forecast
Attachment J - FY27 Total Capital and Cash Flow
Attachment K - FY28 Operating Budget Forecast
Attachment L - FY29 Operating Budget Forecast
Attachment M - FY30 Operating Budget Forecast
Attachment N - FY31 Operating Budget Forecast
Attachment O - Service Schedule for FY27 Budget Beginning November
Attachment P - Metrolink Title VI 2026 Service Equity Analysis
Attachment SR - FY27 Salary Resolution - Effective 07.01.2026
Attachment SR-1 - Proposed FY27 Salary Grade and Range Structure
Attachment SR-2 - Proposed FY27 Budgeted Position Roster
Attachment SR-3 - Proposed FY27 Classification and Salary Plan
Presentation - FY27 Metrolink Operating Capital Budget Adoption

Southern California Regional Rail Authority
FY27 Proposed Operating Budget
Scenario 8

($000s)	FY26 Amended Budget	FY27 Proposed Budget	Variance FY27 Proposed vs FY26 Adopted	
			$ Variance	% Variance
Operating Revenue				
Farebox Revenue	51,717	42,380	(9,337)	-18.1%
Fare Reduction Subsidy	408	289	(119)	-29.2%
Mobility 4 All	-	1,059	1,059	n/a
LCTOP Grant	3,574	3,814	240	6.7%
Other Train Subsidies	2,565	2,738	172	6.7%
Special Trains	-	-	-	n/a
Subtotal Farebox	**58,265**	**50,280**	**(7,985)**	**-13.7%**
State Rail Assistance	-	9,300	9,300	n/a
State Rail Assistance Special Allocation	-	1,500	1,500	n/a
Dispatching	2,257	2,878	622	27.5%
Other Revenues	2,873	3,572	700	24.4%
MOW Revenues	13,520	14,169	648	4.8%
Total Operating Revenue	**76,915**	**81,699**	**4,785**	**6.2%**
Operating Expenses				
Operations & Services				
Train Operators	54,293	54,234	(59)	-0.1%
Train Dispatch	6,033	6,434	401	6.7%
Equipment Maintenance	32,440	33,014	573	1.8%
Materials	15,760	14,813	(947)	-6.0%
Fuel	31,831	32,517	686	2.2%
Non-Scheduled Rolling Stock Repairs	125	-	(125)	-100.0%
Operating Facilities Maintenance	5,150	5,296	146	2.8%
Other Operating Train Services	1,115	947	(168)	-15.1%
Security - LA Sheriffs	13,785	13,740	(44)	-0.3%
Security - SB Sheriffs	3,290	3,762	472	14.3%
Security - Guards	5,682	5,714	32	0.6%
Supplemental Security	251	251	-	0.0%
Public Safety Program	67	70	3	3.9%
Passenger Relations	1,978	1,862	(116)	-5.9%
TVM Maintenance/Revenue Collection	6,035	5,697	(338)	-5.6%
Marketing	3,651	2,721	(929)	-25.5%
Media & External Communications	289	461	172	59.3%
Utilities/Leases	2,843	2,901	58	2.0%
Transfers to Other Operators	2,892	2,939	47	1.6%
Amtrak Transfers	688	2,709	2,021	293.8%
Station Maintenance	6,980	5,501	(1,479)	-21.2%
Rail Agreements	7,331	5,665	(1,666)	-22.7%
Holiday Trains	-	-	-	n/a
Special Trains	-	-	-	n/a
Subtotal Operations & Services	**202,510**	**201,248**	**(1,263)**	**-0.6%**
Maintenance-of-Way				
MoW - Line Segments	52,672	55,042	2,370	4.5%
MoW Labor & Benefits	4,804	5,220	416	8.6%
Overhead MoW Expenses	4,634	4,689	56	1.2%
MoW - Extraordinary Maintenance	829	512	(316)	-38.2%
Subtotal Maintenance-of-Way	**62,939**	**65,464**	**2,525**	**4.0%**
Administration & Services				
Ops Salaries & Benefits	19,553	18,078	(1,475)	-7.5%
Ops Non-Labor Expenses	11,713	11,130	(583)	-5.0%
Indirect Administrative Expenses	26,741	25,791	(950)	-3.6%
Ops Professional Services	2,175	1,617	(558)	-25.7%
Subtotal Admin & Services	**60,182**	**56,616**	**(3,566)**	**-5.9%**
Contingency	**50**	**30**	**(20)**	**-40.0%**
Total Operating Expenses	**325,681**	**323,358**	**(2,323)**	**-0.7%**
Insurance and Legal				
Liability/Property/Auto	18,804	16,369	(2,435)	-12.9%
Net Claims / SI	1,841	1,914	73	4.0%
Claims Administration	2,206	2,269	63	2.9%
Subtotal Insurance and Legal	**22,851**	**20,552**	**(2,299)**	**-10.1%**
Total Expense	**348,532**	**343,910**	**(4,622)**	**-1.3%**
Loss	**(271,617)**	**(262,210)**	**9,407**	**-3.5%**
Mega Events	1,100	1,186	86	7.8%
CFR 245-246	500	-	(500)	-100.0%
Outside 20'	3,205	3,307	102	3.2%
Total Expense	**353,337**	**348,403**	**(4,934)**	**-1.4%**
Loss / Member Support Required	**(276,423)**	**(266,704)**	**9,719**	**-3.5%**

Numbers may not foot due to rounding

Southern California Regional Rail Authority
Historical Actual and Budgeted Operating Statements
Scenario 8

($000s)	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Actual	FY 25-26 Amended Budget	FY 26-27 Proposed Budget	Variance $ Variance	Variance % Variance
Operating Revenue							
Farebox Revenue	31,114	32,175	32,507	51,717	42,380	(9,337)	-18.1%
Fare Reduction Subsidy	571	188	484	408	289	(119)	-29.2%
Mobility 4 All Subsidy	389	758	725	-	1,059	1,059	n/a
LCTOP Grant	-	7,475	7,469	3,574	3,814	240	6.7%
Other Train Subsidies	2,443	2,534	2,610	2,565	2,738	172	6.7%
Special Trains	29	36	39	-	-	-	n/a
Subtotal Farebox	**34,546**	**43,166**	**43,834**	**58,265**	**50,280**	**(7,985)**	**-13.7%**
State Rail Assistance	-	-	-	-	9,300	9,300	n/a
State Rail Assistance Special Allocation	-	-	-	-	1,500	1,500	n/a
Dispatching	2,245	2,677	2,684	2,257	2,878	622	27.5%
Other Revenues	1,094	5,193	4,536	2,873	3,572	700	24.4%
MOW Revenues	13,402	13,528	13,097	13,520	14,169	648	4.8%
Total Operating Revenue	**51,287**	**64,563**	**64,151**	**76,915**	**81,699**	**4,785**	**6.2%**
Operating Expenses							
Operations & Services							
Train Operators	36,075	40,146	50,664	54,293	54,234	(59)	-0.1%
Train Dispatch	5,260	6,131	5,877	6,033	6,434	401	6.7%
Equipment Maintenance	28,750	30,089	30,592	32,440	33,014	573	1.8%
Materials	13,594	14,306	15,101	15,760	14,813	(947)	-6.0%
Fuel	31,881	29,397	28,479	31,831	32,517	686	2.2%
Non-Scheduled Rolling Stock Repairs	93	125	56	125	-	(125)	-100.0%
Operating Facilities Maintenance	2,244	2,241	2,415	5,150	5,296	146	2.8%
Other Operating Train Services	532	904	725	1,115	947	(168)	-15.1%
Security - LA Sheriffs	10,316	11,530	11,930	13,785	13,740	(44)	-0.3%
Security - SB Sheriffs	-	-	-	3,290	3,762	472	14.3%
Security - Guards	4,624	5,493	5,401	5,682	5,714	32	0.6%
Supplemental Security	-	413	33	251	251	-	0.0%
Public Safety Program	7	25	28	67	70	3	3.9%
Passenger Relations	1,636	1,686	1,777	1,978	1,862	(116)	-5.9%
TVM Maintenance/Revenue Collection	4,752	4,473	4,431	6,035	5,697	(338)	-5.6%
Marketing	2,622	2,887	2,682	3,651	2,721	(929)	-25.5%
Media & External Communications	232	164	125	289	461	172	59.3%
Utilities/Leases	2,538	2,370	2,472	2,843	2,901	58	2.0%
Transfers to Other Operators	2,130	2,664	3,394	2,892	2,939	47	1.6%
Amtrak Transfers	322	577	692	688	2,709	2,021	293.8%
Station Maintenance	2,081	4,591	4,124	6,980	5,501	(1,479)	-21.2%
Rail Agreements	5,313	6,280	6,259	7,331	5,665	(1,666)	-22.7%
Special Trains	-	169	222	-	-	-	n/a
Subtotal Operations & Services	**155,000**	**166,664**	**177,480**	**202,510**	**201,248**	**(1,263)**	**-0.6%**
Maintenance-of-Way							
MoW - Line Segments	41,219	44,593	46,307	52,672	55,042	2,370	4.5%
MoW Labor & Benefits	3,975	4,410	4,640	4,804	5,220	416	8.6%
Overhead MoW Expenses	3,198	3,366	3,392	4,634	4,689	56	1.2%
MoW - Extraordinary Maintenance	873	695	581	829	512	(316)	-38.2%
Subtotal Maintenance-of-Way	**49,264**	**53,063**	**54,919**	**62,939**	**65,464**	**2,525**	**4.0%**
Administration & Services							
Ops Salaries & Benefits	15,144	16,922	18,788	19,553	18,078	(1,475)	-7.5%
Ops Non-Labor Expenses	8,616	9,023	8,360	11,713	11,130	(583)	-5.0%
Indirect Administrative Expenses	17,614	18,259	20,375	26,741	25,791	(950)	-3.6%
Ops Professional Services	1,786	1,573	1,955	2,175	1,617	(558)	-25.7%
Subtotal Admin & Services	**43,161**	**45,776**	**49,478**	**60,182**	**56,616**	**(3,566)**	**-5.9%**
Contingency	**40**	**-**	24	50	30	**(20)**	**-40.0%**
Total Operating Expenses	**247,465**	**265,503**	**281,902**	**325,681**	**323,358**	**(2,323)**	**-0.7%**
Insurance and Legal							
Liability/Property/Auto	13,406	15,598	16,396	18,804	16,369	(2,435)	-12.9%
Net Claims / SI	382	1,065	503	1,841	1,914	73	4.0%
Claims Administration	1,935	1,949	2,068	2,206	2,269	63	2.9%
Total Net Insurance and Legal	**15,723**	**18,612**	**18,968**	**22,851**	**20,552**	**(2,299)**	**-10.1%**
Mobilization	**-**	**-**	**7,870**	**-**	**-**	**-**	**n/a**
Student Adventure Pass	**-**	**-**	**3,211**	**-**	**-**	**-**	**n/a**
Mega Events	**-**	**-**	**-**	**1,100**	**1,186**	**86**	**7.8%**
CFR 245-246	**-**	**-**	**-**	**500**	**-**	**(500)**	**-100.0%**
Outside 20'	**-**	**-**	**-**	**3,205**	**3,307**	**102**	**3.2%**
Total Expense before Non-Recurring	**263,188**	**284,115**	**311,951**	**353,337**	**348,403**	**(4,934)**	**-1.4%**
Non-Recurring Settlement Expense 3	**-**	**3,000**	**-**	**-**	**-**	**-**	**n/a**
Total Expenses including Non-Recurring	**263,188**	**287,115**	**311,951**	**353,337**	**348,403**	**(4,934)**	**-1.4%**
Loss / Member Support Required	**(211,901)**	**(222,552)**	**(247,800)**	**(276,423)**	**(266,704)**	**9,719**	**-3.5%**

Numbers may not foot due to rounding
Excludes Unbudgeted Special Trains

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

SCENARIO 8	FY2026-27 Proposed Budget					
(000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	20,785	10,390	4,445	5,049	1,711	42,380
Fare Reduction Subsidy	173	-	-	116	-	289
Mobility 4 All	690	150	80	116	24	1,059
LCTOP Grant	1,871	935	400	454	154	3,814
Other Train Subsidies	2,738	-	-	-	-	2,738
Subtotal Farebox	**26,257**	**11,475**	**4,924**	**5,735**	**1,889**	**50,280**
State Rail Assistance	4,418	1,841	1,032	1,339	670	9,300
State Rail Assistance Special Allocation	-	1,500	-	-	-	1,500
Dispatching	1,340	1,052	13	120	353	2,878
Other Revenues	1,854	684	411	403	220	3,572
MOW Revenues	7,538	3,345	920	1,798	568	14,169
Total Operating Revenue	**41,406**	**19,897**	**7,300**	**9,396**	**3,699**	**81,699**
Operating Expenses						
Operations & Services						
Train Operators	28,239	10,706	6,551	6,204	2,533	54,234
Train Dispatch	3,804	1,143	502	631	355	6,434
Equipment Maintenance	17,098	6,827	3,770	3,678	1,641	33,014
Materials	7,672	3,063	1,692	1,650	736	14,813
Fuel	16,931	6,419	3,928	3,720	1,519	32,517
Non-Scheduled Rolling Stock Repairs	-	-	-	-	-	-
Operating Facilities Maintenance	2,860	1,119	550	559	208	5,296
Other Operating Train Services	456	190	124	106	71	947
Security - LA Sheriffs	7,420	2,902	1,428	1,451	540	13,740
Security - SB Sheriffs	-	-	-	3,762	-	3,762
Security - Guards	2,507	911	1,216	555	526	5,714
Supplemental Security	123	61	26	30	10	251
Public Safety Program	33	12	10	7	7	70
Passenger Relations	991	407	171	224	69	1,862
TVM Maintenance/Revenue Collection	2,490	1,224	929	717	338	5,697
Marketing	1,452	596	247	327	99	2,721
Media & External Communications	219	79	69	48	46	461
Utilities/Leases	1,376	500	432	305	289	2,901
Transfers to Other Operators	1,671	568	210	372	119	2,939
Amtrak Transfers	1,226	853	-	-	630	2,709
Station Maintenance	3,335	751	401	723	292	5,501
Rail Agreements	1,676	1,290	1,362	356	981	5,665
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	**101,578**	**39,619**	**23,617**	**25,424**	**11,008**	**201,248**
Maintenance-of-Way						
MoW - Line Segments	30,835	10,385	3,680	6,895	3,248	55,042
MoW Labor & Benefits	2,921	903	408	616	373	5,220
Overhead MoW Expenses	2,698	806	360	519	306	4,689
MoW - Extraordinary Maintenance	300	73	49	55	36	512
Subtotal Maintenance-of-Way	**36,753**	**12,167**	**4,497**	**8,084**	**3,963**	**65,464**
Administration & Services						
Ops Salaries & Fringe Benefits	8,576	3,115	2,690	1,898	1,799	18,078
Ops Non-Labor Expenses	5,633	2,120	1,460	1,252	664	11,130
Indirect Administrative Expenses	12,235	4,444	3,838	2,708	2,566	25,791
Ops Professional Services	767	279	241	170	161	1,617
Subtotal Admin & Services	**27,212**	**9,957**	**8,229**	**6,028**	**5,190**	**56,616**
Contingency	**14**	**5**	**4**	**3**	**3**	**30**
Total Operating Expenses	**165,557**	**61,749**	**36,348**	**39,540**	**20,164**	**323,358**
Insurance and Legal						
Liability/Property/Auto	8,839	3,457	1,701	1,728	643	16,369
Net Claims / SI	1,033	404	199	202	75	1,914
Claims Administration	1,225	479	236	240	89	2,269
Total Net Insurance and Legal	**11,098**	**4,341**	**2,136**	**2,170**	**808**	**20,552**
Total Expense	**176,655**	**66,090**	**38,484**	**41,709**	**20,972**	**343,910**
Loss/Member Support Required	**(135,249)**	**(46,192)**	**(31,183)**	**(32,313)**	**(17,272)**	**(262,210)**
Mega Events	**563**	**204**	**176**	**125**	**118**	**1,186**
Outside 20'	**3,307**	**-**	**-**	**-**	**-**	**3,307**
CFR 245-246	**-**	**-**	**-**	**-**	**-**	**-**
Total Expense	**180,526**	**66,294**	**38,660**	**41,834**	**21,090**	**348,403**
Loss/Member Support Required	**(139,119)**	**(46,397)**	**(31,360)**	**(32,438)**	**(17,390)**	**(266,704)**

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

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

SCENARIO 8	FY2026-27 Proposed Budget - Line Allocation							
(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
Farebox Revenue	10,354	3,878	6,385	2,586	10,075	4,502	4,601	42,380
Fare Reduction Subsidy	289	-	-	-	-	-	-	289
Mobility 4 All	253	58	427	29	123	76	93	1,059
LCTOP Grant	890	427	639	113	845	400	501	3,814
Other Train Subsidies	903	164	931	329	192	-	219	2,738
Subtotal Farebox	**12,689**	**4,527**	**8,381**	**3,056**	**11,234**	**4,978**	**5,415**	**50,280**
State Rail Assistance	2,040	1,404	1,479	1,287	1,567	1,249	273	9,300
State Rail Assistance Special Allocation	-	-	-	-	1,500	-	-	1,500
Dispatching	206	695	438	4	1,490	17	29	2,878
Other Revenues	785	476	738	288	485	406	393	3,572
MOW Revenues	4,134	1,704	3,462	248	1,982	1,665	972	14,169
Total Operating Revenue	**19,855**	**8,806**	**14,498**	**4,884**	**18,259**	**8,315**	**7,083**	**81,699**
Operating Expenses								
Operations & Services								
Train Operators	12,457	5,703	11,387	3,563	7,675	6,530	6,919	54,234
Train Dispatch	1,882	984	1,699	133	641	554	540	6,434
Equipment Maintenance	7,362	3,889	6,996	2,129	5,203	3,859	3,575	33,014
Materials	3,303	1,745	3,139	955	2,335	1,732	1,604	14,813
Fuel	7,469	3,419	6,828	2,136	4,602	3,915	4,148	32,517
Non-Scheduled Rolling Stock Repairs	-	-	-	-	-	-	-	-
Operating Facilities Maintenance	1,228	543	1,178	299	894	603	551	5,296
Other Operating Train Services	176	129	160	108	145	110	121	947
Security - LA Sheriffs	3,187	1,408	3,057	776	2,320	1,564	1,429	13,740
Security - SB Sheriffs	3,180	-	-	351	-	214	16	3,762
Security - Guards	771	878	954	792	503	646	1,170	5,714
Supplemental Security	61	23	38	15	60	27	27	251
Public Safety Program	10	12	13	10	7	9	10	70
Passenger Relations	516	178	361	79	363	180	186	1,862
TVM Maintenance/Revenue Collection	1,062	788	999	542	746	851	710	5,697
Marketing	759	256	528	112	534	261	271	2,721
Media & External Communications	67	77	83	69	44	56	65	461
Utilities/Leases	423	482	524	435	276	355	406	2,901
Transfers to Other Operators	813	270	656	143	679	93	286	2,939
Amtrak Transfers	-	1,420	-	-	1,289	-	-	2,709
Station Maintenance	1,545	720	1,284	430	925	7	590	5,501
Rail Agreements	-	981	-	1,870	704	866	1,244	5,665
Special Trains	-	-	-	-	-	-	-	-
Subtotal Operations & Services	**46,272**	**23,905**	**39,882**	**14,947**	**29,943**	**22,430**	**23,868**	**201,248**
Maintenance-of-Way								
MoW - Line Segments	16,476	7,999	13,301	1,323	7,038	5,480	3,424	55,042
MoW Labor & Benefits	1,490	873	1,229	55	651	583	338	5,220
Overhead MoW Expenses	1,298	718	1,237	72	589	499	277	4,689
MoW - Extraordinary Maintenance	112	77	81	71	86	69	15	512
Subtotal Maintenance-of-Way	**19,376**	**9,668**	**15,849**	**1,521**	**8,364**	**6,632**	**4,054**	**65,464**
Administration & Services								
Ops Salaries & Fringe Benefits	2,638	3,005	3,265	2,708	1,719	2,211	2,533	18,078
Ops Non-Labor Expenses	2,335	1,334	2,432	961	1,442	1,386	1,240	11,130
Indirect Administrative Expenses	3,763	4,287	4,658	3,864	2,453	3,154	3,613	25,791
Ops Professional Services	236	269	292	242	154	198	227	1,617
Subtotal Admin & Services	**8,971**	**8,894**	**10,647**	**7,775**	**5,768**	**6,949**	**7,613**	**56,616**
Contingency	**4**	**5**	**5**	**4**	**3**	**4**	**4**	**30**
Total Operating Expenses	**74,623**	**42,471**	**66,383**	**24,248**	**44,078**	**36,014**	**35,539**	**323,358**
Insurance and Legal								
Liability/Property/Auto	3,796	1,677	3,641	924	2,764	1,863	1,702	16,369
Net Claims / SI	444	196	426	108	323	218	199	1,914
Claims Administration	526	232	505	128	383	258	236	2,269
Total Net Insurance and Legal	**4,766**	**2,106**	**4,572**	**1,161**	**3,471**	**2,339**	**2,137**	**20,552**
Total Expense	**79,390**	**44,576**	**70,955**	**25,408**	**47,549**	**38,354**	**37,677**	**343,910**
Loss/Member Support Required	**(59,535)**	**(35,770)**	**(56,457)**	**(20,525)**	**(29,290)**	**(30,038)**	**(30,594)**	**(262,210)**
Mega Events	**173**	**197**	**214**	**178**	**113**	**145**	**166**	**1,186**
Outside 20'	**551**	**965**	**551**	**345**	**345**	**207**	**345**	**3,307**
CFR 245-246	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total Expense	**80,114**	**45,738**	**71,721**	**25,931**	**48,006**	**38,706**	**38,188**	**348,403**
Loss/Member Support Required	**(60,259)**	**(36,932)**	**(57,223)**	**(21,047)**	**(29,748)**	**(30,390)**	**(31,105)**	**(266,704)**

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

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

Support by Member Agency

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

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

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

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

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

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

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

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

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

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

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

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

PROJECT PROPOSAL

FY27

VEGAR PROJECT# 3445.00

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

SCOPE

TYPE: SGR | MRP |

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

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

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY27

VEGAR PROJECT# 3447.00

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

SCOPE

TYPE: SGR | MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY27

RODRIGUEZJ PROJECT# 3448.00

PROJECT : FY27 ANNUAL SYSTEMWIDE PTC ONBOARD REHABILITATION PROGRAM

SCOPE

TYPE: SGR | MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal

2. System Impact..... Average

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

CONLEYD PROJECT# 3450.00

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

SCOPE

TYPE: SGR | MRP |

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal

2. System Impact..... Low

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

GRAYK PROJECT# 3473.00

PROJECT : REHABILITATION OF CONFERENCE ROOM EQUIPMENT

SCOPE

TYPE: SGR | NON-MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY27

FREGOSOE PROJECT# 3492.00

PROJECT : REHABILITATION OF END-USER EQUIPMENT

SCOPE

TYPE: SGR | NON-MRP |

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

Additional support document was submitted

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

FREGOSOE PROJECT# 3498.00

PROJECT : CISCO 3800 SERIES REHAB / REPLACEMENT

SCOPE

TYPE: SGR | MRP |

For IDTS Department

who Provide network connectivity for Metrolink users to the Metrolink applications

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

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

that eliminates the risks for out of date and unsupported devices

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

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... Low

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

VELEZC PROJECT# 3500.00

PROJECT : BOMBARDIER RAILCAR REBUILD (EP199-19)

SCOPE

TYPE: SGR | NON-MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

GORGYOUSA PROJECT# 3503.00

PROJECT : MOC DISPATCH CENTER RECONFIGURATION

SCOPE

TYPE: SGR | NON-MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

GORGYOUSA PROJECT# 3504.00

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

SCOPE

TYPE: SGR | NON-MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

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

RISK CREATED BY NON-IMPLEMENTATION

Safety risk at CMF and MOC

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

VELEZC PROJECT# 3505.00

PROJECT : ROTEM HVAC OVERHAUL/REBUILD EP205R-22

SCOPE

TYPE:SGR | NON-MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

BLEICHK PROJECT# 3519.00

PROJECT : CAR END-DOOR IMPROVEMENT SYSTEM

SCOPE

TYPE: SGR | MRP |

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

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal

2. System Impact..... Average

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

BLEICHK PROJECT# 3520.00

PROJECT : F125 INTERMEDIATE ENGINE OVERHAUL

SCOPE

TYPE: SGR | MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Adequate

2. System Impact..... Average

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

BLEICHK PROJECT# 3521.00

PROJECT : COMMUNICATION TRAINLINE SYSTEM OVERHAUL

SCOPE

TYPE: SGR | MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal

2. System Impact..... High

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3525.00

PROJECT : FY 27 RIVER SUB TRACK PROJECT

SCOPE

TYPE: SGR | MRP |

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

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3526.00

PROJECT : FY 27 SAN GABRIEL TRACK

SCOPE

TYPE: SGR | MRP |

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3528.00

PROJECT : SYSTEMWIDE FY27 TRACK REHAB PROJECT

SCOPE

TYPE: SGR | MRP |

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

Division: All County: ALL Asset Type: Track

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3529.00

PROJECT : VALLEY SUB FY 27 TRACK REHAB PROJECT

SCOPE

TYPE: SGR | MRP |

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3530.00

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

SCOPE

TYPE: SGR | MRP |

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

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

or
- Up to two (2) turnout replacements

Mile Posts: 426.4 - 441.98

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Tie ratings are the lowest in the subdivision.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3531.00

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

SCOPE

TYPE: SGR | MRP |

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

Mile Posts: 442 - 463

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3535.00

PROJECT : FY 27 PVL STRUCTURES REHAB

SCOPE — TYPE: SGR | MRP |

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3536.00

PROJECT : FY 27 VALLEY SUB STRUCTURES REHAB

SCOPE

TYPE: SGR| MRP |

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

Specific work will include: (6) culvert replacements

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3537.00

PROJECT : FY 27 RIVER SUB STRUCTURES REHAB

SCOPE

TYPE: SGR | MRP |

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

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

Division: River County: RV Asset Type: Structures

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3538.00

PROJECT : FY 27 VENTURA SUB (LA) STRUCTURES REHAB

SCOPE

TYPE: SGR | MRP |

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

Specific work will include: (1) Bridge repair

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3539.00

PROJECT : FY 27 VENTURA SUB (VC) STRUCTURES REHAB

SCOPE

TYPE: SGR | MRP |

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

Specific work will include: (2) culvert full replacements

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Address subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3540.00

PROJECT : FY 27 BIG DALTON WASH BRIDGE MP 19.79 REHAB

SCOPE

TYPE: SGR | MRP |

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

Specific work will include: (1) bridge construction

Mile Posts: 19.79 - 19.79

Division: San Gabriel County: LA Asset Type: Structures

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3541.00

PROJECT : FY 27 ORANGE SUB STRUCTURES DESIGN

SCOPE

TYPE: SGR | MRP |

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3542.00

PROJECT : FY 27 VENTURA SUB (LA) STRUCTURES DESIGN

SCOPE

TYPE: SGR | MRP |

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3543.00

PROJECT : FY 27 SHORTWAY STRUCTURES DESIGN

SCOPE

TYPE: SGR | MRP |

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

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Address subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3544.00

PROJECT : FY 27 PCH BRIDGE MP 200.2 REHAB

SCOPE

TYPE: SGR | MRP |

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

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3545.00

PROJECT : FY 27 ROUTE 66 BRIDGE DECK DESIGN

SCOPE

TYPE: SGR | MRP |

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

Mile Posts: 112.5 - 112.5

Division: Pasadena County: LA Asset Type: Structures

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Overall track and structure condition rating is poor.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3559.00

PROJECT : FY27 ORANGE & OLIVE SIGNALS REHAB

SCOPE

TYPE: REHAB | MRP |

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

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

Division: Orange County: OC Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3560.00

PROJECT : FY27 SAN GABRIEL SIGNALS REHAB

SCOPE

TYPE: SGR | MRP |

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

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3561.00

PROJECT : FY27 RIVER SIGNALS REHAB

SCOPE

TYPE: SGR | MRP |

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

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3562.00

PROJECT : FY27 VALLEY SIGNAL REHAB

SCOPE

TYPE: SGR | MRP |

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

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

Division: Valley County: LA Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3563.00

PROJECT : FY27 VENTURA LA SIGNALS REHAB

SCOPE

TYPE: SGR | MRP |

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

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3564.00

PROJECT : FY27 VENTURA VC SIGNALS REHAB

SCOPE

TYPE: SGR | MRP |

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

Specific work will include: (2) crossings

Mile Posts: 442 - 463

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3565.00

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

SCOPE

TYPE: SGR | MRP |

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

PEREZCE PROJECT# 3579.00

PROJECT : FY27 RIVER SUBDIVISION STRUCTURES REHABILITATION - EAST BANK

SCOPE

TYPE: SGR | MRP |

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

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

Mile Posts: 480.82 - 480.82

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY27

SHAHIDS PROJECT# 3580.00

PROJECT : FY27 SYSTEMWIDE MOW AND OPS VEHICLE AND EQUIPMENT REPLACEMENT

SCOPE

TYPE: SGR | MRP |

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

Mile Posts: n/a

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY27

SHAHIDS PROJECT# 3581.00

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

SCOPE

TYPE: SGR | MRP |

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

CARDONAA PROJECT# 3586.00

PROJECT : SOGR FY27 ORANGE SUB COMMUNICATION

SCOPE

TYPE: SGR | MRP |

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

Mile Posts: n/a

Division: Orange County: OC Asset Type: Communications

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY27

CARDONAA PROJECT# 3588.00

PROJECT : SOGR FY27 VALLEY SUB COMMUNICATION

SCOPE

TYPE: SGR | MRP |

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

Mile Posts: 3.5 - 76.54

Division: Valley County: LA Asset Type: Communications

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

CARDONAA PROJECT# 3590.00

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

SCOPE

TYPE: SGR | MRP |

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

Mile Posts: 441.26 - 426.4

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

CARDONAA PROJECT# 3591.00

PROJECT : SOGR FY27 RIVERSIDE LINE COMMUNICATION

SCOPE

TYPE: SGR | MRP |

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

Mile Posts: 49.6 - 61.6

Division: Riverside County: RV Asset Type: Communications

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY27

CARDONAA PROJECT# 3592.00

PROJECT : SOGR FY27 RIVER SUB COMMUNICATION

SCOPE

TYPE: SGR | MRP |

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

Mile Posts: 0 - 3.5

Division: River County: ALL Asset Type: Communications

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

CARDONAA PROJECT# 3594.00

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

SCOPE

TYPE: SGR | MRP |

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

Mile Posts: n/a

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY27

CARDONAA PROJECT# 3596.00

PROJECT : LAUS COMMON AREA MAINTENANCE (CAM)

SCOPE

TYPE: SGR | MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

BUDGET

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

CASH FLOW

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

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

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

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

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

PROJECT PROPOSAL

FY27

FREGOSOE PROJECT# 3494.00

PROJECT : DATA INTEGRATION EXPANSION (BOOMI PLATFORM)

SCOPE

TYPE: CAPITAL | NON-MRP |

For SCRRA Business and staff across all departments.

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

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

OBJECTIVES

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

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

This can directly addresses recurring audit findings:

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

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

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: New Standard Lifespan: 0 Year(s

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY27

FREGOSOE PROJECT# 3495.00

PROJECT : NUTANIX IMPLEMENTATION – PHASE 2

SCOPE

TYPE: CAPITAL | MRP |

For IDTS Department

who manages the Information Technology Infrastructure for Metrolink

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

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

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

GORGYOUSA PROJECT# 3499.00

PROJECT : CONSTRUCTION OF PTC TRAINING CENTER

SCOPE

TYPE: CAPITAL | NON-MRP |

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

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

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Provide additional PTC training facility will have impact on.

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

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY27

GORGYOUSA PROJECT# 3502.00

PROJECT : EV INFRASTRUCTURE

SCOPE

TYPE: CAPITAL | NON-MRP |

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

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

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

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

RANKING // PROJECT READINESS

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

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

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

METRO LINK

PROJECT PROPOSAL

FY27

GORGYOUSA PROJECT# 3506.00

PROJECT : CMF-EMF ELECTRONIC BLUE SIGNAL

SCOPE

TYPE: CAPITAL | NON-MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

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

RANKING // PROJECT READINESS

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

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

RISK CREATED BY NON-IMPLEMENTATION

Reduce safety risks

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY27

CARDONAA PROJECT# 3603.00

PROJECT : FINANCE TECHNOLOGY MODERNIZATION

SCOPE

TYPE: CAPITAL | MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

Current Age: New Standard Lifespan: 10 Year(s

BUDGET

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

CASH FLOW

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

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

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

(000's)

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

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

(000's)

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

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

(000's)

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

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

(000's)

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

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

(000's)

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

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

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

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

Projected New Additions to Capital Program
FY28 through FY31

Attachment I

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

Attachment J

FY27 Capital Program

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

Projected Cash Flows FY 27 through FY31

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

FY28 Forecast - Operating Budget by Member Agency Attachment K

(Base on FY27 Annualized Service Cut Expenses Model)

	FY28 Budget Forecast by Member Agency					
($000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	21,617	10,806	4,622	5,251	1,779	44,075
Fare Reduction Subsidy	180	-	-	121	-	301
Mobility 4 All	718	156	83	121	25	1,102
LCTOP Grant	1,946	973	416	473	160	3,967
Other Train Subsidies	2,847	-	-	-	-	2,847
Subtotal-Pro Forma FareBox	**27,307**	**11,934**	**5,121**	**5,965**	**1,964**	**52,291**
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,380	1,084	13	124	364	2,965
Other Revenues	1,910	704	424	415	226	3,679
MOW Revenues	7,764	3,445	947	1,852	585	14,594
Total Operating Revenue	**38,361**	**17,167**	**6,505**	**8,356**	**3,140**	**73,529**
Operating Expenses						
Operations & Services						
Train Operators	26,248	9,321	6,983	5,937	2,494	50,982
Train Dispatch	3,994	1,200	527	662	373	6,756
Equipment Maintenance	16,633	5,906	4,425	3,762	1,580	32,307
Materials	7,902	3,155	1,742	1,700	758	15,257
Operating Facilities Maintenance	2,941	1,150	566	575	214	5,447
Other Operating Train Services	469	196	128	109	74	975
Security - LA Sheriffs	8,014	3,134	1,542	1,567	583	14,840
Security - SB Sheriffs	-	-	-	4,063	-	4,063
Security - Guards	2,708	983	1,313	599	568	6,171
Supplemental Security	127	63	27	31	10	258
Public Safety Program	34	12	11	8	7	72
Passenger Relations	1,020	419	176	231	71	1,918
TVM Maintenance/Revenue Collection	2,564	1,260	956	739	348	5,868
Media & External Communications	225	82	71	50	47	475
Utilities/Leases	1,418	515	445	314	297	2,988
Transfers to Other Operators	1,721	585	216	383	122	3,027
Amtrak Transfers	1,262	878	-	-	649	2,790
Station Maintenance	3,435	773	413	744	301	5,666
Rail Agreements	1,726	1,329	1,403	366	1,010	5,835
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	**101,207**	**38,123**	**25,206**	**25,970**	**11,159**	**201,665**
Maintenance-of-Way						
MoW - Line Segments	32,068	10,800	3,827	7,170	3,378	57,244
MoW Labor & Benefits	3,067	948	428	647	392	5,482
Overhead MoW Expenses	2,779	831	371	534	316	4,830
MoW - Extraordinary Maintenance	303	74	49	55	36	518
Subtotal Maintenance-of-Way	**38,217**	**12,653**	**4,676**	**8,406**	**4,121**	**68,073**
Administration & Services						
Ops Salaries & Fringe Benefits	9,005	3,271	2,825	1,993	1,889	18,982
Ops Non-Labor Expenses	5,802	2,184	1,504	1,290	684	11,464
Indirect Administrative Expenses	12,358	4,488	3,876	2,735	2,592	26,049
Ops Professional Services	790	287	248	175	166	1,665
Subtotal Admin & Services	**27,955**	**10,229**	**8,453**	**6,193**	**5,330**	**58,160**
Contingency	**15**	**5**	**5**	**3**	**3**	**31**
Total Operating Expenses	**167,394**	**61,011**	**38,339**	**40,573**	**20,613**	**327,929**
Insurance and Legal						
Liability/Property/Auto	9,281	3,630	1,786	1,815	676	17,187
Net Claims / SI	1,054	412	203	206	77	1,952
Claims Administration	1,262	494	243	247	92	2,337
Total Net Insurance and Legal	**11,598**	**4,536**	**2,232**	**2,267**	**844**	**21,477**
Total Expense	**178,991**	**65,547**	**40,571**	**42,840**	**21,457**	**349,406**
Loss/Member Support Required	**(140,630)**	**(48,380)**	**(34,065)**	**(34,484)**	**(18,318)**	**(275,877)**
Mega Events	**591**	**215**	**185**	**131**	**124**	**1,245**
Outside 20'	**3,407**	**-**	**-**	**-**	**-**	**3,407**
CFR 245-246	**-**	**-**	**-**	**-**	**-**	**-**
Total Expense	**182,989**	**65,761**	**40,756**	**42,971**	**21,581**	**354,058**
Loss/Member Support Required	**(144,628)**	**(48,594)**	**(34,251)**	**(34,615)**	**(18,442)**	**(280,529)**

FY29 Forecast - Operating Budget by Member Agency Attachment L

(Base on FY27 Annualized Service Cut Expenses Model)

	FY29 Budget Forecast by Member Agency					
($000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	22,049	11,022	4,715	5,356	1,815	44,957
Fare Reduction Subsidy	183	-	-	123	-	307
Mobility 4 All	732	159	85	123	25	1,124
LCTOP Grant	1,984	992	424	482	163	4,046
Other Train Subsidies	2,904	-	-	-	-	2,904
Subtotal-Pro Forma FareBox	**27,853**	**12,172**	**5,224**	**6,084**	**2,004**	**53,337**
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,422	1,116	13	127	375	3,054
Other Revenues	1,967	725	437	428	233	3,790
MOW Revenues	7,997	3,549	976	1,908	603	15,032
Total Operating Revenue	**39,239**	**17,563**	**6,649**	**8,547**	**3,214**	**75,212**
Operating Expenses						
Operations & Services						
Train Operators	27,581	9,794	7,338	6,238	2,621	53,571
Train Dispatch	4,194	1,260	553	695	392	7,093
Equipment Maintenance	17,495	6,212	4,655	3,957	1,662	33,981
Materials	8,139	3,250	1,795	1,751	781	15,715
Operating Facilities Maintenance	3,025	1,183	582	591	220	5,603
Other Operating Train Services	483	202	131	112	76	1,004
Security - LA Sheriffs	8,655	3,385	1,666	1,692	630	16,027
Security - SB Sheriffs	-	-	-	4,388	-	4,388
Security - Guards	2,924	1,062	1,418	647	613	6,665
Supplemental Security	131	65	28	32	11	266
Public Safety Program	35	13	11	8	7	74
Passenger Relations	1,051	432	182	238	73	1,975
TVM Maintenance/Revenue Collection	2,641	1,298	985	761	358	6,044
Media & External Communications	232	84	73	51	49	489
Utilities/Leases	1,460	530	458	323	306	3,078
Transfers to Other Operators	1,772	602	223	395	126	3,118
Amtrak Transfers	1,300	905	-	-	669	2,874
Station Maintenance	3,538	796	425	767	310	5,836
Rail Agreements	1,778	1,369	1,445	377	1,041	6,010
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	**105,591**	**39,753**	**26,316**	**27,240**	**11,629**	**210,530**
Maintenance-of-Way						
MoW - Line Segments	33,351	11,232	3,981	7,457	3,513	59,533
MoW Labor & Benefits	3,220	996	449	679	411	5,756
Overhead MoW Expenses	2,862	856	382	550	325	4,975
MoW - Extraordinary Maintenance	306	75	50	56	36	523
Subtotal Maintenance-of-Way	**39,739**	**13,158**	**4,862**	**8,742**	**4,285**	**70,787**
Administration & Services						
Ops Salaries & Fringe Benefits	9,455	3,434	2,966	2,093	1,983	19,931
Ops Non-Labor Expenses	5,976	2,249	1,549	1,329	704	11,807
Indirect Administrative Expenses	12,481	4,533	3,915	2,763	2,618	26,310
Ops Professional Services	814	296	255	180	171	1,715
Subtotal Admin & Services	**28,727**	**10,512**	**8,685**	**6,364**	**5,476**	**59,764**
Contingency	**15**	**5**	**5**	**3**	**3**	**32**
Total Operating Expenses	**174,072**	**63,428**	**39,868**	**42,350**	**21,394**	**341,112**
Insurance and Legal						
Liability/Property/Auto	9,745	3,811	1,875	1,905	709	18,047
Net Claims / SI	1,075	420	207	210	78	1,991
Claims Administration	1,300	508	250	254	95	2,408
Total Net Insurance and Legal	**12,121**	**4,740**	**2,333**	**2,370**	**882**	**22,445**
Total Expense	**186,193**	**68,168**	**42,201**	**44,720**	**22,276**	**363,557**
Loss/Member Support Required	**(146,954)**	**(50,605)**	**(35,551)**	**(36,172)**	**(19,062)**	**(288,345)**
Mega Events	**620**	**225**	**195**	**137**	**130**	**1,308**
Outside 20'	**3,509**	**-**	**-**	**-**	**-**	**3,509**
CFR 245-246	**-**	**-**	**-**	**-**	**-**	**-**
Total Expense	**190,322**	**68,394**	**42,395**	**44,857**	**22,406**	**368,374**
Loss/Member Support Required	**(151,083)**	**(50,831)**	**(35,746)**	**(36,310)**	**(19,192)**	**(293,162)**

FY30 Forecast - Operating Budget by Member Agency Attachment M

(Base on FY27 Annualized Service Cut Expenses Model)

	FY30 Budget Forecast by Member Agency					
($000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	22,490	11,242	4,809	5,463	1,851	45,856
Fare Reduction Subsidy	187	-	-	126	-	313
Mobility 4 All	747	162	86	125	26	1,146
LCTOP Grant	2,024	1,012	433	492	167	4,127
Other Train Subsidies	2,962	-	-	-	-	2,962
Subtotal-Pro Forma FareBox	**28,410**	**12,416**	**5,328**	**6,206**	**2,044**	**54,404**
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,464	1,150	14	131	386	3,145
Other Revenues	2,026	747	450	441	240	3,903
MOW Revenues	8,237	3,655	1,005	1,965	621	15,482
Total Operating Revenue	**40,137**	**17,968**	**6,797**	**8,743**	**3,291**	**76,935**
Operating Expenses						
Operations & Services						
Train Operators	28,405	10,087	7,557	6,425	2,699	55,173
Train Dispatch	4,403	1,323	581	730	411	7,448
Equipment Maintenance	18,028	6,402	4,796	4,077	1,713	35,017
Materials	8,383	3,347	1,848	1,803	804	16,186
Operating Facilities Maintenance	3,113	1,217	599	609	227	5,764
Other Operating Train Services	498	208	135	115	78	1,035
Security - LA Sheriffs	9,347	3,656	1,799	1,827	680	17,309
Security - SB Sheriffs	-	-	-	4,739	-	4,739
Security - Guards	3,158	1,147	1,531	699	662	7,198
Supplemental Security	135	67	29	33	11	274
Public Safety Program	36	13	11	8	8	76
Passenger Relations	1,083	445	187	245	76	2,035
TVM Maintenance/Revenue Collection	2,720	1,337	1,015	784	369	6,225
Media & External Communications	239	87	75	53	50	504
Utilities/Leases	1,504	546	472	333	315	3,170
Transfers to Other Operators	1,825	620	230	406	130	3,212
Amtrak Transfers	1,339	932	-	-	689	2,960
Station Maintenance	3,644	820	438	790	319	6,011
Rail Agreements	1,831	1,410	1,488	389	1,072	6,190
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	**109,247**	**41,126**	**27,230**	**28,370**	**12,033**	**218,006**
Maintenance-of-Way						
MoW - Line Segments	34,685	11,681	4,140	7,755	3,653	61,915
MoW Labor & Benefits	3,381	1,045	472	713	432	6,043
Overhead MoW Expenses	2,948	881	394	567	335	5,124
MoW - Extraordinary Maintenance	309	75	50	56	37	528
Subtotal Maintenance-of-Way	**41,323**	**13,683**	**5,056**	**9,091**	**4,457**	**73,610**
Administration & Services						
Ops Salaries & Fringe Benefits	9,928	3,606	3,114	2,197	2,082	20,928
Ops Non-Labor Expenses	6,156	2,317	1,596	1,368	725	12,162
Indirect Administrative Expenses	12,606	4,578	3,954	2,790	2,644	26,573
Ops Professional Services	838	304	263	186	176	1,767
Subtotal Admin & Services	**29,528**	**10,805**	**8,927**	**6,542**	**5,627**	**61,429**
Contingency	**16**	**6**	**5**	**3**	**3**	**33**
Total Operating Expenses	**180,114**	**65,621**	**41,218**	**44,006**	**22,120**	**353,079**
Insurance and Legal						
Liability/Property/Auto	10,233	4,002	1,969	2,000	745	18,949
Net Claims / SI	1,097	429	211	214	80	2,031
Claims Administration	1,339	524	258	262	97	2,480
Total Net Insurance and Legal	**12,668**	**4,955**	**2,438**	**2,477**	**922**	**23,460**
Total Expense	**192,782**	**70,575**	**43,656**	**46,483**	**23,042**	**376,538**
Loss/Member Support Required	**(152,645)**	**(52,607)**	**(36,859)**	**(37,740)**	**(19,752)**	**(299,603)**
Mega Events	**-**	**-**	**-**	**-**	**-**	**-**
Outside 20'	**3,614**	**-**	**-**	**-**	**-**	**3,614**
CFR 245-246	**-**	**-**	**-**	**-**	**-**	**-**
Total Expense	**196,396**	**70,575**	**43,656**	**46,483**	**23,042**	**380,153**
Loss/Member Support Required	**(156,259)**	**(52,607)**	**(36,859)**	**(37,740)**	**(19,752)**	**(303,218)**

FY31 Forecast - Operating Budget by Member Agency Attachment N

(Base on FY27 Annualized Service Cut Expenses Model)

	FY31 Budget Forecast by Member Agency					
($000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	22,940	11,467	4,905	5,572	1,888	46,773
Fare Reduction Subsidy	191	-	-	128	-	319
Mobility 4 All	762	165	88	128	26	1,169
LCTOP Grant	2,065	1,032	441	502	170	4,210
Other Train Subsidies	3,021	-	-	-	-	3,021
Subtotal-Pro Forma FareBox	**28,978**	**12,664**	**5,435**	**6,330**	**2,085**	**55,492**
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,508	1,184	14	135	398	3,240
Other Revenues	2,087	769	463	454	247	4,021
MOW Revenues	8,484	3,765	1,035	2,024	639	15,947
Total Operating Revenue	**41,057**	**18,383**	**6,947**	**8,943**	**3,369**	**78,699**
Operating Expenses						
Operations & Services						
Train Operators	29,247	10,386	7,781	6,615	2,779	56,808
Train Dispatch	4,624	1,389	610	766	432	7,821
Equipment Maintenance	18,573	6,595	4,942	4,201	1,765	36,076
Materials	8,634	3,448	1,904	1,857	829	16,672
Operating Facilities Maintenance	3,202	1,252	616	626	233	5,930
Other Operating Train Services	513	214	139	119	80	1,066
Security - LA Sheriffs	10,095	3,948	1,943	1,974	735	18,694
Security - SB Sheriffs	-	-	-	5,118	-	5,118
Security - Guards	3,411	1,239	1,654	755	715	7,774
Supplemental Security	139	69	29	34	11	282
Public Safety Program	37	13	12	8	8	78
Passenger Relations	1,115	458	193	252	78	2,096
TVM Maintenance/Revenue Collection	2,802	1,377	1,045	807	380	6,412
Media & External Communications	246	89	77	54	52	519
Utilities/Leases	1,549	563	486	343	325	3,265
Transfers to Other Operators	1,880	639	236	419	134	3,308
Amtrak Transfers	1,379	960	-	-	710	3,049
Station Maintenance	3,754	845	451	813	329	6,192
Rail Agreements	1,886	1,452	1,533	400	1,104	6,376
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	**113,049**	**42,555**	**28,182**	**29,557**	**12,452**	**225,795**
Maintenance-of-Way						
MoW - Line Segments	36,072	12,149	4,305	8,066	3,799	64,391
MoW Labor & Benefits	3,550	1,098	496	749	454	6,346
Overhead MoW Expenses	3,036	908	406	584	345	5,278
MoW - Extraordinary Maintenance	312	76	51	57	37	533
Subtotal Maintenance-of-Way	**42,971**	**14,230**	**5,257**	**9,455**	**4,635**	**76,548**
Administration & Services						
Ops Salaries & Fringe Benefits	10,425	3,786	3,270	2,307	2,186	21,974
Ops Non-Labor Expenses	6,340	2,386	1,644	1,410	747	12,526
Indirect Administrative Expenses	12,732	4,624	3,994	2,818	2,670	26,839
Ops Professional Services	863	314	271	191	181	1,820
Subtotal Admin & Services	**30,360**	**11,110**	**9,178**	**6,726**	**5,785**	**63,159**
Contingency	**16**	**6**	**5**	**4**	**3**	**34**
Total Operating Expenses	**186,396**	**67,901**	**42,622**	**45,742**	**22,875**	**365,536**
Insurance and Legal						
Liability/Property/Auto	10,744	4,202	2,068	2,101	782	19,897
Net Claims / SI	1,119	437	215	219	81	2,071
Claims Administration	1,379	539	265	270	100	2,554
Total Net Insurance and Legal	**13,242**	**5,179**	**2,548**	**2,589**	**964**	**24,522**
Total Expense	**199,638**	**73,080**	**45,170**	**48,330**	**23,839**	**390,058**
Loss/Member Support Required	**(158,581)**	**(54,697)**	**(38,223)**	**(39,387)**	**(20,470)**	**(311,359)**
Mega Events	**-**	**-**	**-**	**-**	**-**	**-**
Outside 20'	**3,723**	**-**	**-**	**-**	**-**	**3,723**
CFR 245-246	**-**	**-**	**-**	**-**	**-**	**-**
Total Expense	**203,361**	**73,080**	**45,170**	**48,330**	**23,839**	**393,781**
Loss/Member Support Required	**(162,304)**	**(54,697)**	**(38,223)**	**(39,387)**	**(20,470)**	**(315,082)**

METROLINK

SYSTEM TIMETABLE · PROPOSED FY27 SERVICE

DRAFT - PROPOSED SERVICE

DRAFT FOR BOARD OF DIRECTORS REVIEW ONLY.

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

CONTENTS

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

Shared corridors (Metrolink + Amtrak Pacific Surfliner)

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

SERVICE SUMMARY

Scheduled trains per service day.

METROLINK

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

"Inbound/Outbound" = to/from L.A. Union Station, except IEOC (=to/from Laguna Niguel/Oceanside direction) and Arrow (to/from = Redlands – University direction).
Weekend column counts one service day; Saturday and Sunday schedules are identical in this scenario.

DRAFT - PROPOSED SERVICE

VENTURA COUNTY CORRIDOR

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

METROLINK

MONDAY – FRIDAY

From L.A. Union Station → Ventura County

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

To L.A. Union Station ← Ventura County

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

DRAFT - PROPOSED SERVICE

VENTURA COUNTY CORRIDOR

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

METROLINK

SATURDAY & SUNDAY

From L.A. Union Station → Ventura County

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

To L.A. Union Station ← Ventura County

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

DRAFT – PROPOSED SERVICE

How to read this timetable

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

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

ANTELOPE VALLEY LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To L.A. Union Station

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

To Lancaster

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

DRAFT - PROPOSED SERVICE

ANTELOPE VALLEY LINE

Proposed FY27 Service

METROLINK

SATURDAY & SUNDAY

To L.A. Union Station

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

To Lancaster

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

DRAFT - PROPOSED SERVICE

How to read this timetable

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

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

Times are departure times.

Proposed schedule, subject to change.

SAN BERNARDINO LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To L.A. Union Station

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

To San Bernardino

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

DRAFT - PROPOSED SERVICE

SAN BERNARDINO LINE

Proposed FY27 Service

METROLINK

SATURDAY & SUNDAY

To L.A. Union Station

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

To San Bernardino

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

DRAFT - PROPOSED SERVICE

How to read this timetable

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

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

Times are departure times.

Proposed schedule, subject to change.

RIVERSIDE LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To L.A. Union Station

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

To Riverside

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

DRAFT - PROPOSED SERVICE

SATURDAY & SUNDAY

No weekend service on this line.

How to read this timetable

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

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

Times are departure times.

Proposed schedule, subject to change.

91/PERRIS VALLEY LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To Perris

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

To L.A. Union Station

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

DRAFT - PROPOSED SERVICE

91/PERRIS VALLEY LINE

Proposed FY27 Service

METROLINK

SATURDAY & SUNDAY

To Perris

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

To L.A. Union Station

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

DRAFT - PROPOSED SERVICE

How to read this timetable

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

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

Times are departure times.

Proposed schedule, subject to change.

ORANGE COUNTY CORRIDOR

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

METROLINK

MONDAY – FRIDAY

From L.A. Union Station → Orange County

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

To L.A. Union Station ← Orange County

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

DRAFT - PROPOSED SERVICE

ORANGE COUNTY CORRIDOR

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

METROLINK

SATURDAY & SUNDAY

From L.A. Union Station → Orange County

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

To L.A. Union Station ← Orange County

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

DRAFT - PROPOSED SERVICE

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

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

How to read this timetable

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

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

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

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

INLAND EMPIRE–ORANGE COUNTY LINE

METROLINK

Proposed FY27 Service

MONDAY – FRIDAY

To Laguna Niguel/Mission Viejo

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

To San Bernardino

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

DRAFT - PROPOSED SERVICE

INLAND EMPIRE–ORANGE COUNTY LINE

METROLINK

Proposed FY27 Service

SATURDAY & SUNDAY

To Oceanside

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

DRAFT - PROPOSED SERVICE

INLAND EMPIRE–ORANGE COUNTY LINE

METROLINK

Proposed FY27 Service

To San Bernardino

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

DRAFT - PROPOSED SERVICE

How to read this timetable

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

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

Times are departure times.

Proposed schedule, subject to change.

ARROW SERVICE (REDLANDS)

Proposed FY27 Service

METROLINK | Arrow

MONDAY – FRIDAY

To Redlands

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

To San Bernardino

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

SATURDAY & SUNDAY

To Redlands

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

To San Bernardino

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

DRAFT - PROPOSED SERVICE

How to read this timetable

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

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

Times are departure times.

Proposed schedule, subject to change.

Metrolink
Title VI Service Equity Analysis
2026 Service Reductions

Delivered on: October 7, 2026

Prepared by NWC Partners, Inc.

Table of Contents

EXECUTIVE SUMMARY 3
1. BACKGROUND 4
2. SERVICE CHANGES PROPOSED 4
3. TITLE VI REGULATORY CONTEXT 7
3.1. Federal Regulations 7
3.2. SCRRA Title VI Policy 8
4. SERVICE EQUITY METHODOLOGY 9
4.1. Methodological Approach 9
4.2. Data 10
4.3. Assumptions/Definitions 10
5. ANALYSIS 12
6. FINDINGS 19
Appendix A: Service Equity Analysis Results 20

TITLE VI SERVICE EQUITY ANALYSIS

EXECUTIVE SUMMARY

During the 2027 budget development process, Metrolink staff presented a service reduction scenario in order to address a significant and ongoing fiscal crisis. This scenario also took into consideration emergency service cuts that were implemented in March 2026 to address persistent parts shortages that impacted the agency's ability to repair trains when mechanical issues arose. The service reduction scenario reduces service on seven of Metrolink's eight lines. The service reduction scenario meets Metrolink's thresholds for a major service change and is thus subject to a Title VI Equity Analysis. Four lines would experience a reduction in revenue train miles of greater than 25% on weekdays, and two lines would experience a reduction in revenue train miles of greater than 50% on weekends. In aggregate, the emergency service reduction in March 2026 and the planned Fall 2026 service reduction result in systemwide revenue train miles being reduced by greater than 25%.

As a recipient of Federal Transit Administration (FTA) financial assistance Metrolink is required to comply with Title VI of the Civil Rights Act of 1964 and to carry out the U.S. Department of Transportation's Title VI regulations by evaluating service changes at the planning and programming stages to determine whether those changes have a discriminatory impact (Reference: Circular FTA C 4702.1B).

Findings:

Based on Metrolink's Title VI policies, service change proposals are determined to have a Disparate Impact or Disproportionate Burden if, when viewed cumulatively, the adverse impacts experienced by minority or low-income riders are at least 5% higher than the adverse impacts experienced by non-minority or non-low-income riders. Conversely, if the cumulative benefits associated with the service change that accrue to non-minority or non-low-income riders are 5% greater than the cumulative benefits that accrue to minority or low-income riders, then that change would be determined to have a Disparate Impact or Disproportionate Burden.

Results of the Service Equity Analysis find that there is no Disparate Impact on minority riders or Disproportionate Burden on low-income riders. The service reduction, while challenging for all riders, resulted in slightly fewer adverse impacts on minority riders compared to non-minority riders, with no finding of a Disparate Impact. While low-income riders may experience a slightly higher adverse impact than non-low-income riders, the percentage difference between the two groups was minute and well below the Metrolink threshold; thus, no finding of a Disproportionate Burden. Since the service change is not determined to have a Disparate Impact on minority riders or a Disproportionate Burden on low-income riders, no mitigations are required.

Figure 1. Service Equity Analysis Results for Protected and Non-Protected Riders

	Average Weekly Boardings Adversely Affected (weighted by station-level service changes)			
	Minority	**Non-Minority**	**Low-Income**	**Non Low-Income**
All Boardings	110,825	32,754	60,756	82,824
Adversely Affected Boardings	30,871	9,318	17,027	23,162
% Adversely Affected Boardings	27.86%	28.45%	28.03%	27.96%
Difference in % of Adversely Affected Boardings	**0.6%**		**-0.1%**	

1. BACKGROUND

The Southern California Regional Rail Authority is the Joint Powers Authority (JPA) which provides the "Metrolink" commuter rail service within the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and northern San Diego County. Metrolink provides a combination of weekday peak period, weekday off peak and weekend rail services on seven lines in southern California.

During the 2027 budget development process, Metrolink staff presented a service reduction scenario in order to address a significant and ongoing fiscal crisis. This scenario also took into consideration emergency service cuts that were implemented in March 2026 to address persistent parts shortages that impacted the agency's ability to repair trains when mechanical issues arose.

The service reduction scenario reduces services on the Antelope Valley, San Bernardino, Ventura County, Orange County, and Inland Empire Orange County lines to both meet the Member Agency subsidy targets provided and retain service to the greatest extent possible. Reductions were not made by cutting trains evenly across each line. Rather, each line was evaluated for ridership per train, crew utilization, overlapping services, and the ability to retime trains in order to preserve trains in high-ridership peak commuter periods.

The following principles were applied to every line:

- *Reviewed ridership trends to remove the lowest ridership trains*. Trains were ranked by average boardings by train utilizing current and historical ridership trends.
- *Minimized trains cut per crew saved*. Trains were selected by ridership first, then the team reviewed where crew reductions could be made holistically. Cutting trains without cutting crews yields significantly less savings.
- *Retiming trains into better (peak) slots.* The team moved trains to close service gaps with focus on high-demand peak service windows (5 a.m. – 9 a.m. and 3 p.m. – 7 p.m.)
- *Balanced service with LOSSAN service.* Where LOSSAN and Metrolink trains service the same stations and/or corridor, reductions and retiming were performed to ensure a balanced service across that line segment. This applied to the Ventura County and Orange County lines.
- *Retained stable headways across each line as much as possible*, avoiding major service gaps where service previously existed.

With the service level reductions proposed for a fall implementation, Metrolink is undertaking a Service Equity Analysis to understand any Disparate Impacts on minority riders or Disproportionate Burdens on low-income riders.

2. SERVICE CHANGES PROPOSED

Metrolink has proposed service level reductions targeting the elimination of approximately 25% of revenue trips (or train trips), with reductions across seven of the eight lines. These changes (along with service changes in March 2026 due to the ongoing parts shortages) have resulted in revenue service mileage reductions of approximately 29% systemwide in aggregate, compared to January 2026 service levels. The service reductions were not uniform by line, with the Orange County Line experiencing a -50% reduction in revenue service miles, while the ARROW Line experienced a -5% reduction in revenue service miles. The Riverside Line was the only line without service reductions. Figure 2 summarizes the changes in revenue service miles by line, with the Major Service Change thresholds that are met.

Figure 2. Service Changes in Revenue Service Mileage by Line

Line	Jan. 26, 2026 Schedule	Proposed Fall-2026 Schedule	Reduction in Service Miles	% Change	Major Service Change Threshold
Weekday Revenue Service Miles					
Ventura County Line	1,065	800	-265	-25%	
Antelope Valley Line	2,004	1,465	-539	-27%	Revenue train miles reduction 25%+
San Bernardino Line	2,434	1,644	-790	-32%	Revenue train miles reduction 25%+
Riverside Line	591	592	1	0%	
Orange County Line	1,724	860	-864	-50%	Revenue train miles reduction 25%+
Inland Empire Line	1,190	857	-333	-28%	Revenue train miles reduction 25%+
91/Perris Valley Line	1,189	1,015	-174	-15%	
ARROW Line	409	374	-36	-9%	
Weekend Revenue Service Miles					
Ventura County Line	284	284	0	0%	
Antelope Valley Line	1,374	613	-761	-55%	Revenue train miles reduction 50%+
San Bernardino Line	922	691	-231	-25%	
Riverside Line	0	0	0	0%	
Orange County Line	698	346	-351	-50%	Revenue train miles reduction 50%+
Inland Empire Line	405	405	0	0%	
91/Perris Valley Line	340	338	-1	0%	
ARROW Line	285	285	0	0%	
Systemwide (Annualized)	**3,178,119**	**2,265,642**	**-912,477**	**-29%**	Systemwide revenue train miles reduction 25%+

Based on the service reduction development process discussed above, each line experienced a different proposed service reduction that prioritized maintaining ridership on the lines. The following provides a summary of changes by line:

Ventura County Line (VCL)

Reductions targeted segments where LOSSAN services overlap and/or where the team saw low ridership trains. This line services California State University Northridge as well, so a balanced service to Northridge was part of the decision-making matrix when reviewing proposed and modified services. There were no modifications to weekend service offerings.

Orange County Line (OCL)

Reductions and retiming of the line segment were done to balance the corridor with LOSSAN service while still retaining a strong presence in peak commuter periods. The bulk of the cuts were made to mid-day service due to lagging ridership during that time.

Cost savings were also identified by truncating services to Laguna Niguel in lieu of extending services to Oceanside Monday through Friday, retaining weekend services to Oceanside. Metrolink staff balanced the OCL with both IEOC services between Laguna Niguel and Orange stations and the 91/Perris Valley Line between Fullerton and Los Angeles Union Station. Modifications extended into weekend service offerings using the same methodology and to identify potential crew/fuel savings.

Inland-Empire Orange County Line (IEOC)

Reductions and retiming were performed to remove the bulk of midday service offerings due to lagging ridership. The IEOC line was balanced with the 91/PVL between Riverside and Anaheim Canyon and the

OCL between Orange and Laguna Niguel with focus on retiming to peak commuter periods. There were no modifications to weekend service offerings.

Riverside Line (RVL)

There is no reduction in service to the Riverside Line due to limited service offerings driven by slots across the Union Pacific Railroad (UPRR). The line was retimed to align with the Shared Use Agreement requirements and to focus on the peak commuter periods where the largest gains in ridership and being experienced. There is no weekend service on this line, so no modifications were required.

San Bernardino Line & Arrow Line (SBL and Arrow)

Service reductions were focused on altering or removing service to meet funding requirements for LA Metro with a focus on minimizing impact to high ridership trains and peak commuter periods. San Bernardino County Transportation Authority (SBCTA) also requested that an additional train be extended to Downtown Redlands which resulted in modifications to the Arrow Line to allow for that new service to operate. Modifications were extended into weekend service offerings to eliminate lower ridership trains and identify potential crew/fuel savings.

Antelope Valley Line (AVL)

Service reductions and modifications were focused on altering or removing service to meet funding requirements for LA Metro with a focus on minimizing impact to high ridership trains and peak commuter periods. Modifications extended into weekend service offerings to eliminate low ridership trains and extend services to/from Lancaster in lieu of Vista Canyon service offerings and identify potential crew/fuel savings.

3. TITLE VI REGULATORY CONTEXT

3.1. Federal Regulations

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) provides that: "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The scope of Title VI was expanded by the Civil Rights Restoration Act of 1987 (P.L. 100-209) to include all of a recipient's and contractor's programs or activities whether federally assisted or not.

The February 11, 1994, Executive Order 12898 on Environmental Justice requires that disproportionately high and adverse impacts on low-income and minority populations be identified and addressed. Executive Order 12898 applies to all programs, policies, and activities of the transportation program and is consistent with Title VI of the Civil Rights Act of 1964. Executive Order 12898 also requires public involvement and mandates that transportation agencies ensure there is no exclusion from participation, no denial of benefits, and no discrimination in the services which they provide. While this Executive Order was rescinded in early 2025, references to this EO are still included in the federal Title VI guidance; consequently, impacts to low-income populations are analyzed within this Fare Equity Analysis.

The Federal Transit Administration (FTA) requires all transit operators who receive federal funds to conduct assessments to demonstrate nondiscrimination of services and facilities for minority and low-income communities.

Specifically, the FTA requires Metrolink to conduct a service equity analysis on proposed service changes that meet or exceed "major service change" thresholds (as defined in Metrolink policies), to evaluate the effects of the proposed service change on low-income populations and Title VI protected populations.

Metrolink has defined a Major Service Change with the following thresholds:

A. A change of 25% or more in route miles (route length) per route.
B. A change of 25% or more in weekday revenue train miles per route.
C. A change of 50% or more in weekend revenue train miles per route.
D. A cumulative change of 25% or more in revenue train miles per route or system-wide within a consecutive 24-month period.
E. A change in the service span of more than two hours per station in a single year.

No such analysis is required for 1) seasonal or promotional services for a period not exceeding 12 months; 2) construction and maintenance of track infrastructure for a period not exceeding 12 months; 3) Force Majeure; and 4) adjustments to service levels for new transit lines/stations which have been in revenue service for less than one year.

The following definitions apply:

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

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

3.2. SCRRA Title VI Policy

On June 14, 2019, the Metrolink Board of Directors approved the agency's revised Disparate Impact and Disproportionate Burden Policy to establish whether a service or fare change would result in a fair distribution of positive and negative impacts.

Disparate Impacts for Minority Populations
The measure of Disparate Impact involves a comparison of impacts borne by minority populations resulting from service changes, compared to those impacts borne by non-minority populations.

- Service change proposals are determined to have a *Disparate Impact* on minority populations if, when viewed cumulatively, the adverse impacts experienced by minority riders are at least 5% higher than the adverse impacts experienced by non-minority riders.
- Additionally, if the cumulative benefits associated with the service change that accrue to non-minority riders are 5% greater than the cumulative benefits that accrue to minority riders, then the change would be determined to have a *Disparate Impact*.

Disproportionate Burdens for Low–Income Populations
The measure of Disproportionate Burden involves a comparison of impacts resulting from service changes borne by low-income populations compared to those impacts borne by non-low-income populations.

- Service change proposals are determined to have a *Disproportionate Burden* on low-income populations if, when viewed cumulatively, the adverse impacts experienced by low-income riders are at least 5% higher than the adverse impacts experienced by non-low-income riders.
- Additionally, if the cumulative benefits associated with the service change that accrue to non-low-income riders are 5% greater than the cumulative benefits that accrue to low-income riders, then the change would be determined to have a *Disproportionate Burden*.

4. SERVICE EQUITY METHODOLOGY

4.1. Methodological Approach

Using the guidance provided in Metrolink's "Disparate Impact and Disproportionate Burden Policy: Service Changes" to quantitatively assess the impacts associated with the proposed service changes on minority and low-income populations, it is necessary to use data sets that present line or station usage behavior that can be segregated by ethnicity and income as the basis of the analysis. This allows an analysis that can better isolate rider populations that may be affected by the service change and compare these groups to the non-protected rider population.

In order to be able to assess the impacts of the proposed service change on minority and low-income populations, the proposed methodology for the Service Equity Analysis uses a Station Level Analysis that considers the stations served by Metrolink customers, the relative change in service levels proposed (measured as the change in weekly average scheduled train trips serving each station), and the average weekly boardings for each station, disaggregated by income and ethnicity. By structuring the Station Level Analysis in this manner, three main sources of variability across stations are considered:

1) The demographic distribution of riders at each station,
2) The relative use of each station, as measured by average weekly boardings originating at the station, and
3) The relative change in proposed service levels for each station.

Using this analysis, it is possible to analyze the impacts that the proposed service changes are likely to have on ridership, based on how each population uses the system.

The Station Level Analysis uses weekly average boarding data based on ticket sales, combined with the demographic data contained in the most recent onboard survey to disaggregate ridership for each station by income and ethnicity. The Station Level Analysis then considers the percent change in proposed service levels for each station and applies that percent impact against the boardings for each station's rider population (protected and non-protected) to determine the adversely affected boardings at the station level. Station level impacts are summed together to determine the systemwide, weighted average adversely affected boardings for each rider population. By considering adverse impacts at the station level disaggregated by income and ethnicity status, and then aggregating to the system wide level, the Station Level Analysis is used to assess whether the service change will fall within the threshold established by Metrolink's "Disparate Impact and Disproportionate Burden Policy: Service Changes".

The Station Level Analysis uses the following information to assess the number and proportion of boardings that are adversely affected due to the service change by rider population (protected and non-protected).

1. Number of weekly average scheduled train trips before and after the service change
2. Percentage change in scheduled average weekly service for each station, based on the proposed service change
3. Percentage of riders using each station (overall, low-income, non-low-income, minority, and non-minority)
4. Numbers of boardings by station (overall, low-income, non-low-income, minority, and non-minority)
5. Number of adversely affected boardings by station (overall, low-income, non-low-income, minority, and non-minority)

4.2. Data

2025 Metrolink Onboard Survey

Demographic, income, and ticket type usage data were obtained from Metrolink's systemwide onboard survey. The most recent onboard survey was conducted in 2025 and consisted of 4,357 statistically representative survey responses. Data collection was conducted during a six-week period between June 3 and June 17, 2025.

Ridership Data - July-2025 through March-2026

Metrolink's ticket type transaction database was queried to gather data on originating boardings by station. This time range was selected so as to capture fare policy changes that began in July-2025 while excluding potential station-level changes in demand from the FIFA World Cup in the summer of 2026.

Scheduled Service Plans - January 2026 and Proposed Service Reduction Scenario

Scheduled service plans were obtained from Metrolink staff for two time periods. The January 2026 service levels represent the baseline used to compare the impacts of the proposed service change; and the proposed service reduction scenario that is intended to be implemented by October 31, 2026 which includes the emergency service reductions that were implemented on March 27, 2026. Stations served by multiple lines had their total scheduled train trips across lines summed together. Weekly average scheduled train trips were calculated by weighting Weekday services more heavily than Weekend services (i.e.: a 5:2 weighting ratio was applied to Weekday and Weekend schedules, respectively).

4.3. Assumptions/Definitions

Minority Status

Any person that self identifies as non-white under the U.S. Census guidelines is classified as "minority." This includes American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian or other Pacific Islander.

Minority status is determined based on survey respondents who did not self-identify as "Caucasian." Applying the 2025 Onboard Survey to the July-2025 through March-2026 ridership at the station level, 78% of Metrolink riders self-identified themselves as not "Caucasian."

Low-Income

FTA Circular 4702.1B encourages the use of a locally developed threshold for defining low-income status. Following FTA's guidance to use locally developed and inclusive definitions of low-income status, specifically in regions with a high cost of living, Metrolink defines low-income as falling at or below 200% of the Federal Poverty Guideline (FPG) as defined by the U.S. Department of Health and Human Services (HHS). Since the 2025 Onboard Survey was conducted in June-2025 and asked respondents "What was your household's income last year?", the 2024 HHS Poverty Guidelines are applied. The 2024 HHS Poverty Guidance includes both income and household size in determining income poverty categories, below.

Figure 3. HHS Federal Poverty Guidelines (2024)

Persons in Family/Household	Federal Poverty Guideline (FPG)	200% FPG
1	$15,060	$30,120
2	$20,440	$40,880
3	$25,820	$51,640
4	$31,200	$62,400
5	$36,580	$73,160
6	$41,960	$83,920
7	$47,340	$94,680
8	$52,720	$105,440
For families/households with more than 8 persons, add $5,380 for each additional person.		

Source: Department of Health and Human Services (HHS)

Income information for Metrolink riders is derived from onboard survey data with household income reported by income ranges. Because the onboard survey's income brackets do not exactly match the 2024 HHS Poverty Guidelines, Figure 4 below was used to classify the low-income group that includes the household size of the individual's responses. The low-income classification was established so that if any part of the respondent selected income range fell below the 2024 HHS Poverty Guidance threshold, the entire income range would be assumed to be low income. This approach may result in a slight overstatement of low-income ridership, but was determined to be a conservative approach to evaluating impacts on low-income riders. Based on the definition of low-income, approximately 43% of the ridership qualifies as low-income, when evaluated at the station level.

Figure 4. Low-Income Classification

Persons in Family/Household	200% FPG (2024)	2025 Onboard Survey Income Classification
1	$30,120	$30,000 - $39,999
2	$40,880	$40,000 - $49,999
3	$51,640	$50,000 - $59,999
4	$62,400	$60,000 - $74,999
5	$73,160	$60,000 - $74,999
6	$83,920	$75,000 - $99,999
7	$94,680	$75,000 - $99,999
8	$105,440	$100,000-$149,999
For families/households with more than 8 persons, income classification was determined based on adding $10,760 for each additional person.		

5. ANALYSIS

The analysis began with the estimation of station-level ridership overall (for all riders) and by Title VI protected populations based on ticket sales data. Ridership data from July-2025 through March-2026 provides total ticket purchases by ticket type and origin-destination station. The boardings estimate included in Metrolink's ticket type transaction database applies multipliers to account for the higher usage rates of pass holders (e.g., a 5-Day Flex Pass purchase applies 10 trips to a given origin-destination pair, a Monthly Pass purchase applies 38 trips to a given origin-destination pair), thereby providing an estimate of ridership by station pair. In order to estimate the ridership at each station, originating boardings were the focus of the analysis. For Day Passes, 5-Day Flex Passes and Monthly Pass tickets, it was assumed that all riders would be undertaking round-trip travel between the origin-destination pair, so half of all boardings were assigned to the origin station and half to the destination station. For One-Way ticket purchases, all boardings were assigned to the origin station. For Weekend Pass purchases, the origin station is known; however, the pass allows for travel to any destination station on the network and does not provide detail on where those riders are destined to, so all boardings were assigned to the origin station.

Using data from the 2025 Onboard Survey, a demographic profile of each station was estimated, and the share of boardings that were minority vs. non-minority and low-income vs. non-low-income was calculated. Figure 5 summarizes the relative share of boardings by station for each demographic group. When this demographic distribution is applied to the station-level boardings data, taking account of the relative level of ridership at each station, the weighted share of minority vs. non-minority and low-income vs. non-low-income boardings by station is summarized in Figure 6.

Figure 5. Demographics of Metrolink Ridership by Station

Station	Minority	Non-Minority	Total	Low Income	Non-Low Income	Total
ANAHEIM	59%	41%	**100%**	25%	75%	**100%**
ANAHEIM CANYON	72%	28%	**100%**	14%	86%	**100%**
BALDWIN PARK	98%	2%	**100%**	61%	39%	**100%**
BUENA PARK	85%	15%	**100%**	41%	59%	**100%**
BURBANK	65%	35%	**100%**	30%	70%	**100%**
BURBANK AIRPORT - NORTH	56%	44%	**100%**	24%	76%	**100%**
BURBANK AIRPORT - SOUTH	31%	69%	**100%**	13%	87%	**100%**
CAL STATE LA	84%	16%	**100%**	35%	65%	**100%**
CAMARILLO	73%	27%	**100%**	17%	83%	**100%**
CHATSWORTH	74%	26%	**100%**	67%	33%	**100%**
CLAREMONT	62%	38%	**100%**	42%	58%	**100%**
COMMERCE	57%	43%	**100%**	38%	62%	**100%**
COVINA	83%	17%	**100%**	34%	66%	**100%**
DOWNTOWN PERRIS	95%	5%	**100%**	59%	41%	**100%**
DOWNTOWN POMONA	77%	23%	**100%**	29%	71%	**100%**
EAST ONTARIO	93%	7%	**100%**	35%	65%	**100%**
EAST VENTURA	62%	38%	**100%**	42%	58%	**100%**
EL MONTE	84%	16%	**100%**	26%	74%	**100%**
FONTANA	99%	1%	**100%**	53%	47%	**100%**
FULLERTON	65%	35%	**100%**	33%	67%	**100%**
GLENDALE	60%	40%	**100%**	22%	78%	**100%**
INDUSTRY	90%	10%	**100%**	22%	78%	**100%**
IRVINE	72%	28%	**100%**	25%	75%	**100%**
JURUPA VALLEY/PEDLEY	66%	34%	**100%**	26%	74%	**100%**
LA UNION	79%	21%	**100%**	43%	57%	**100%**
LAGUNA NIGUEL/MISSION VIEJO	53%	47%	**100%**	20%	80%	**100%**
LANCASTER	95%	5%	**100%**	81%	19%	**100%**
MONTCLAIR	80%	20%	**100%**	58%	42%	**100%**
MONTEBELLO/COMMERCE	84%	16%	**100%**	43%	57%	**100%**
MOORPARK	0%	100%	**100%**	9%	91%	**100%**
MORENO VALLEY / MARCH FIELD	75%	25%	**100%**	42%	58%	**100%**
NEWHALL	76%	24%	**100%**	61%	39%	**100%**
NORTH MAIN CORONA	76%	24%	**100%**	35%	65%	**100%**
NORTHRIDGE	78%	22%	**100%**	45%	55%	**100%**

Figure 5 CONTINUED. Demographics of Metrolink Ridership by Station

Station	Minority	Non-Minority	Total	Low Income	Non-Low Income	Total
NORWALK/SANTA FE SPRINGS	80%	20%	**100%**	35%	65%	**100%**
OCEANSIDE	71%	29%	**100%**	43%	57%	**100%**
ORANGE	66%	34%	**100%**	39%	61%	**100%**
OXNARD	70%	30%	**100%**	32%	68%	**100%**
PALMDALE	94%	6%	**100%**	76%	24%	**100%**
POMONA	88%	12%	**100%**	33%	67%	**100%**
RANCHO CUCAMONGA	83%	17%	**100%**	37%	63%	**100%**
REDLANDS - DOWNTOWN	77%	23%	**100%**	42%	58%	**100%**
REDLANDS - ESRI	45%	55%	**100%**	33%	67%	**100%**
REDLANDS - UNIVERSITY	71%	29%	**100%**	63%	37%	**100%**
RIALTO	89%	11%	**100%**	49%	51%	**100%**
RIVERSIDE HUNTER PARK	88%	12%	**100%**	40%	60%	**100%**
RIVERSIDE-DOWNTOWN	71%	29%	**100%**	39%	61%	**100%**
RIVERSIDE-LA SIERRA	75%	25%	**100%**	28%	72%	**100%**
SAN BERNARDINO - TIPPECANOE	88%	12%	**100%**	86%	14%	**100%**
SAN BERNARDINO DEPOT	82%	18%	**100%**	59%	41%	**100%**
SAN BERNARDINO DOWNTOWN	90%	10%	**100%**	68%	32%	**100%**
SAN CLEMENTE	49%	51%	**100%**	35%	65%	**100%**
SAN CLEMENTE PIER	83%	17%	**100%**	10%	90%	**100%**
SAN JUAN CAPISTRANO	84%	16%	**100%**	34%	66%	**100%**
SANTA ANA	72%	28%	**100%**	49%	51%	**100%**
SANTA CLARITA	65%	35%	**100%**	37%	63%	**100%**
SIMI VALLEY	66%	34%	**100%**	36%	64%	**100%**
SOUTH PERRIS	77%	23%	**100%**	46%	54%	**100%**
SUN VALLEY	81%	19%	**100%**	87%	13%	**100%**
SYLMAR/SAN FERNANDO	81%	19%	**100%**	61%	39%	**100%**
TUSTIN	73%	27%	**100%**	35%	65%	**100%**
UPLAND	87%	13%	**100%**	43%	57%	**100%**
VAN NUYS	86%	14%	**100%**	50%	50%	**100%**
VIA PRINCESSA	78%	22%	**100%**	55%	45%	**100%**
VINCENT GRADE/ACTON	59%	41%	**100%**	59%	41%	**100%**
VISTA CANYON	78%	22%	**100%**	18%	82%	**100%**
WEST CORONA	67%	33%	**100%**	17%	83%	**100%**
Totals	**78%**	**22%**	**100%**	**43%**	**57%**	**100%**

Figure 6. Distribution of Usage by Station, Minority Status and Income Status

Station	All Riders	Minority	Non-Minority	Low Income	Non-Low-Income
ANAHEIM	2%	1%	3%	1%	2%
ANAHEIM CANYON	0.2%	0.2%	0.2%	0.1%	0.3%
BALDWIN PARK	1%	1%	0.1%	1%	1%
BUENA PARK	2%	2%	1%	2%	2%
BURBANK	2%	2%	4%	2%	3%
BURBANK AIRPORT - NORTH	1%	0.4%	1%	0.4%	1%
BURBANK AIRPORT - SOUTH	0.4%	0.2%	1%	0.1%	1%
CAL STATE LA	1%	1%	1%	1%	1%
CAMARILLO	0.2%	0.2%	0.3%	0.1%	0.3%
CHATSWORTH	1%	1%	1%	1%	0.4%
CLAREMONT	1%	1%	2%	1%	1%
COMMERCE	0.3%	0.2%	1%	0.3%	0.3%
COVINA	1%	1%	1%	1%	1%
DOWNTOWN PERRIS	0.4%	1%	0.1%	1%	0.3%
DOWNTOWN POMONA	0.4%	0.4%	0.4%	0.3%	1%
EAST ONTARIO	1%	1%	0.2%	0.4%	1%
EAST VENTURA	0.2%	0.2%	0.3%	0.2%	0.2%
EL MONTE	1%	1%	1%	0.5%	1%
FONTANA	2%	3%	0.1%	3%	2%
FULLERTON	3%	3%	5%	3%	4%
GLENDALE	1%	1%	2%	1%	2%
INDUSTRY	1%	1%	0.4%	0.5%	1%
IRVINE	2%	2%	3%	1%	3%
JURUPA VALLEY/PEDLEY	0.4%	0.3%	1%	0.2%	0.5%
LA UNION	28%	28%	26%	28%	28%
LAGUNA NIGUEL/MISSION VIEJO	1%	0.5%	1%	0.3%	1%
LANCASTER	3%	4%	1%	5%	1%
MONTCLAIR	1%	1%	1%	1%	1%
MONTEBELLO/COMMERCE	0.3%	0.3%	0.2%	0.3%	0.3%
MOORPARK	0.1%	0.01%	1%	0.02%	0.2%
MORENO VALLEY / MARCH FIELD	1%	0.5%	1%	1%	1%
NEWHALL	1%	1%	1%	2%	1%
NORTH MAIN CORONA	2%	2%	2%	2%	2%
NORTHRIDGE	1%	1%	1%	1%	1%

Figure 6 CONTINUED. Distribution of Usage by Station, Minority Status and Income Status

Station	All Riders	Minority	Non-Minority	Low Income	Non Low-Income
NORWALK/SANTA FE SPRINGS	2%	2%	2%	1%	2%
OCEANSIDE	1%	1%	2%	1%	1%
ORANGE	1%	1%	1%	1%	1%
OXNARD	0.3%	0.3%	0.4%	0.2%	0.4%
PALMDALE	2%	2%	0.5%	3%	1%
POMONA	1%	1%	1%	1%	1%
RANCHO CUCAMONGA	1%	1%	1%	1%	2%
REDLANDS - DOWNTOWN	1%	0.5%	1%	1%	1%
REDLANDS - ESRI	0.1%	0.0%	0.2%	0.1%	0.1%
REDLANDS - UNIVERSITY	0.4%	0.3%	0.5%	1%	0.2%
RIALTO	2%	2%	1%	2%	1%
RIVERSIDE HUNTER PARK	0.2%	0.3%	0.1%	0.2%	0.2%
RIVERSIDE-DOWNTOWN	4%	3%	5%	3%	4%
RIVERSIDE-LA SIERRA	4%	3%	4%	2%	5%
SAN BERNARDINO - TIPPECANOE	0.2%	0.3%	0.1%	0.4%	0.0%
SAN BERNARDINO DEPOT	2%	2%	2%	3%	2%
SAN BERNARDINO DOWNTOWN	3%	3%	1%	4%	1%
SAN CLEMENTE	0.3%	0.2%	1%	0.2%	0.3%
SAN CLEMENTE PIER	0.1%	0.1%	0.1%	0.0%	0.2%
SAN JUAN CAPISTRANO	0.1%	0.1%	0.1%	0.1%	0.2%
SANTA ANA	1%	1%	2%	1%	1%
SANTA CLARITA	2%	2%	3%	2%	2%
SIMI VALLEY	1%	0.4%	1%	0.4%	1%
SOUTH PERRIS	1%	1%	1%	1%	1%
SUN VALLEY	0.4%	1%	0.4%	1%	0.1%
SYLMAR/SAN FERNANDO	2%	2%	2%	3%	1%
TUSTIN	2%	2%	3%	2%	3%
UPLAND	2%	2%	1%	2%	2%
VAN NUYS	1%	1%	0.4%	1%	0.5%
VIA PRINCESSA	1%	1%	1%	1%	0.5%
VINCENT GRADE/ACTON	0.5%	0.4%	1%	1%	0.3%
VISTA CANYON	0.1%	0.2%	0.01%	0.1%	0.2%
WEST CORONA	1%	1%	2%	1%	2%
Totals	**100%**	**100%**	**100%**	**100%**	**100%**

Metrolink service plans from January 2026 and October 2026 were compared to understand the impact of service changes at a station level. For each service plan, the number of weekly average scheduled train trips

serving each station were calculated. This included both inbound and outbound scheduled train trips. Stations served by multiple lines had their total scheduled train trips across lines summed together. Weekly average scheduled train trips were calculated by weighting weekday services more heavily than weekend services (i.e., a 5:2 weighting ratio was applied to weekday and weekend schedules, respectively). The percentage change in train trips to each station formed the basis for the calculation of adversely affected boardings. Figure 7 summarizes the average weekly change in train trips by station.

Figure 7. Percent Change in Average Weekly Train Trips by Station

	# of Train Trips (inbound & outbound, weekly average)				# of Train Trips (inbound & outbound, weekly average)		
Station	Jan-2026	Fall-2026	% Change	Station	Jan-2026	Fall-2026	% Change
ANAHEIM	136	83	-39%	NORWALK/SANTA FE SPRINGS	209	146	-30%
ANAHEIM CANYON	98	78	-20%	OCEANSIDE	79	16	-80%
BALDWIN PARK	252	164	-35%	ORANGE	234	161	-31%
BUENA PARK	209	146	-30%	OXNARD	30	30	0%
BURBANK	288	191	-34%	PALMDALE	124	91	-27%
BURBANK AIRPORT - NORTH	188	121	-36%	POMONA	252	164	-35%
BURBANK AIRPORT - SOUTH	100	70	-30%	RANCHO CUCAMONGA	202	164	-19%
CAL STATE LA	252	164	-35%	REDLANDS - DOWNTOWN	304	294	-3%
CAMARILLO	30	30	0%	REDLANDS - ESRI	286	266	-7%
CHATSWORTH	100	70	-30%	REDLANDS - UNIVERSITY	294	274	-7%
CLAREMONT	252	164	-35%	RIALTO	202	164	-19%
COMMERCE	35	25	-29%	RIVERSIDE HUNTER PARK	73	63	-14%
COVINA	252	164	-35%	RIVERSIDE-DOWNTOWN	221	191	-14%
DOWNTOWN PERRIS	73	63	-14%	RIVERSIDE-LA SIERRA	171	141	-18%
DOWNTOWN POMONA	50	50	0%	SAN BERNARDINO - TIPPECANOE	286	266	-7%
EAST ONTARIO	50	50	0%	SAN BERNARDINO DEPOT	250	192	-23%
EAST VENTURA	30	30	0%	SAN BERNARDINO DOWNTOWN	536	463	-14%
EL MONTE	252	164	-35%	SAN CLEMENTE	79	16	-80%
FONTANA	202	164	-19%	SAN CLEMENTE PIER	24	16	-33%
FULLERTON	209	146	-30%	SAN JUAN CAPISTRANO	79	16	-80%
GLENDALE	288	191	-34%	SANTA ANA	234	161	-31%
INDUSTRY	50	50	0%	SANTA CLARITA	188	121	-36%
IRVINE	234	161	-31%	SIMI VALLEY	70	70	0%
JURUPA VALLEY/PEDLEY	50	50	0%	SOUTH PERRIS	73	63	-14%
LA UNION	799	551	-31%	SUN VALLEY	188	121	-36%
LAGUNA NIGUEL/MISSION VIEJO	229	161	-30%	SYLMAR/SAN FERNANDO	188	121	-36%
LANCASTER	124	91	-27%	TUSTIN	234	161	-31%
MONTCLAIR	252	164	-35%	UPLAND	202	164	-19%
MONTEBELLO/COMMERCE	50	50	0%	VAN NUYS	100	70	-30%
MOORPARK	70	70	0%	VIA PRINCESSA	188	121	-36%
MORENO VALLEY / MARCH FIELD	73	63	-14%	VINCENT GRADE/ACTON	124	91	-27%
NEWHALL	188	121	-36%	VISTA CANYON	188	121	-36%
NORTH MAIN CORONA	171	141	-18%	WEST CORONA	171	141	-18%
NORTHRIDGE	100	70	-30%	**Totals**	**11,819**	**8,731**	**-26.1%**

A Station Level Analysis was conducted to understand the share of adversely affected boardings at each station on the Metrolink system, for protected and non-protected riders, as a result of the service reduction. The absolute and percentage of adversely affected boardings was calculated. Figure 8 provides the results of the Station Level Analysis. Overall, approximately 28% of boardings were adversely affected by the service change.

Figure 8. Station Level Analysis Results

	Average Weekly Boardings Adversely Affected (weighted by station-level service changes)				
	All Riders	**Minority**	**Non-Minority**	**Low-Income**	**Non Low-Income**
All Boardings	143,579	110,825	32,754	60,756	82,824
Adversely Affected Boardings	40,189	30,871	9,318	17,027	23,162
% Adversely Affected Boardings	27.99%	27.86%	28.45%	28.03%	27.96%
Difference in % of Adversely Affected Boardings		**0.6%**		**-0.1%**	

Relying on boardings data from July-2025 through March-2026 as the sample time period of interest, the percentage of adversely affected boardings is smaller for minority riders than for non-minority riders. While low-income riders had a greater percentage of adversely affected boardings than non-low-income riders, the difference is minute at below 0.1%.

- **Minority Riders:** with the service change, 30,871 boardings are anticipated to be adversely affected out of a total of 110,825 boardings, or 27.86% of boardings adversely affected.
- **Non-Minority Riders:** with the service change, 9,318 boardings are anticipated to be adversely affected out of a total of 32,754 boardings, or 28.45% of boardings adversely affected.
- **Low-Income Riders:** with the service change, 17,027 boardings are anticipated to be adversely affected out of a total of 60,756 boardings, or 28.03% of boardings adversely affected.
- **Non Low-Income Riders:** with the service change, 23,162 boardings are anticipated to be adversely affected out of a total of 82,824 boardings, or 27.96% of boardings adversely affected.

Detailed results are available in Appendix A.

6. FINDINGS

The service changes implemented in response to an impending fiscal crisis, while challenging for all riders, resulted in slightly fewer adverse impacts on minority riders than for non-minority riders. While low-income riders had greater adverse impacts than non-low-income riders, the difference is minute at below 0.1%. As shown in Figure 9, the service change results in a lower share of adversely affected boardings for minority riders (27.86%) as compared to non-minority riders (28.45%), and an insignificantly higher share of adversely affected boardings for low-income riders (28.03%) as compared to non-low-income riders (27.96%).

Figure 9. Service Equity Analysis Results for Protected and Non-Protected Riders

	Average Weekly Boardings Adversely Affected (weighted by station-level service changes)			
	Minority	**Non-Minority**	**Low-Income**	**Non-Low-Income**
All Boardings	110,825	32,754	60,756	82,824
Adversely Affected Boardings	30,871	9,318	17,027	23,162
% Adversely Affected Boardings	27.86%	28.45%	28.03%	27.96%
Difference in % of Adversely Affected Boardings	**0.6%**		**-0.1%**	

Based on the Station Level Analysis, the service reduction has slightly fewer adverse impacts on minority riders than on non-minority riders. The Service Equity Analysis results suggest that there are no Disparate Impacts on minority riders. Additionally, the analysis shows that while the service reduction would result in minutely higher adverse impacts on low-income riders than on non-low-income riders, the difference is well below the Metrolink Disproportionate Burden threshold, and there is no finding of a Disproportionate Burden on low-income riders.

As a result of the Station Level Analysis, no consideration of mitigations is required.

Appendix A: Service Equity Analysis Results

Figure A-1. Service Equity Analysis by Minority Status - 2026 Service Reductions

Stations	# of Train Trips (inbound & outbound, weekly average)			Weekly Avg. Boardings (Jul-25 to Jun-26 Ticket Sales)	Minority Status				Adversely Affected Boardings	
					Minority		Non-Minority			
	Jan-2026	Fall-2026	% Change		Boardings	%	Boardings	%	Minority	Non-Minority
ANAHEIM	136	83	-39%	2,134	1,261	59%	873	41%	(491)	(340)
ANAHEIM CANYON	98	78	-20%	881	630	72%	250	28%	(129)	(51)
BALDWIN PARK	252	164	-35%	1,275	1,246	98%	29	2%	(435)	(10)
BUENA PARK	209	146	-30%	2,430	2,077	85%	352	15%	(626)	(106)
BURBANK	288	191	-34%	2,761	1,797	65%	964	35%	(605)	(325)
BURBANK AIRPORT - NORTH	188	121	-36%	629	353	56%	276	44%	(126)	(98)
BURBANK AIRPORT - SOUTH	100	70	-30%	720	224	31%	497	69%	(67)	(149)
CAL STATE LA	252	164	-35%	2,325	1,957	84%	368	16%	(683)	(128)
CAMARILLO	30	30	0%	567	412	73%	155	27%	0	0
CHATSWORTH	100	70	-30%	1,093	812	74%	282	26%	(244)	(84)
CLAREMONT	252	164	-35%	1,575	974	62%	601	38%	(340)	(210)
COMMERCE	35	25	-29%	193	110	57%	83	43%	(31)	(24)
COVINA	252	164	-35%	1,966	1,636	83%	330	17%	(571)	(115)
DOWNTOWN PERRIS	73	63	-14%	964	915	95%	49	5%	(125)	(7)
DOWNTOWN POMONA	50	50	0%	477	368	77%	109	23%	0	0
EAST ONTARIO	50	50	0%	802	746	93%	56	7%	0	0
EAST VENTURA	30	30	0%	125	78	62%	47	38%	0	0
EL MONTE	252	164	-35%	1,252	1,050	84%	202	16%	(367)	(71)
FONTANA	202	164	-19%	2,843	2,802	99%	41	1%	(527)	(8)
FULLERTON	209	146	-30%	5,417	3,545	65%	1,872	35%	(1,068)	(564)
GLENDALE	288	191	-34%	2,197	1,322	60%	875	40%	(445)	(295)
INDUSTRY	50	50	0%	983	883	90%	100	10%	0	0
IRVINE	234	161	-31%	4,008	2,886	72%	1,122	28%	(900)	(350)
JURUPA VALLEY/PEDLEY	50	50	0%	321	211	66%	110	34%	0	0
LA UNION	799	551	-31%	39,175	31,062	79%	8,113	21%	(9,641)	(2,518)
LAGUNA NIGUEL/MISSION VIEJO	229	161	-30%	1,234	658	53%	577	47%	(195)	(171)
LANCASTER	124	91	-27%	3,579	3,407	95%	173	5%	(907)	(46)
MONTCLAIR	252	164	-35%	1,544	1,229	80%	315	20%	(429)	(110)
MONTEBELLO/COMMERCE	50	50	0%	491	413	84%	78	16%	0	0
MOORPARK	70	70	0%	668	0	0%	668	100%	0	0
MORENO VALLEY / MARCH FIELD	73	63	-14%	839	633	75%	206	25%	(87)	(28)
NEWHALL	188	121	-36%	1,722	1,304	76%	418	24%	(465)	(149)
NORTH MAIN CORONA	171	141	-18%	2,769	2,103	76%	666	24%	(369)	(117)
NORTHRIDGE	100	70	-30%	1,991	1,560	78%	432	22%	(468)	(129)

Figure A-1 CONTINUED. Service Equity Analysis by Minority Status - 2026 Service Reductions

Stations	# of Train Trips (inbound & outbound, weekly average)			Weekly Avg. Boardings (Jul-25 to Jun-26 Ticket Sales)	Minority Status				Adversely Affected Boardings	
					Minority		Non-Minority			
	Jan-2026	Fall-2026	% Change		Boardings	%	Boardings	%	Minority	Non-Minority
NORWALK/SANTA FE SPRINGS	209	146	-30%	3,055	2,458	80%	597	20%	(741)	(180)
OCEANSIDE	79	16	-80%	2,116	1,498	71%	618	29%	(1,195)	(493)
ORANGE	234	161	-31%	2,250	1,490	66%	760	34%	(465)	(237)
OXNARD	30	30	0%	794	554	70%	240	30%	0	0
PALMDALE	124	91	-27%	2,929	2,757	94%	172	6%	(734)	(46)
POMONA	252	164	-35%	1,605	1,412	88%	192	12%	(493)	(67)
RANCHO CUCAMONGA	202	164	-19%	2,625	2,177	83%	448	17%	(410)	(84)
REDLANDS - DOWNTOWN	304	294	-3%	1,403	1,075	77%	328	23%	(35)	(11)
REDLANDS - ESRI	286	266	-7%	287	129	45%	157	55%	(9)	(11)
REDLANDS - UNIVERSITY	294	274	-7%	1,032	736	71%	296	29%	(50)	(20)
RIALTO	202	164	-19%	1,735	1,537	89%	198	11%	(289)	(37)
RIVERSIDE HUNTER PARK	73	63	-14%	642	567	88%	75	12%	(78)	(10)
RIVERSIDE-DOWNTOWN	221	191	-14%	3,158	2,229	71%	929	29%	(303)	(126)
RIVERSIDE-LA SIERRA	171	141	-18%	2,429	1,834	75%	596	25%	(322)	(105)
SAN BERNARDINO - TIPPECANOE	286	266	-7%	195	171	88%	24	12%	(12)	(2)
SAN BERNARDINO DEPOT	250	192	-23%	2,351	1,929	82%	423	18%	(447)	(98)
SAN BERNARDINO DOWNTOWN	536	463	-14%	2,666	2,409	90%	257	10%	(328)	(35)
SAN CLEMENTE	79	16	-80%	354	173	49%	181	51%	(138)	(144)
SAN CLEMENTE PIER	24	16	-33%	278	231	83%	47	17%	(77)	(16)
SAN JUAN CAPISTRANO	79	16	-80%	718	602	84%	115	16%	(480)	(92)
SANTA ANA	234	161	-31%	2,422	1,753	72%	669	28%	(547)	(209)
SANTA CLARITA	188	121	-36%	1,413	917	65%	496	35%	(327)	(177)
SIMI VALLEY	70	70	0%	1,016	670	66%	346	34%	0	0
SOUTH PERRIS	73	63	-14%	925	712	77%	213	23%	(98)	(29)
SUN VALLEY	188	121	-36%	482	392	81%	89	19%	(140)	(32)
SYLMAR/SAN FERNANDO	188	121	-36%	2,434	1,981	81%	453	19%	(706)	(162)
TUSTIN	234	161	-31%	3,975	2,897	73%	1,078	27%	(904)	(336)
UPLAND	202	164	-19%	1,767	1,530	87%	237	13%	(288)	(45)
VAN NUYS	100	70	-30%	829	712	86%	117	14%	(214)	(35)
VIA PRINCESSA	188	121	-36%	1,124	879	78%	246	22%	(313)	(88)
VINCENT GRADE/ACTON	124	91	-27%	604	358	59%	247	41%	(95)	(66)
VISTA CANYON	188	121	-36%	338	264	78%	74	22%	(94)	(26)
WEST CORONA	171	141	-18%	1,675	1,130	67%	546	33%	(198)	(96)
Totals	**11,819**	**8,731**	**-26.1%**	**143,579**	**110,825**	**77%**	**32,754**	**23%**	**(30,871)**	**(9,318)**
% Adversely Affected Boardings									**27.86%**	**28.45%**

Figure A-2. Service Equity Analysis by Low-Income Status - 2026 Service Reductions

Stations	# of Train Trips (inbound & outbound, weekly average)			Weekly Avg. Boardings (Jul-25 to Jun-26 Ticket Sales)	Low-Income Status				Adversely Affected Boardings	
					Low-Income		Non-Low-Income			
	Jan-2026	Fall-2026	% Change		Boardings	%	Boardings	%	Low-Income	Non Low-Income
ANAHEIM	136	83	-39%	2,134	536	25%	1,598	75%	(209)	(623)
ANAHEIM CANYON	98	78	-20%	881	125	14%	756	86%	(26)	(154)
BALDWIN PARK	252	164	-35%	1,275	773	61%	502	39%	(270)	(175)
BUENA PARK	209	146	-30%	2,430	992	41%	1,437	59%	(299)	(433)
BURBANK	288	191	-34%	2,761	837	30%	1,924	70%	(282)	(648)
BURBANK AIRPORT - NORTH	188	121	-36%	629	149	24%	480	76%	(53)	(171)
BURBANK AIRPORT - SOUTH	100	70	-30%	720	92	13%	628	87%	(28)	(188)
CAL STATE LA	252	164	-35%	2,325	825	35%	1,499	65%	(288)	(524)
CAMARILLO	30	30	0%	567	98	17%	469	83%	0	0
CHATSWORTH	100	70	-30%	1,093	735	67%	358	33%	(221)	(107)
CLAREMONT	252	164	-35%	1,575	669	42%	906	58%	(234)	(317)
COMMERCE	35	25	-29%	193	74	38%	119	62%	(21)	(34)
COVINA	252	164	-35%	1,966	677	34%	1,290	66%	(236)	(450)
DOWNTOWN PERRIS	73	63	-14%	964	570	59%	394	41%	(78)	(54)
DOWNTOWN POMONA	50	50	0%	477	137	29%	340	71%	0	0
EAST ONTARIO	50	50	0%	802	278	35%	525	65%	0	0
EAST VENTURA	30	30	0%	125	52	42%	73	58%	0	0
EL MONTE	252	164	-35%	1,252	322	26%	930	74%	(112)	(325)
FONTANA	202	164	-19%	2,843	1,516	53%	1,327	47%	(285)	(250)
FULLERTON	209	146	-30%	5,417	1,798	33%	3,619	67%	(542)	(1,091)
GLENDALE	288	191	-34%	2,197	491	22%	1,706	78%	(165)	(575)
INDUSTRY	50	50	0%	983	214	22%	769	78%	0	0
IRVINE	234	161	-31%	4,008	1,001	25%	3,007	75%	(312)	(938)
JURUPA VALLEY/PEDLEY	50	50	0%	321	83	26%	238	74%	0	0
LA UNION	799	551	-31%	39,175	16,926	43%	22,249	57%	(5,254)	(6,906)
LAGUNA NIGUEL/MISSION VIEJO	229	161	-30%	1,234	247	20%	987	80%	(73)	(293)
LANCASTER	124	91	-27%	3,579	2,913	81%	667	19%	(775)	(177)
MONTCLAIR	252	164	-35%	1,544	893	58%	650	42%	(312)	(227)
MONTEBELLO/COMMERCE	50	50	0%	491	213	43%	278	57%	0	0
MOORPARK	70	70	0%	668	59	9%	609	91%	0	0
MORENO VALLEY / MARCH FIELD	73	63	-14%	839	353	42%	486	58%	(48)	(67)
NEWHALL	188	121	-36%	1,722	1,046	61%	676	39%	(373)	(241)
NORTH MAIN CORONA	171	141	-18%	2,769	968	35%	1,801	65%	(170)	(316)
NORTHRIDGE	100	70	-30%	1,991	890	45%	1,101	55%	(267)	(330)

Figure A-2 CONTINUED. Service Equity Analysis by Low-Income Status - 2026 Service Reductions

Stations	# of Train Trips (inbound & outbound, weekly average)			Weekly Avg. Boardings (Jul-25 to Jun-26 Ticket Sales)	Low-Income Status				Adversely Affected Boardings	
					Low-Income		Non-Low-Income			
	Jan-2026	Fall-2026	% Change		Boardings	%	Boardings	%	Low-Income	Non-Low-Income
NORWALK/SANTA FE SPRINGS	209	146	-30%	3,055	1,062	35%	1,993	65%	(320)	(601)
OCEANSIDE	79	16	-80%	2,116	917	43%	1,199	57%	(732)	(956)
ORANGE	234	161	-31%	2,250	885	39%	1,366	61%	(276)	(426)
OXNARD	30	30	0%	794	253	32%	542	68%	0	0
PALMDALE	124	91	-27%	2,929	2,219	76%	710	24%	(591)	(189)
POMONA	252	164	-35%	1,605	528	33%	1,077	67%	(184)	(376)
RANCHO CUCAMONGA	202	164	-19%	2,625	965	37%	1,660	63%	(181)	(312)
REDLANDS - DOWNTOWN	304	294	-3%	1,403	588	42%	815	58%	(19)	(27)
REDLANDS - ESRI	286	266	-7%	287	94	33%	193	67%	(7)	(13)
REDLANDS - UNIVERSITY	294	274	-7%	1,032	652	63%	380	37%	(44)	(26)
RIALTO	202	164	-19%	1,735	844	49%	891	51%	(159)	(168)
RIVERSIDE HUNTER PARK	73	63	-14%	642	256	40%	386	60%	(35)	(53)
RIVERSIDE-DOWNTOWN	221	191	-14%	3,158	1,234	39%	1,924	61%	(168)	(261)
RIVERSIDE-LA SIERRA	171	141	-18%	2,429	673	28%	1,756	72%	(118)	(308)
SAN BERNARDINO - TIPPECANOE	286	266	-7%	195	168	86%	27	14%	(12)	(2)
SAN BERNARDINO DEPOT	250	192	-23%	2,351	1,379	59%	973	41%	(320)	(226)
SAN BERNARDINO DOWNTOWN	536	463	-14%	2,666	1,807	68%	859	32%	(246)	(117)
SAN CLEMENTE	79	16	-80%	354	124	35%	230	65%	(99)	(183)
SAN CLEMENTE PIER	24	16	-33%	278	29	10%	249	90%	(10)	(83)
SAN JUAN CAPISTRANO	79	16	-80%	718	245	34%	473	66%	(195)	(377)
SANTA ANA	234	161	-31%	2,422	1,184	49%	1,238	51%	(369)	(386)
SANTA CLARITA	188	121	-36%	1,413	522	37%	891	63%	(186)	(318)
SIMI VALLEY	70	70	0%	1,016	367	36%	649	64%	0	0
SOUTH PERRIS	73	63	-14%	925	423	46%	501	54%	(58)	(69)
SUN VALLEY	188	121	-36%	482	421	87%	61	13%	(150)	(22)
SYLMAR/SAN FERNANDO	188	121	-36%	2,434	1,483	61%	951	39%	(529)	(339)
TUSTIN	234	161	-31%	3,975	1,386	35%	2,589	65%	(432)	(808)
UPLAND	202	164	-19%	1,767	753	43%	1,014	57%	(142)	(191)
VAN NUYS	100	70	-30%	829	412	50%	417	50%	(124)	(125)
VIA PRINCESSA	188	121	-36%	1,124	623	55%	502	45%	(222)	(179)
VINCENT GRADE/ACTON	124	91	-27%	604	356	59%	248	41%	(95)	(66)
VISTA CANYON	188	121	-36%	338	60	18%	278	82%	(22)	(99)
WEST CORONA	171	141	-18%	1,675	293	17%	1,382	83%	(51)	(242)
Totals	**11,819**	**8,731**	**-26.1%**	**143,579**	**60,756**	**42%**	**82,824**	**58%**	**(17,027)**	**(23,162)**
% Adversely Affected Boardings									**28.03%**	**27.96%**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

SALARY RESOLUTION

FISCAL YEAR 2026-2027

EFFECTIVE JULY 1, 2026

Attachment SR

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

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

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

For FY27, CEO recommends the Board adopt:

(1) **Cost of Living Adjustment (COLA) –** 3 percent
(2) **Proposed FY27 Salary Grade and Range Structure**, effective July 1, 2026 (Attachment SR-1) – With an adjustment of the salary ranges by 3 percent for Grades 1 through 17, which is the amount of the proposed COLA effective July 1, 2026
(3) **Proposed FY27 Classification and Salary Plan**, effective July 1, 2026, (Attachment SR-3) – With the proposed changes listed below, to comply with Government Code 20630, 20636 and 20636.1 and pursuant to these requirements, transmit to CALPERS a pay schedule that has been approved and adopted by the Governing Body

Classifications with proposed title changes on the Classifications and Salary Plan:

Current Title	Proposed New Title
Assistant Director, Signal Systems (Grade 11B)	Assistant Director, Signal Maintenance (Grade 11B)
Contract & Compliance Administrator (Grade 8)	Contracts & Procurement Administrator (Grade 8)
Director, Communications (Grade 12)	Director, Communications and Public Affairs (Grade 12)
Director, Information Technology (Grade 13)	Deputy Chief Technology Officer (Grade 13)
Director, Train Control Systems, Network Operations (Grade 12)	Director, Mission-Critical Technology Solutions (Grade 12)
Manager II, Contract & Compliance (Grade 10)	Manager II, Contracts & Procurement (Grade 10)
Senior Contract & Compliance Administrator (Grade 9)	Senior Contracts & Procurement Administrator (Grade 9)
Senior Manager, Contract & Compliance (Grade 11A)	Senior Manager, Contracts & Procurement (Grade 11A)
Senior Manager, Grants & Capital Improvement (Grade 11A)	Senior Manager, Grants (Grade 11A)
Senior Manager, Train Control Systems (Grade 11A)	Senior Manager, Mission-Critical Technology Solutions (Grade 11A)
Station Maintenance Administrator (Grade 8)	Environmental Compliance & Station Administrator (Grade 8)

Attachment SR

Classifications to be added to the Classification and Salary Plan:

Assistant Director, Communications and Public Affairs (Grade 11B)
Assistant Director, Customer Experience (Grade 11B)
Assistant Director, Dispatching Operations (Grade 11B)
Assistant Director, Human Resources (Grade 11B)
Assistant Director, Rolling Stock (Grade 12)
Assistant Director, System Safety (Grade 11B)
Assistant Director, Technology Infrastructure (Grade 11B)
Assistant Director, Track & Structures (Grade 11B)
Business Information Security Officer (Grade 11B)
CADD Designer and Database Administrator (Grade 8)
Communications Systems Manager (Grade 10)
Coordinator, Train Control & Communications (Grade 6)
Director, Railroad and Real Estate Services (Grade 12)
Director, Signal Design (Grade 12)
Disadvantaged Business Enterprise Liaison Officer (Grade 10)
Emergency Manager (Grade 11A)
Environmental Compliance & Station Maintenance Manager (Grade 10)
Fleet Manager (Grade 9)
Innovation & Partnerships Analyst (Grade 8)
Principal Technology Product Manager (Grade 11A)
Senior Manager, Community Relations (Grade 11A)
Senior Manager, Facilities Maintenance (Grade 11A)
Senior Manager, Market Insights & Analytics (Grade 11A)
Senior Manager, Partnerships (Grade 11A)
Senior Manager, Planning & Development (Grade 11A)
Senior Manager, Transit Asset Management (Grade 11A)
Senior Technology Product Manager (Grade 10)
Signal Maintenance Manager (Grade 10)
Technology Product Manager (Grade 9)
Track & Structures Maintenance Manager (Grade 10)

Attachment SR

Classifications to be removed from the Classification and Salary Plan:

Accounts Payable Specialist (Grade 4)
Business Intelligence Manager (Grade 11A)
Civil Design Specialist (Grade 5)
Corporate Accounts Manager (Grade 9)
Coordinator, Customer Relations (Grade 6)
Coordinator, Facilities Maintenance (Grade 6)
Coordinator, Fleet Maintenance (Grade 6)
Coordinator, Grants Funding & Reporting (Grade 6)
Coordinator, Marketing (Grade 6)
Coordinator, Safety & Compliance (Grade 6)
Corporate Sales Specialist (Grade 5)
Customer Relations Administrator (Grade 8)
Customer Relations Manager (Grade 9)
Director, Engineering & Construction (Grade 13)
Director, Marketing & Partnerships (Grade 12)
Director, Material Management (Grade 12)
Director, PTC (Grade 12)
Director, Train Control Systems (Grade 12)
Director, Signals & Communications (Grade 12)
District T & S Maintenance Supervisor (Grade 9)
Information Technology Manager (Grade 9)
IT Systems Manager (Grade 11A)
Rolling Stock Engineering Manager I (Grade 10)
Rolling Stock Engineering Manager II (Grade 11A)
Salesforce Developer (Grade 8)
Security Manager (Grade 9)
Senior Civil Design Specialist (Grade 6)
Senior Manager, Customer Relations (Grade 11A)
Senior Manager, Fare Collections (Grade 11A)
Senior Manager, Maintenance of Equipment (Grade 11A)
Senior Manager, Signal Systems (Grade 11A)
Senior Manager, Talent Development (Grade 11A)

Senior Manager, Track & Structures (Grade 11A)
Senior Manager, Train Control Systems Design (Grade 11A)
Social Media Manager (Grade 9)
Special Assistant to the CEO (Grade 12)
Supervisor, Communications (Grade 8)
Supervisor, Communications Systems (Grade 9)
Supervisor, Signal Systems (Grade 9)
Supervisor, Track & Structures (Grade 9)
Web Services Manager (Grade 9)

Prepared by: Cory Elmore, Manager I, Human Resources

Attachment SR-1

Southern California Regional Rail Authority
Proposed FY27 Salary Grade and Range Structure
Effective 07.01.2026

SALARY RANGE

GRADE	MINIMUM	MIDPOINT	MAXIMUM
Grade 1	$41,804	$53,300	$64,795
Grade 2	$45,984	$58,631	$71,275
Grade 3	$51,961	$66,252	$80,541
Grade 4	$58,716	$74,865	$91,011
Grade 5	$65,175	$83,099	$101,022
Grade 6	$72,345	$92,241	$112,134
Grade 7	$81,026	$103,310	$125,590
Grade 8	$88,318	$112,608	$136,893
Grade 9	$95,384	$121,616	$147,846
Grade 10	$105,877	$134,993	$164,109
Grade 11A	$122,816	$156,593	$190,367
Grade 11B	$133,870	$170,686	$207,499
Grade 12	$144,580	$184,341	$224,098
Grade 13	$154,700	$197,245	$239,786
Grade 14	$190,281	$242,611	$294,936
Grade 15	$218,822	$279,002	$339,177
Grade 16	$251,647	$320,853	$390,053
Grade 17	$299,460	$381,815	$464,163

All values shown rounded to the nearest $1.00
3% adjustment to Grades 1-17 due to COLA

Attachment SR-2
PROPOSED FY27 BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
Finance	Finance	Accountant II	15001
Finance	Finance	Senior Finance Analyst	015002
Finance	Finance	Senior Accountant	015003
Finance	Finance	Finance Specialist II	015004
Finance	Finance	Assistant Director, Finance	15005
Finance	Finance	Accountant II	015006
Human Resources	Human Resources	Human Resources Analyst II	015007
Finance	Finance	Budget Analyst II	015008
Signal Maintenance	Operations	Assistant Director, Signal Maintenance	015009
Capital Construction & Rehabilitation	Program Delivery	Director, State of Good Repair	015010
Dispatching Services	Operations	Assistant Director, Dispatching Operations	015011
Equipment	Operations	Assistant Director, Maintenance of Equipment	015012
Program Management	Program Delivery	Director, Program Management	015014
Information Technology	Integrated Digital & Technology Services	Deputy Chief Technology Officer	15015
Signal Design	Program Delivery	Director, Signal Design	15016
Public Projects	Program Delivery	Director, Capital Construction	015017
Standards & Design	Program Delivery	Principal Engineer	15018
System Safety	Safety, Security & Compliance	Assistant Director, System Safety	015019
Track	Operations	Director, Track and Signal Infrastructure Maintenance	015020
Customer Relations	Customer Experience	Supervisor, Customer Relations	015021
Customer Relations	Customer Experience	Manager II (Various)	015022
Compliance	Safety, Security & Compliance	Compliance Officer II	015023
Human Resources	Human Resources	Director, Human Resources	015024
Information Technology	Integrated Digital & Technology Services	Business Information Security Officer	15025
Communications	Customer Experience	Manager I (Various)	15026
Customer Relations	Customer Experience	Customer Relations Representative	015027
Office of the General Counsel	Legal	Associate General Counsel	015028
Office of the CPD	Program Delivery	Administrative Assistant II	015029
Office of the COO	Operations	Operations Administrator	015030
System Safety	Safety, Security & Compliance	Manager II (Various)	015031
Business Operations	Program Delivery	Business Administrator	015032
Office of the COO	Operations	Business Administrator	015033
Office of the COO	Operations	Operations Administrator	015034
Office of the COO	Operations	Business Analyst II	015035

Attachment SR-2
PROPOSED FY27 BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
Business Operations	Program Delivery	Business Analyst II	015036
Finance	Finance	Finance Specialist II	015037
Materials Management	Finance	Supervisor, Inventory Control	015038
Information Technology	Integrated Digital & Technology Services	Principal Technology Product Manager	015039
Contracts & Procurement	Finance	Contracts & Procurement Administrator	015040
Office of the CEO	Office of the CEO	Executive Assistant to the CEO	015041
Marketing & Partnerships	Customer Experience	Business Analyst II	15042
Office of the CXO	Customer Experience	Chief, Customer Experience Officer	015043
Office of the CEO	Office of the CEO	Chief Executive Officer	015045
Finance	Finance	Chief Financial Officer	015046
Office of the COO	Operations	Chief Operating Officer	015047
Office of the CPD	Program Delivery	Chief, Program Delivery	015048
Standards & Design	Program Delivery	CADD Designer and Database Administrator	015049
PTC Communications Systems	Operations	Senior Manager, Communications Systems	015050
Office of the CSO	Strategy	Business Analyst I	15051
Customer Experience	Customer Experience	Communications Coordinator	15052
Customer Experience	Customer Experience	Communications Coordinator	015053
Customer Experience	Customer Experience	Communications Coordinator	15054
Customer Experience	Customer Experience	Communications Coordinator	15055
Customer Relations	Customer Experience	Business Analyst I	015056
Communications	Customer Experience	Senior Manager, Community Relations	015057
Contracts & Procurement	Finance	Contracts & Procurement Administrator	15058
Contracts & Procurement	Finance	Contracts & Procurement Administrator	15059
Contracts & Procurement	Finance	Contracts & Procurement Administrator	015060
Office of the Chief of Staff	Office of the CEO	Chief of Staff	015061
Communications	Customer Experience	Public Affairs Manager	015062
Finance	Finance	Senior Budget Analyst	015063
Finance	Finance	Budget Analyst II	15064
Customer Relations	Customer Experience	Customer Relations Representative	15065
Customer Relations	Customer Experience	Customer Relations Representative	015066
Customer Relations	Customer Experience	Customer Relations Representative	015067
Customer Relations	Customer Experience	Customer Relations Representative	015068
Customer Relations	Customer Experience	Customer Relations Representative	015069
Contracts & Procurement	Finance	Contracts & Procurement Administrator	015070
Customer Relations	Customer Experience	Customer Relations Representative	15071

Attachment SR-2
PROPOSED FY27 BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
Contracts & Procurement	Finance	Business Analyst I	015072
Customer Relations	Customer Experience	Customer Relations Representative	15074
Customer Relations	Customer Experience	Manager II (Various)	015076
Customer Relations	Customer Experience	Customer Relations Representative	015077
Customer Experience	Customer Experience	Communications Coordinator	15078
Customer Experience	Customer Experience	Communications Coordinator	15079
Customer Relations	Customer Experience	Supervisor, Customer Relations	015080
Customer Relations	Customer Experience	Customer Relations Representative	015081
Facilities & Fleet Maintenance	Operations	Environmental Compliance & Station Administrator	15082
Customer Relations	Customer Experience	Supervisor, Customer Relations	015083
Customer Experience	Customer Experience	Supervisor, Customer Communications	015084
Operations Administration	Operations	Operations Administrator	015085
Business Operations	Program Delivery	Business Analyst II	015086
PTC, Train Control & Communications	Operations	Coordinator, Train Control & Communications	015087
Marketing & Partnerships	Customer Experience	Business Analyst I	15088
Capital Equipment & Facilities	Program Delivery	Senior Project Engineer	015089
Information Technology	Integrated Digital & Technology Services	Network Engineer I	015090
Administrative Services	Human Resources	Senior Administrative Assistant	015092
Facilities & Fleet Maintenance	Operations	Senior Administrative Assistant	015093
Human Resources	Human Resources	Human Resources Specialist	015094
Human Resources	Human Resources	Senior Human Resources Analyst	15095
Office of the CSO	Strategy	Chief Strategy Officer	015096
Information Technology	Integrated Digital & Technology Services	Senior Manager, Information Technology	015097
Dispatching Services	Operations	Senior Manager, Dispatching	015098
Dispatching Services	Operations	Director, Dispatching Operations	015099
Office of the CSO	Strategy	Director, Sustainability	015100
Contracts & Procurement	Finance	Director, Contracts, Procurement & Materials Management	015101
Office of the CPO	Human Resources	Chief People Officer	015102
Equipment	Operations	Director, Maintenance of Equipment	015103
Customer Innovation & Partnerships	Customer Experience	Director, CX Innovation & Partnerships	015104
Office of the COO	Operations	Deputy Chief Operating Officer	015105
Planning & Development	Strategy	Director, Planning & Development	015106
Communications	Customer Experience	Director, Communications and Public Affairs	15107
PTC, Train Control & Communications	Operations	Director, Train Control & Communications	015108
Government & Community Relations	Strategy	Director, Government & Community Relations	015109

Attachment SR-2
PROPOSED FY27 BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
Office of the CSSC	Safety, Security & Compliance	Chief Safety, Security & Compliance Officer	15110
Dispatching Services	Operations	Senior Manager, Dispatching	015111
Fare Collection Services	Integrated Digital & Technology Services	Senior Technology Product Manager	015112
PTC Communications Systems	Operations	Communications Systems Manager	015113
PTC Communications Systems	Operations	Communications Systems Manager	015114
Track	Operations	Track & Structure Maintenance Manager	015115
Office of the Chief of Staff	Office of the CEO	Board Clerk	015116
Finance	Finance	Accountant I	015117
Office of the Chief of Staff	Office of the CEO	Assistant Board Clerk	015118
Customer Innovation & Partnerships	Customer Experience	Partnerships Coordinator	015119
Office of the COO	Operations	Senior Manager, Business Operations	015120
Finance	Finance	Business Analyst II	15121
Facilities & Fleet Maintenance	Operations	Director, Facilities & Fleet Maintenance	015122
Human Resources	Human Resources	Human Resources Analyst II	015123
Compliance	Safety, Security & Compliance	Coordinator, Compliance	015124
Market Research & Data Analytics	Customer Experience	Senior Manager, Market Insights & Analytics	015125
Finance	Finance	Accountant II	15126
Finance	Finance	Finance Analyst II	015127
Facilities & Fleet Maintenance	Operations	Fleet Manager	015128
Business Operations	Program Delivery	Manager II (Various)	015129
Information Technology	Integrated Digital & Technology Services	Senior Technology Product Manager	015130
Information Technology	Integrated Digital & Technology Services	Senior Technology Product Manager	015131
Office of the General Counsel	Legal	General Counsel	015132
Government & Community Relations	Strategy	Government Relations Manager	015133
Government & Community Relations	Strategy	Senior Manager, Government Relations	015134
Railroad Services	Strategy	Senior Business Analyst	015135
Grants Funding & Reporting	Strategy	Business Analyst II	015136
Information Technology	Integrated Digital & Technology Services	Assistant Director, Technology Infrastructure	015137
Materials Management	Finance	Manager II (Various)	015138
Contracts & Procurement	Finance	Contracts & Procurement Administrator	015139
Office of the CSO	Strategy	Director, Special Projects	15140
Customer Relations	Customer Experience	Senior Customer Relations Representative	015141
Customer Innovation & Partnerships	Customer Experience	Innovation & Partnerships Analyst	015142
Customer Experience	Customer Experience	Communications Coordinator	015143
Customer Relations	Customer Experience	Senior Customer Relations Representative	015144

Attachment SR-2
PROPOSED FY27 BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
Marketing & Partnerships	Customer Experience	Manager I (Various)	015145
Customer Relations	Customer Experience	Senior Customer Relations Representative	15146
Human Resources	Human Resources	Senior Human Resources Analyst	015147
Facilities & Fleet Maintenance	Operations	Senior Manager, Facilities Maintenance	015148
Information Technology	Integrated Digital & Technology Services	Principal Technology Product Manager	015149
Information Technology	Integrated Digital & Technology Services	Senior Technology Product Manager	015150
Human Resources	Human Resources	Manager II (Various)	015151
Office of the General Counsel	Legal	Legal Counsel, Associate Risk Manager	015152
Facilities & Fleet Maintenance	Operations	Maintenance Technician II	015153
Facilities & Fleet Maintenance	Operations	Senior Maintenance Technician	015154
Facilities & Fleet Maintenance	Operations	Supervisor, Facilities Maintenance	015155
Finance	Finance	Assistant Director, Finance	015156
Customer Innovation & Partnerships	Customer Experience	Senior Manager, Partnerships	015157
Customer Relations	Customer Experience	Assistant Director, Customer Experience	015158
Planning & Development	Strategy	Planning Manager II	015159
Office of the COO	Operations	Manager II (Various)	015160
Finance	Finance	Assistant Director, General Accounting	015161
Railroad Services	Strategy	Director, Railroad and Real Estate Services	15162
Office of the COO	Operations	Deputy Chief Operating Officer	015163
Human Resources	Human Resources	Manager I (Various)	15164
PTC Communications Systems	Operations	Senior Manager, Train Control On-Board Systems	015165
Contracts & Procurement	Finance	Manager II, Contracts & Procurement	015166
PTC Network Control Operations	Integrated Digital & Technology Services	Senior Manager, Mission-Critical Technology Solutions	015167
Finance	Finance	Manager II (Various)	015168
Marketing & Partnerships	Customer Experience	Senior Manager, Marketing & Digital	015169
Office of the COO	Operations	Field Operations Manager	015170
Marketing & Partnerships	Customer Experience	Marketing Manager II	015171
Materials Management	Finance	Inventory Control Operator II	15172
Materials Management	Finance	Inventory Control Operator II	015173
Materials Management	Finance	Supervisor, Inventory Control	15174
Materials Management	Finance	Senior Inventory Control Operator	015175
Materials Management	Finance	Inventory Control Operator II	015176
Materials Management	Finance	Inventory Control Operator II	15177
Finance	Finance	Budget Analyst II	15178
Equipment	Operations	Senior Mechanical Operations Officer	015179

Department	Business Unit	Position	PCN
PTC Technical Support Services	Operations	Senior Train Control Systems Engineer	015180
Equipment	Operations	Senior Mechanical Operations Officer	015181
Compliance	Safety, Security & Compliance	Compliance Officer I	15182
Compliance	Safety, Security & Compliance	Compliance Officer II	015183
Compliance	Safety, Security & Compliance	Manager II (Various)	015184
Compliance	Safety, Security & Compliance	Senior Manager, Compliance	015185
Finance	Finance	Accountant II	015186
Grants Funding & Reporting	Strategy	Senior Manager, Grants	015187
Program Management	Program Delivery	Manager II (Various)	15188
Finance	Finance	Disadvantaged Business Enterprise Liaison Officer	015189
Capital Equipment & Facilities	Program Delivery	Assistant Director, Rolling Stock	015190
Signal Maintenance	Operations	Signal Maintenance Manager	015191
Standards & Design	Program Delivery	Railroad Civil Engineer II	015192
Capital Construction & Rehabilitati	Program Delivery	Principal Engineer	15193
Public Projects	Program Delivery	Railroad Civil Engineer II	15194
PTC Communications Systems	Operations	Senior Railroad Systems Engineer	015195
Public Projects	Program Delivery	Railroad Civil Engineer I	15196
PTC Communications Systems	Operations	Senior Train Control Systems Engineer	015197
Public Projects	Program Delivery	Senior Railroad Civil Engineer	015198
Program Management	Program Delivery	Senior Management Analyst	15199
PTC Technical Support Services	Operations	Configuration Management Manager	015200
PTC Network Control Operations	Integrated Digital & Technology Services	IT Architect II	015201
PTC Communications Systems	Operations	PTC Equipment Engineer I	15202
PTC Communications Systems	Operations	PTC Equipment Engineer II	015203
Capital Construction & Rehabilitati	Program Delivery	Railroad Civil Engineer I	015204
PTC Communications Systems	Operations	Senior PTC Equipment Engineer	015205
Capital Equipment & Facilities	Program Delivery	Project Engineer I	015206
PTC Network Control Operations	Integrated Digital & Technology Services	Senior Network Engineer	015207
PTC Technical Support Services	Operations	Senior Manager, Train Control & Technical Services	015208
System Safety	Safety, Security & Compliance	Public Safety + Environment Manager	015209
Compliance	Safety, Security & Compliance	Compliance Officer II	015210
Customer Experience	Customer Experience	Supervisor, Customer Relations	15211
Track	Operations	Coordinator, Right-Of-Way	015212
Track	Operations	Coordinator, Right-Of-Way	015213
System Safety	Safety, Security & Compliance	Management Analyst I	015214

Attachment SR-2
PROPOSED FY27 BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
Information Technology	Integrated Digital & Technology Services	Senior Network Engineer	015215
System Safety	Safety, Security & Compliance	Emergency Manager	015216
Internal Audit	Internal Audit	Director, Audit	015217
Internal Audit	Internal Audit	Senior Auditor	015218
Internal Audit	Internal Audit	Senior Auditor	015219
Public Projects	Program Delivery	Principal Engineer	015220
Contracts & Procurement	Finance	Senior Contracts & Procurement Administrator	015221
Contracts & Procurement	Finance	Senior Contracts & Procurement Administrator	015222
Contracts & Procurement	Finance	Senior Contracts & Procurement Administrator	15223
Contracts & Procurement	Finance	Senior Manager, Contracts & Procurement	015224
Risk Management	Legal	Senior Counsel, Risk Manager	015225
Information Technology	Integrated Digital & Technology Services	Business Analyst I	15226
Information Technology	Integrated Digital & Technology Services	Chief Technology Officer	015227
Information Technology	Integrated Digital & Technology Services	Senior Network Engineer	015228
PTC Network Control Operations	Integrated Digital & Technology Services	Senior PTC Office Systems Engineer	015229
PTC Network Control Operations	Integrated Digital & Technology Services	Senior Train Control Systems Engineer	015230
Compliance	Safety, Security & Compliance	Senior Manager, System Safety	015231
Signal Maintenance	Operations	Signal Maintenance Manager	015232
Communications	Customer Experience	Assistant Director, Communications & Public Affairs	15233
Planning & Development	Strategy	Senior Manager, Planning & Development	15234
Internal Audit	Internal Audit	Senior Auditor	015235
Grants Funding & Reporting	Strategy	Director, Grants	15236
Capital Construction & Rehabilitation	Program Delivery	Railroad Civil Engineer II	015237
Dispatching Services	Operations	Rail Traffic Coordinator	015238
Dispatching Services	Operations	Rail Traffic Coordinator	015239
Dispatching Services	Operations	Rail Traffic Coordinator	015240
Dispatching Services	Operations	Rail Traffic Coordinator	015241
Dispatching Services	Operations	Rail Traffic Coordinator	015242
Dispatching Services	Operations	Rail Traffic Coordinator	015243
PTC Network Control Operations	Integrated Digital & Technology Services	Director, Mission-Critical Technology Solutions	15244
Track	Operations	Assistant Director, Track & Structures	015245
Dispatching Services	Operations	Rail Traffic Controller	015246
Dispatching Services	Operations	Rail Traffic Controller	015247
Dispatching Services	Operations	Rail Traffic Controller	015248
Dispatching Services	Operations	Rail Traffic Controller	015249

Attachment SR-2
PROPOSED FY27 BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
Dispatching Services	Operations	Rail Traffic Controller	015250
Dispatching Services	Operations	Rail Traffic Controller	015251
Dispatching Services	Operations	Rail Traffic Controller	15252
Dispatching Services	Operations	Rail Traffic Controller	15253
Dispatching Services	Operations	Rail Traffic Controller	15254
Office of the COO	Operations	Senior Manager (Various)	15255
Dispatching Services	Operations	Rail Traffic Controller	015256
Dispatching Services	Operations	Rail Traffic Controller	015257
Dispatching Services	Operations	Rail Traffic Controller	015258
Dispatching Services	Operations	Rail Traffic Controller	015259
Dispatching Services	Operations	Rail Traffic Controller	15260
Dispatching Services	Operations	Rail Traffic Controller	015261
Dispatching Services	Operations	Rail Traffic Controller	015262
Dispatching Services	Operations	Rail Traffic Controller	015263
Dispatching Services	Operations	Rail Traffic Controller	015264
Dispatching Services	Operations	Rail Traffic Controller	015265
Dispatching Services	Operations	Rail Traffic Controller	015266
Dispatching Services	Operations	Rail Traffic Controller	015267
Information Technology	Integrated Digital & Technology Services	Technology Product Manager	015269
Finance	Finance	Accountant I	15270
Finance	Finance	Senior Finance Analyst	015271
Finance	Finance	Finance Specialist II	15272
Fare Collection Services	Integrated Digital & Technology Services	Technology Product Manager	015274
Finance	Finance	Finance Analyst II	015275
Materials Management	Finance	Inventory Control Operator II	16003
Materials Management	Finance	Inventory Control Operator II	16004
Program Management	Program Delivery	Manager II (Various)	016005
Finance	Finance	Senior Accountant	17001
Facilities & Fleet Maintenance	Operations	Maintenance Technician II	017002
Marketing & Partnerships	Customer Experience	Social Media Specialist	019001
Finance	Finance	Assistant Director, Finance	19002
Operations Administration	Operations	Operations Administrator	20001
Customer Experience	Customer Experience	Director, Customer Experience	20002
Capital Construction & Rehabilitati	Program Delivery	Senior Railroad Systems Engineer	020003
Human Resources	Human Resources	Human Resources Analyst I	20004

Attachment SR-2
PROPOSED FY27 BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
Human Resources	Human Resources	Assistant Director, Human Resources	20005
Information Technology	Integrated Digital & Technology Services	Manager II (Various)	022001
Office of the COO	Operations	Executive Assistant II	26001
Facilities & Fleet Maintenance	Operations	Environmental Compliance & Station Maintenance Manager	26002
Office of the General Counsel	Legal	Business Analyst I	026003
Track	Operations	Coordinator, Right-Of-Way	26004
Capital Equipment & Facilities	Program Delivery	Director, Capital Rolling Stock & Facilities	21OT09
Capital Equipment & Facilities	Program Delivery	Project Engineer I	21OT10

APPROVED POSITIONS FY26	**287**
POSITIONS ELIMINATED FY27	**0**
PROPOSED POSITIONS FY27	**0**
CURRENT HEADCOUNT AS OF 10/14/26	**287**
PROPOSED HEADCOUNT FY27	**287**
VACANT POSITIONS AS OF 10/14/26	**15**
TOTAL EMPLOYEES AS OF 10/14/26	**272**

Attachment SR-2

PROPOSED FY27 SCORE BUDGETED POSITION ROSTER

Department	Business Unit	Position	PCN
SCORE	Program Delivery	Senior Railroad Civil Engineer	19000S1
SCORE	Program Delivery	Director, Design	19000S5
SCORE	Program Delivery	Senior Manager, Project Management	19000S6
Finance	Finance	Finance Specialist I	1900S10
SCORE	Program Delivery	Manager II (Various)	1900S13
Program Management	Program Delivery	Manager I (Various)	1900S14
Business Operations	Program Delivery	Senior Business Analyst	1900S16
SCORE	Program Delivery	Railroad Civil Engineer II	1900S18
SCORE	Program Delivery	Senior Railroad Civil Engineer	1900S7
Communications	Customer Experience	Assistant Director (Various)	19000S4
Communications	Customer Experience	Senior Business Analyst	19000S3
PTC Technical Support Services	Operations	Train Control Systems Engineer II	19000S8
Planning & Development	Strategy	Planning Manager I	19000S9
Contracts & Procurement	Finance	Senior Contracts & Procurement Administrator	1900S11
Finance	Finance	Senior Accountant	1900S12
SCORE	Program Delivery	Senior Railroad Civil Engineer	1900S15
Planning & Development	Strategy	Planning Manager I	1900S17
PTC Communicatons Systems	Operations	Train Control Systems Engineer I	TBD

APPROVED SCORE POSITIONS FY26	**18**
CURRENT HEADCOUNT AS OF 10/14/26	**18**
PROPOSED HEADCOUNT FY27	**18**
VACANT POSITIONS AS OF 10/14/26	**9**
TOTAL EMPLOYEES AS OF 10/14/26	**9**

Attachment SR-3
Southern California Regional Rail Authority
Proposed FY27 Classification and Salary Plan
Effective: 7/1/2026

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
Grade 1	None	**Bi-Weekly**	$1,607.82	$2,050.00	$2,492.13
		Hourly	$20.0978	$25.6250	$31.1517
		Annual	$41,803	$53,300	$64,795
Grade 2	Administrative Assistant I*	**Bi-Weekly**	$1,768.62	$2,255.01	$2,741.36
	Finance Specialist I*	**Hourly**	$22.1078	$28.1876	$34.2670
	Inventory Control Operator I*	**Annual**	$45,984	$58,630	$71,275
	Maintenance Technician I*				
Grade 3	Administrative Assistant II*	**Bi-Weekly**	$1,998.51	$2,548.16	$3,097.71
	Finance Specialist II*	**Hourly**	$24.9814	$31.8519	$38.7214
	Inventory Control Operator II*	**Annual**	$51,961	$66,252	$80,541
	Maintenance Technician II*				
Grade 4	Executive Assistant I*	**Bi-Weekly**	$2,258.33	$2,879.42	$3,500.42
	Senior Administrative Assistant*	**Hourly**	$28.2291	$35.9927	$43.7553
	Senior Finance Specialist*	**Annual**	$58,717	$74,865	$91,011
	Senior Inventory Control Operator*				
	Senior Maintenance Technician*				
Grade 5	Business Analyst I*	**Bi-Weekly**	$2,506.76	$3,196.14	$3,885.49
	Contracts Specialist	**Hourly**	$31.3345	$39.9518	$48.5686
	Digital Content Creator	**Annual**	$65,176	$83,100	$101,023
	Executive Assistant II*				
	Finance Analyst I*				
	Human Resources Specialist				
	Management Analyst I*				
	Public Affairs Specialist				
	Social Media Specialist				
Grade 6	Accountant I*	**Bi-Weekly**	$2,782.50	$3,547.71	$4,312.87
	Auditor I*	**Hourly**	$34.7813	$44.3463	$53.9108
	Budget Analyst I*	**Annual**	$72,345	$92,240	$112,135
	Coordinator, Compliance				
	Coordinator, Right-Of-Way				
	Coordinator, Train Control & Communications				
	Partnerships Coordinator				
	Senior Executive Assistant*				

Red (2): Phase out current classification ***Classification is part of a series and identified as flexibly staffed classification**

Attachment SR-3
Southern California Regional Rail Authority
Proposed FY27 Classification and Salary Plan
Effective: 7/1/2026

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
Grade 7	Accountant II*	**Bi-Weekly**	$3,116.37	$3,973.45	$4,830.40
	Assistant Board Clerk*	**Hourly**	$38.9547	$49.6681	$60.3800
	Budget Analyst II*	**Annual**	$81,026	$103,310	$125,590
	Business Analyst II*				
	Compliance Officer I*				
	Executive Assistant to the CEO				
	Finance Analyst II*				
	Human Resources Analyst I*				
	Management Analyst II*				
	Railroad Civil Engineer I*				
	Railroad Systems Engineer I*				
	Train Control Systems Engineer I*				
Grade 8	Board Clerk*	**Bi-Weekly**	$3,396.87	$4,331.07	$5,265.14
	Business Operations Administrator	**Hourly**	$42.4608	$54.1383	$65.8142
	CADD Designer and Database Administrator	**Annual**	$88,319	$112,608	$136,894
	Compliance Officer II*				
	Contracts & Procurement Administrator*				
	Innovation & Partnerships Analyst				
	Human Resources Analyst II*				
	Mechanical Operations Officer I*				
	Network Engineer I*				
	PTC Equipment Engineer I*				
	Senior Accountant*				
	Senior Budget Analyst*				
	Senior Business Analyst*				
	Senior Finance Analyst*				
	Senior Management Analyst*				
	Environmental Compliance & Station Administrator				
	Supervisor, Customer Communications				
	Supervisor, Customer Relations				
	Supervisor, Facilities Maintenance				
Grade 9	Auditor II*	**Bi-Weekly**	$3,668.62	$4,677.54	$5,686.38
	Configuration Management Manager	**Hourly**	$45.8578	$58.4693	$71.0798
	Fleet Manager	**Annual**	$95,384	$121,616	$147,846
	Government Relations Manager				
	IT Architect I*				
	Manager I (Various)*				

Red (2): Phase out current classification ***Classification is part of a series and identified as flexibly staffed classification**

Attachment SR-3
Southern California Regional Rail Authority
Proposed FY27 Classification and Salary Plan
Effective: 7/1/2026

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
	Marketing Manager I*				
	Mechanical Operations Officer II*				
	Network Engineer II*				
	Operations Administrator				
	Planning Manager I*				
	Project Engineer I*				
	PTC Equipment Engineer II*				
	Public Affairs Manager				
	Public Safety Manager				
	Railroad Civil Engineer II*				
	Railroad Systems Engineer II*				
	Senior Compliance Officer*				
	Senior Contracts & Procurement Administrator*				
	Senior Human Resources Analyst*				
	Supervisor, Inventory Control				
	Technology Product Manager*				
	Train Control Network Engineer				
	Train Control Systems Engineer II*				
	Business Administrator				
Grade 10	Communications Systems Manager	**Bi-Weekly**	$4,072.17	$5,192.05	$6,311.89
	Disadvantaged Business Enterprise Liaison Officer	**Hourly**	$50.9022	$64.9006	$78.8986
	Environmental Compliance & Station Maintenance Manager	**Annual**	$105,877	$134,993	$164,109
	Field Operations Manager				
	IT Architect II*				
	Manager II (Various)*				
	Manager II, Contracts & Procurement				
	Marketing Manager II*				
	Planning Manager II*				
	Project Engineer II*				
	Senior Auditor*				
	Senior Engineer, Track & Structures				
	Senior Mechanical Operations Officer*				
	Senior Network Engineer				
	Senior PTC Equipment Engineer*				
	Senior PTC Office Systems Engineer*				
	Senior Railroad Civil Engineer*				
	Senior Railroad Systems Engineer*				
	Senior Technology Product Manager*				

Red (2): Phase out current classification ***Classification is part of a series and identified as flexibly staffed classification**

Attachment SR-3
Southern California Regional Rail Authority
Proposed FY27 Classification and Salary Plan
Effective: 7/1/2026

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
	Senior Train Control Systems Engineer*				
	Signal Maintenance Manager				
	Track & Structures Maintenance Manager				
	Public Safety & Environment Manager				
Grade 11A	Emergency Manager	**Bi-Weekly**	$4,723.69	$6,022.82	$7,321.78
	Principal Engineer	**Hourly**	$59.0461	$75.2852	$91.5222
	Principal Technology Product Manager*	**Annual**	$122,816	$156,593	$190,366
	Senior IT Architect*				
	Senior Manager (Various)				
	Senior Manager, Business Operations				
	Senior Manager, Communication Systems				
	Senior Manager, Community Relations				
	Senior Manager, Compliance				
	Senior Manager, Contracts & Procurement				
	Senior Manager, Dispatching				
	Senior Manager, Facilities Maintenance				
	Senior Manager, Government Relations				
	Senior Manager, Grants				
	Senior Manager, Human Resources				
	Senior Manager, Information Technology				
	Senior Manager, Inventory Control				
	Senior Manager, Market Insights & Analytics				
	Senior Manager, Marketing & Digital Programs				
	Senior Manager, Mission-Critical Technology Solutions				
	Senior Manager, Partnerships				
	Senior Manager, Planning & Development				
	Senior Manager, Project Management				
	Senior Manager, System Safety				
	Senior Manager, Train Control On-Board Systems				
	Senior Manager, Train Control and Technical Services				
	Senior Manager, Transit Asset Management				
	Senior Project Engineer*				

Red (2): Phase out current classification ***Classification is part of a series and identified as flexibly staffed classification**

Attachment SR-3
Southern California Regional Rail Authority
Proposed FY27 Classification and Salary Plan
Effective: 7/1/2026

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
Grade 11B	Assistant Director (Various)	**Bi-Weekly**	$5,148.85	$6,564.85	$7,980.73
	Assistant Director, Customer Experience	**Hourly**	$64.3606	$82.0606	$99.7591
	Assistant Director, Dispatching Operations	**Annual**	$133,870	$170,686	$207,499
	Assistant Director, Finance				
	Assistant Director , General Accounting				
	Assistant Director, Human Resources				
	Assistant Director, Communications and Public Affairs				
	Assistant Director, Rolling Stock				
	Assistant Director, Maintenance of Equipment				
	Assistant Director, Signal Maintenance				
	Assistant Director, System Safety				
	Assistant Director, Technology Infrastructure				
	Assistant Director, Track & Structures				
	Business Information Security Officer				
	Legal Counsel, Associate Risk Manager				
Grade 12	Director, Capital Construction	**Bi-Weekly**	$5,560.76	$7,090.03	$8,619.18
	Director, Capital Rolling Stock and Facilities	**Hourly**	$69.5095	$88.6254	$107.7397
	Director, Communications and Public Affairs	**Annual**	$144,580	$184,341	$224,099
	Director, Contracts, Procurement and Materials Management				
	Director, Customer Experience				
	Director, Customer Experience Innovation & Partnerships				
	Director, Design				
	Director, Facilities and Fleet Maintenance				
	Director, Government and Community Relations				
	Director, Grants				
	Director, Human Resources				
	Director, Mission-Critical Technology Solutions				
	Director, Program Management				
	Director, Railroad and Real Estate Services				
	Director, Signal Design				
	Director, State of Good Repair				
	Director, Special Projects				
	Director, Sustainability				
	Director, System Safety & Security				
	Director, Track and Signal Infrastructure Maintenance				
	Director, Train Control & Communications				

Red (2): Phase out current classification ***Classification is part of a series and identified as flexibly staffed classification**

Attachment SR-3
Southern California Regional Rail Authority
Proposed FY27 Classification and Salary Plan
Effective: 7/1/2026

Salary Grade	Classification Title		Minimum	Mid-point	Maximum
Grade 13	Controller	**Bi-Weekly**	$5,949.98	$7,586.34	$9,222.53
	Deputy Chief Technology Officer	**Hourly**	$74.3748	$94.8293	$115.2816
	Director, Dispatching Operations	**Annual**	$154,700	$197,245	$239,786
	Director, Audit				
	Director, Maintenance of Equipment				
	Director, Planning & Development				
Grade 14	Associate General Counsel	**Bi-Weekly**	$7,318.50	$9,331.22	$11,343.73
	Chief Customer Experience Officer	**Hourly**	$91.4812	$116.6402	$141.7966
	Chief of Staff	**Annual**	$190,281	$242,612	$294,937
	Chief People Officer				
	Chief Safety, Security, & Compliance Officer				
	Chief Strategy Officer				
	Chief Technology Officer				
	Deputy Chief Operating Officer				
	Senior Counsel, Risk Manager				
Grade 15	Chief Financial Officer	**Bi-Weekly**	$8,416.27	$10,730.87	$13,045.27
	Chief Operating Officer	**Hourly**	$105.2033	$134.1359	$163.0659
	Chief, Program Delivery	**Annual**	$218,823	$279,003	$339,177
Grade 16	Deputy Chief Executive Officer	**Bi-Weekly**	$9,678.70	$12,340.50	$15,002.05
	General Counsel	**Hourly**	$120.9838	$154.2563	$187.5256
		Annual	$251,646	$320,853	$390,053
Grade 17	Chief Executive Officer	**Bi-Weekly**	$11,517.68	$14,685.20	$17,852.43
		Hourly	$143.9710	$183.5650	$223.1553
		Annual	$299,460	$381,815	$464,163

Red (2): Phase out current classification ***Classification is part of a series and identified as flexibly staffed classification**



Adoption of FY27 Proposed Budget



Agenda

- Budget Environment
- Budget Assumptions
- Operating Budget
- Capital Budget
- Budget Summary



Budget Environment

- Significant recalibration of farebox revenue
- Member agency funding constraints
- Contractual cost increases
- Service cuts (8 scenarios evaluated)

Operating Budget



METROLINK



Budget Assumptions

Service Level

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

Revenues

- Fare revenue forecasted in-house
- Fare increases to one-way tickets, SoCal Day Passes, and Weekend Passes
- Gas price induced ridership
- $10.8M in State Rail Assistance
- No new fare promotions
- Student/Youth 50% discount, 25% subsidized by grant funds
- Mobility-4-All 50% discount, 50% subsidized by grant funds

Expenses

- Generally, less than 3% unless mandated by agreements
- No new headcount
- Salaries at 90% of scale
- 3% COLA, no merit increase
- 33% reduction in travel & training
- No special trains unless self-supporting

Scenario 8 Service Levels

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

METROLINK

Operating Budget Summary

$81.7 million

Operating Revenue

+6.2% over FY26 Budget



$348.4 million

Operating Expense

-1.4% under FY26 Budget



$266.7 million

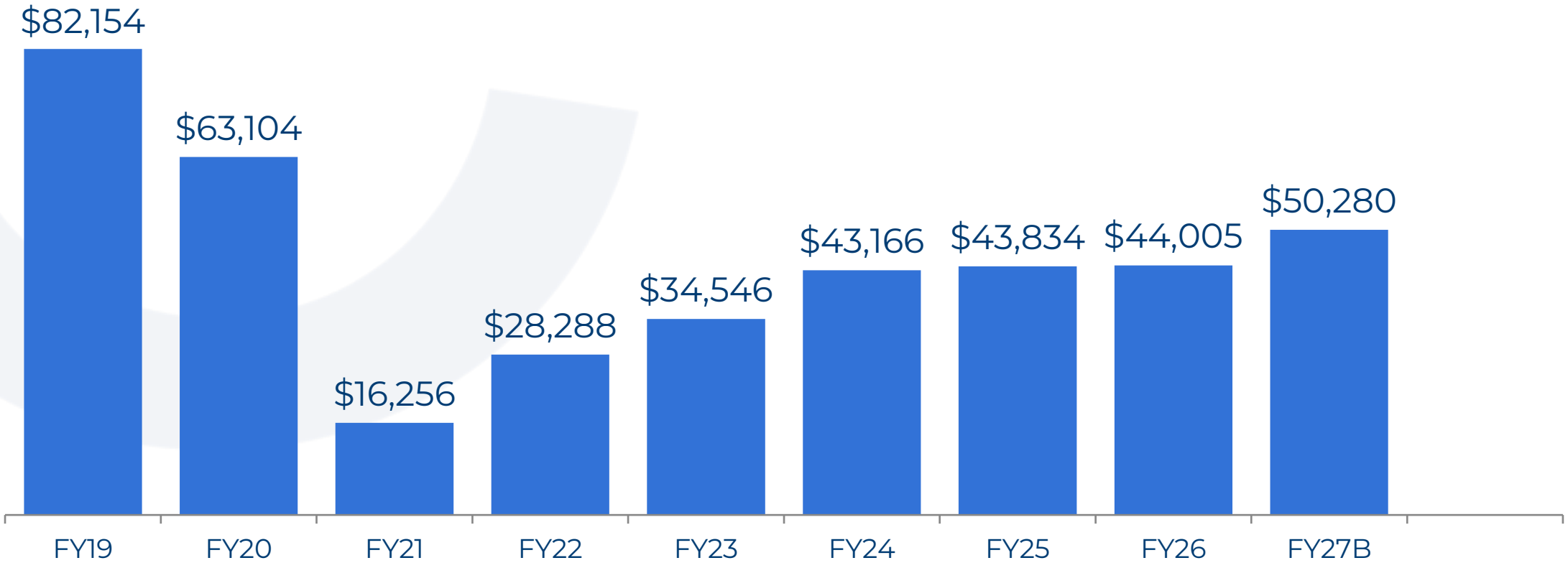
Member Support

-3.5% under FY26 Budget



METROLINK

Fare Revenue
FY19 – FY27 Proposed

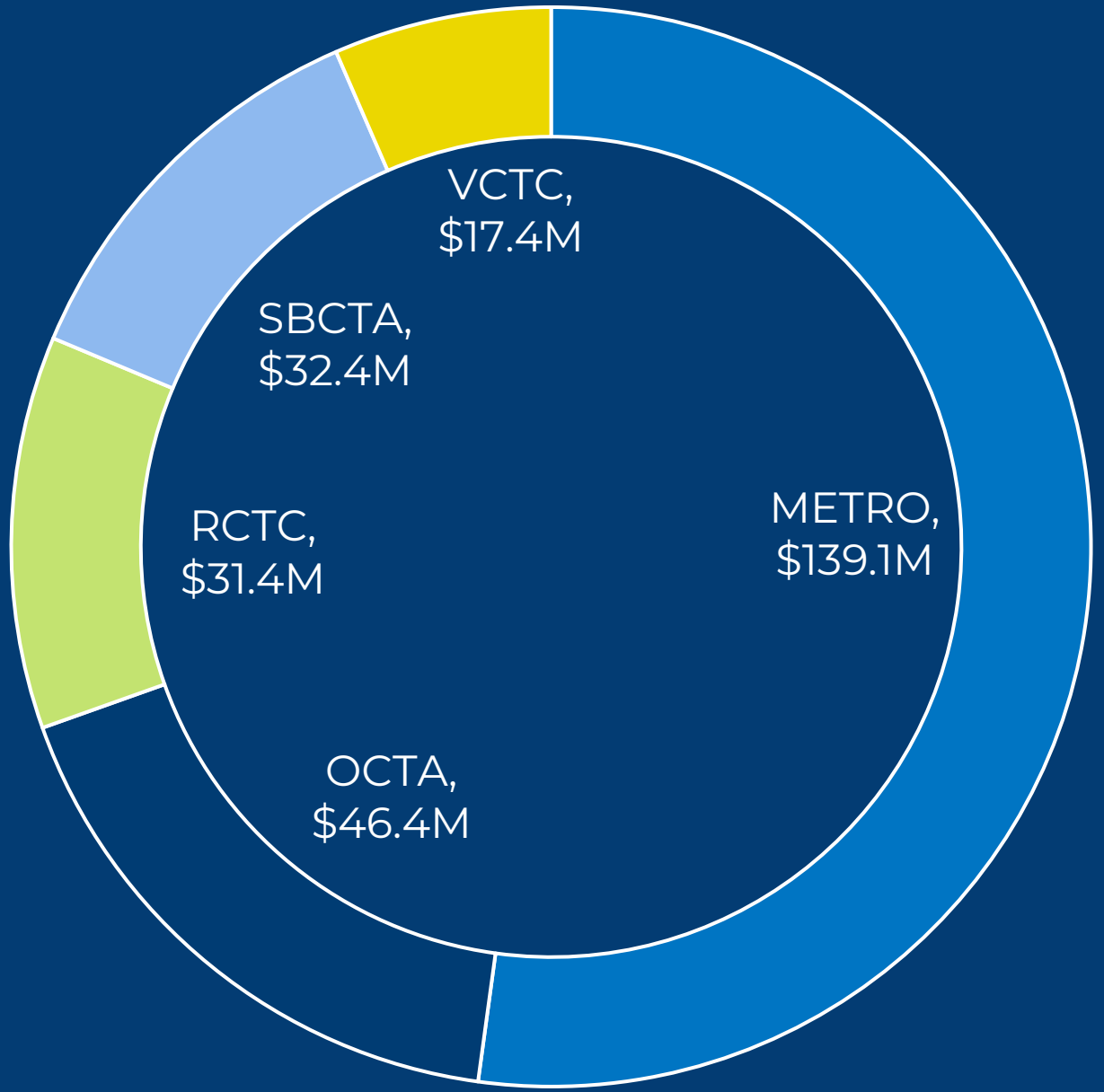


METROLINK

Note: fare revenue in 000s

Total Operating Support Required

$266.7M



METROLINK

Capital Budget



METROLINK

Capital Budget Summary

$142.6 million

State of Good Repair

+3.7% over FY26 Budget



$10.9 million

New Capital

-30.1% under FY26 Budget



$153.5 million

Total Capital

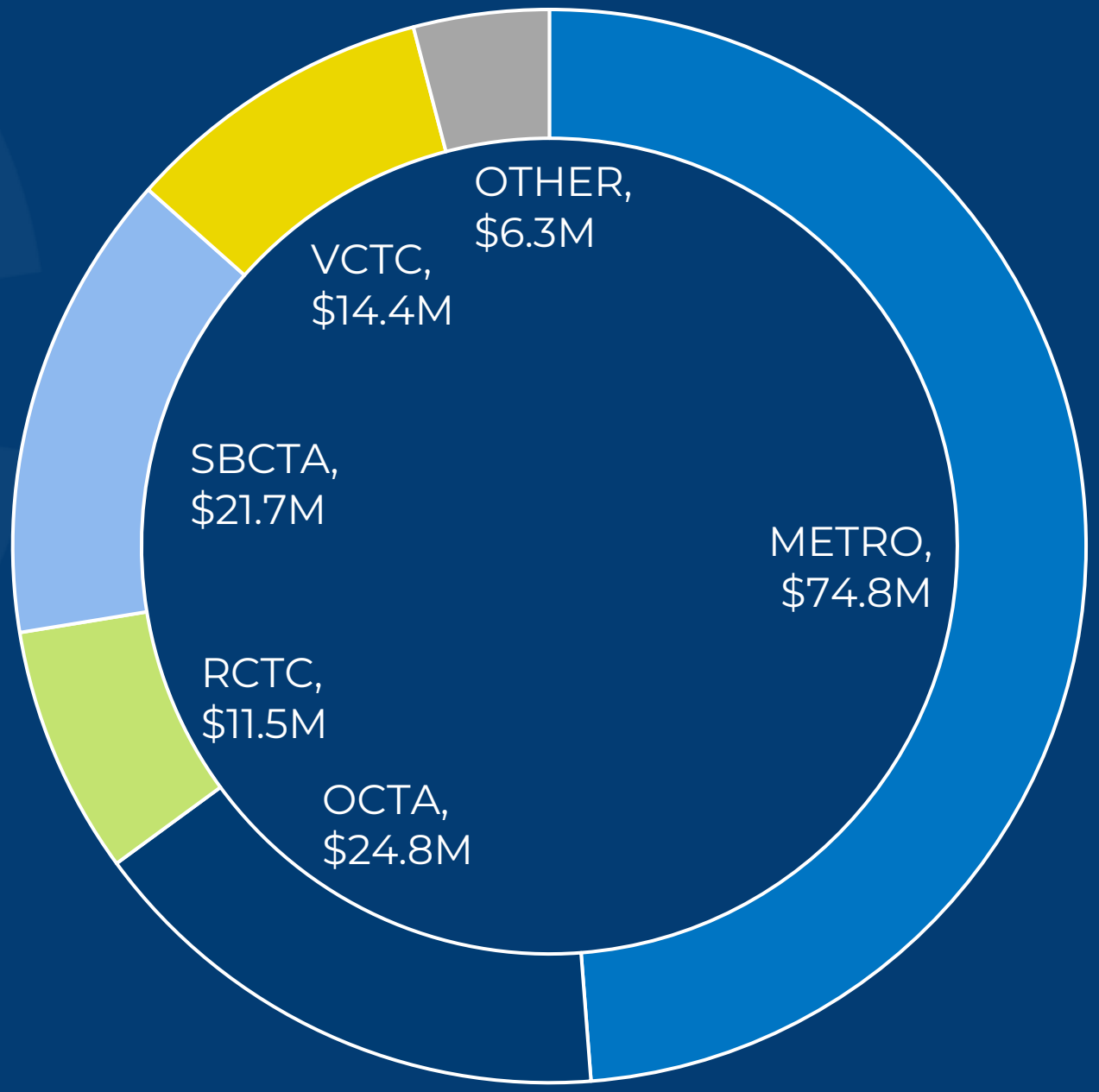
+0.3% over FY26 Budget



METROLINK

Total Capital Program

$153.5



METROLINK

Budget Summary



METROLINK

FY27 Proposed Budget ($000s)

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
Operating Support	$ 139,119	$ 46,397	$ 31,360	$ 32,438	$ 17,390	$ -	$ 266,704
Capital Support	$ 74,849	$ 24,814	$ 11,503	$ 21,702	$ 14,361	$ 6,263	$ 153,492
Total Support	**$ 213,968**	**$ 71,211**	**$ 42,863**	**$ 54,140**	**$ 31,751**	**$ 6,263**	**$ 420,196**

FY26 Adopted Budget ($000s)

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
Operating Support	$ 141,357	$ 51,972	$ 31,980	$ 32,947	$ 17,252	$ -	$ 275,508
Capital Support	$ 75,209	$ 35,539	$ 12,811	$ 18,864	$ 10,657	$ -	$ 153,080
Total Support	**$ 216,566**	**$ 87,511**	**$ 44,791**	**$ 51,811**	**$ 27,909**	**$ -**	**$ 428,588**

Year-Over-Year Variance ($000s)

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
Operating Support	$ (2,238)	$ (5,575)	$ (620)	$ (509)	$ 138	$ -	$ (8,804)
Capital Support	$ (360)	$ (10,725)	$ (1,308)	$ 2,838	$ 3,704	$ 6,263	$ 412
Total Support	**$ (2,598)**	**$ (16,300)**	**$ (1,928)**	**$ 2,329**	**$ 3,842**	**$ 6,263**	**$ (8,392)**
% Variance	-1.2%	-18.6%	-3.6%	4.5%	13.8%	N/A	-2.0%

METROLINK


METROLINK
Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-298-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Alberto Lara, Chief People Officer**
SUBJECT:	**Proposed Employee Reclassifications and Salary Adjustments to Employee Compensation**

Issue

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

Recommendation

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

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

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. Staff's recommendations contribute to this goal by ensuring that the Authority provides competitive salaries and accurate classifications to recruit and retain a qualified and diverse workforce.

Background

HR Policy No. 2.1, Wage and Salary Administration – Salary Program Administration, states in part: SCRRA shall review the Classification and Pay Plan on an annual basis. This permits

SCRRA an opportunity to periodically assess the competitiveness of its Classification and Pay Plan, including the salary structure, and make necessary adjustments to reflect changes in internal equity and labor market conditions. The addition of new job classifications and corresponding salary grade assignments, the addition of new salary grades, and salary grade/range adjustments are subject to approval of the Board of Directors.

In March 2025, staff initiated an annual review of its Classification and Salary Plan, during which employees were given the opportunity to submit a request for a classification and/or compensation review. Staff analyzed the requests to ensure alignment between employees' classifications and their position duties and responsibilities. Upon completion of the review, staff's recommendations included the reclassification of twenty-eight (28) employees to higher classifications and salary grades, to accurately reflect their duties and responsibilities.

Additionally, two executives proposed reorganizations of their departments for implementation in FY27 that change classifications and/or salaries for eleven (11) employees between both departments. Lastly, executive leadership also initiated requests to reclassify three (3) employees in other departments within the agency to higher classifications and salary grades due to changes in their duties and responsibilities.

Discussion

As part of the Human Resources-led project in March 2025, a total of forty-four (44) employees submitted requests to have their classification and/or compensation reviewed by Human Resources. After full review, analysis, and discussions with employees and their management team, twenty-eight (28) employees were recommended for reclassification and salary adjustments. The work was designed to ensure that employees are classified appropriately and compensated consistently with their job responsibilities. HR staff's recommendations added thirteen (13) new classifications to the Agency's Classification and Salary Plan to reclassify a total of fifteen (15) employees. The remaining thirteen (13) employees will be reclassified into existing classifications on the Plan. All twenty-eight (28) reclassified employees are proposed to receive 5%-10% salary adjustment.

The Integrated Digital and Technology Services (IDTS) Department is being reorganized to enhance efficiency, maximize resources, encourage career growth within the department, and ensure better alignment with the agency's mission, operational goals, customer expectations, and long-term strategic priorities. For many years, the department has been structured primarily to maintain existing systems and provide day-to-day support. While that work remains critical, the increasing complexity of technology, cybersecurity risks, and growing demand for digital services require a more modern and proactive approach.

This transformation is designed to strengthen accountability for the agency's technology systems, improve collaboration between IDTS and business departments, and create greater capacity to deliver innovative solutions more efficiently and effectively. The reorganization modernizes leadership roles, clarifies ownership of critical technology platforms, and allows our teams to focus more on strategic planning, service improvement, and problem-solving rather than manual and reactive work. By reimagining our technology workforce, streamlining operations, and expanding the use of automation and modern service practices, we are positioning IDTS to become a stronger strategic partner for the agency — one that can better support reliability, safety, customer experience, and future growth across Metrolink.

As part of the IDTS reorganization, HR staff's recommendations added four (4) new classifications to the Agency's Classification and Salary Plan to more accurately reflect the job duties and responsibilities of nine (9) employees. Of the nine (9) employees being reclassified, two (2) are proposed to receive a 5% salary adjustment.

The Customer Experience (CX) Department has been reorganized to enhance efficiency, maximize resources, encourage career growth within the department and align with SCRRA's overall strategy. Key changes included reshaping Marketing and Partnerships by giving each area a distinct focus. Marketing will continue to build ridership and strengthen brand awareness, while CX Innovation and Partnerships will bring together two complementary priorities: generating new revenue and driving innovation. On the revenue side, the team will focus on advertising, sponsorships, and other partnerships that create sustainable funding streams. On the innovation side, the team will explore new technologies, processes, and collaborations that directly enhance the rider experience.

Expanding the customer support function to provide strategic leadership and operational oversight across Metrolink's customer-facing support channels, including the Customer Contact Center, Communications Desk, Los Angeles Union Station/Field Customer Relations team, customer advocacy, service recovery, and customer communications. As the department has evolved, the role has grown beyond traditional complaint resolution to encompass cross-functional coordination, incident response, major event support, customer experience standards, continuous improvement initiatives, and the translation of customer feedback into operational enhancements. The reclassification recognizes the increased scope, complexity, and leadership responsibilities required to deliver a seamless and consistent customer experience across all customer touchpoints while supporting SCRRA's commitment to customer-focused service delivery.

As part of the Customer Experience's reorganization, staff's recommendations added two (2) new classifications to the Agency's Classification and Salary Plan to more accurately reflect the job duties and responsibilities of two (2) employees. Both employees reclassified are proposed to receive a 5% salary adjustment.

Lastly, outside of the HR lead classification and compensation review and the two department reorganizations discussed above, executive leadership in the Strategy division and Finance division, are recommending the reclassification of a total of three (3) employees and corresponding salary adjustments. These proposed reclassifications are standalone and are due to a gradual change in increased duties and responsibilities for these three (3) employees that warrant a reclassification. All three (3) reclassified employees are proposed to receive a 5% salary adjustment.

Therefore, the staff is recommending the approval of the forty-two (42) employee reclassifications. Additionally, staff recommends approval of 5-10% salary adjustments for a total of thirty-five (35) employees discussed above, as detailed in Attachment A.

Budget Impact

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

Next Steps

If the Board approves the proposed employee reclassifications and salary adjustments to employee compensation, and the Board adopts the FY27 Operating Budget as presented, Human Resources will implement and administer salary and classification adjustments consistent with the provisions of the Board adopted HR Policy No. 2.1 - Wage and Salary Administration. The reclassifications and compensation adjustments would be effective retroactively to July 1, 2026.

Prepared by:	Cory Elmore, Manager I
Approved by:	Alberto Lara, Chief People Officer

Attachment(s)

Attachment A - Proposed Salary Adjustments
Presentation - Proposed Employee Reclassifications and Salary Adjustments

ATTACHMENT A
Proposed Salary Adjustments

Current Classification Title	New Classification Title	Current Salary	New Salary	% Increase	Difference
Accountant I	Accountant II	$103,447	$108,620	5%	$5,172
Assistant Director, Various	Director, Signal Design	$196,129	$205,935	5%	$9,806
Auditor II	Senior Auditor	$127,047	$139,752	10%	$12,705
Business Analyst I	Business Analyst II	$98,080	$102,984	5%	$4,904
Business Analyst II	Senior Business Analyst	$121,932	$128,029	5%	$6,097
Coordinator, Fleet Maintenance	Fleet Manager	$95,370	$104,907	10%	$9,537
Corporate Sales Specialist	Innovation & Partnerships Analyst	$90,301	$94,816	5%	$4,515
Customer Relations Manager	Manager II (Various)	$143,540	$150,717	5%	$7,177
Customer Relations Manager	Manager II (Various)	$134,189	$140,898	5%	$6,709
District T & S Maintenance Supervisor	Track & Structure Maintenance Manager	$143,540	$150,717	5%	$7,177
Executive Assistant I	Coordinator, Train Control & Communications	$86,907	$91,252	5%	$4,345
Field Operations Manager	Senior Manager, System Safety	$156,557	$164,385	5%	$7,828
Finance Analyst I	Finance Analyst II	$89,585	$94,064	5%	$4,479
Human Resources Analyst I	Human Resources Analyst II	$103,712	$108,897	5%	$5,186
Human Resources Analyst I	Human Resources Analyst II	$103,712	$108,897	5%	$5,186
Management Analyst II	Government Relations Manager	$106,532	$111,859	5%	$5,327
Manager I (Various)	Senior Technology Product Manager	$143,540	$150,717	5%	$7,177
Manager I (Various)	Manager II (Various)	$139,351	$146,318	5%	$6,968
Manager I (Various)	Senior Manager, Partnerships	$133,653	$140,336	5%	$6,683
Manager I (Various)	Station Maintenance & Environmental Compliance Manager	$140,000	$147,000	5%	$7,000
Manager II (Various)	Assistant Director, Human Resources	$159,329	$167,295	5%	$7,966
Manager II (Various)	Senior Manager, Transit Asset Management	$159,329	$167,295	5%	$7,966
Manager II (Various)	Senior Manager, Grants	$159,329	$167,295	5%	$7,966
Manager II (Various)	Senior Manager, Business Operations	$159,329	$167,295	5%	$7,966
Manager II (Various)	Emergency Manager	$159,329	$175,262	10%	$15,933
Public Affairs Manager	Senior Manager, Community Relations	$143,540	$150,717	5%	$7,177
Railroad Systems Engineer I	Senior Project Engineer	$119,701	$131,672	10%	$11,970
Rolling Stock Engineering Manager II	Assistant Director, Rolling Stock	$178,006	$186,907	5%	$8,900
Senior Civil Design Specialist	CADD Designer and Database Administrator	$108,868	$119,755	10%	$10,887

ATTACHMENT A
Proposed Salary Adjustments

Senior Manager, Customer Relations	Assistant Director, Customer Experience	$178,842	$187,784	5%	$8,942
Senior Manager, Information Technology	Assistant Director, Technology Infrastructure	$184,822	$194,063	5%	$9,241
Supervisor, Communications Systems	Communications Systems Manager	$143,540	$150,717	5%	$7,177
Supervisor, Communications Systems	Communications Systems Manager	$143,540	$150,717	5%	$7,177
Supervisor, Signal Systems	Signal Systems Manager	$143,540	$150,717	5%	$7,177
Supervisor, Signal Systems	Signal Systems Manager	$143,540	$150,717	5%	$7,177
				Total Cost:	**$267,601**

Amounts in the “New Salary” column do not reflect the proposed FY27 COLA increase



METROLINK

ITEM #.#

Proposed Employee Reclassifications and Salary Adjustments to Employee Compensation



Background

- In accordance with HR Policy Wage and Salary Administration No. 2.1.- Salary Program Administration, the addition of new job classifications and corresponding salary grade assignments, the addition of new salary grades, and salary grade/range adjustments are subject to approval of the Board of Directors.

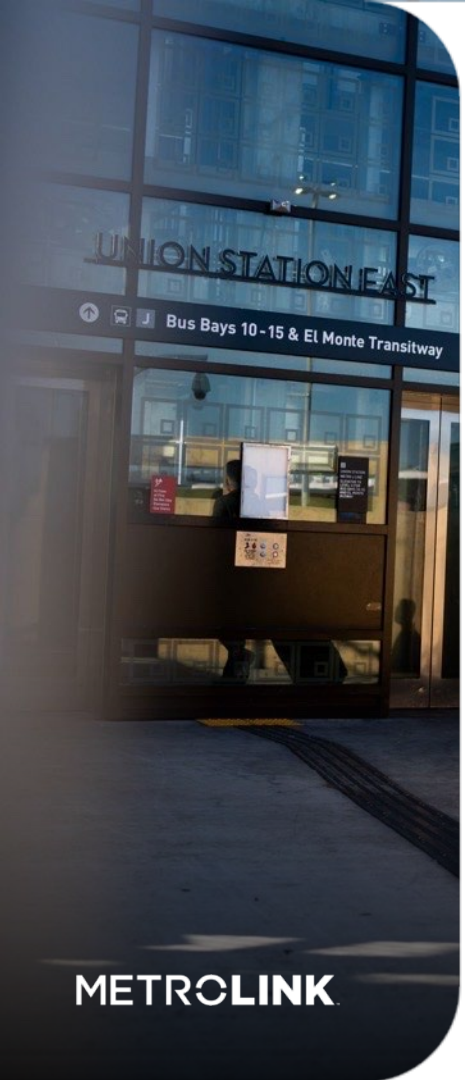
- SCRRA shall review the Classification and Pay Plan on an annual basis. This permits SCRRA an opportunity to periodically assess the competitiveness of its Classification and Pay Plan, including the salary structure, and make necessary adjustments to reflect changes in internal equity and labor market conditions. The addition of new job classifications and corresponding salary grade assignments, the addition of new salary grades, and salary grade/range adjustments are subject to approval of the Board of Directors.



Background

Human Resources (HR) Review

- In March 2025, HR staff initiated an annual review of its Classification and Salary Plan, during which employees were given the opportunity to submit a request for a review of their classification and/or compensation in relation to their job duties and responsibilities.
- HR staff received and analyzed forty-four (44) employee requests.
- Upon completion of the review, staff recommendations included the reclassification of twenty-eight (28) employees.
- As part of their reclassifications, staff also proposed a 5-10% salary adjustment for the twenty-eight (28) employees.

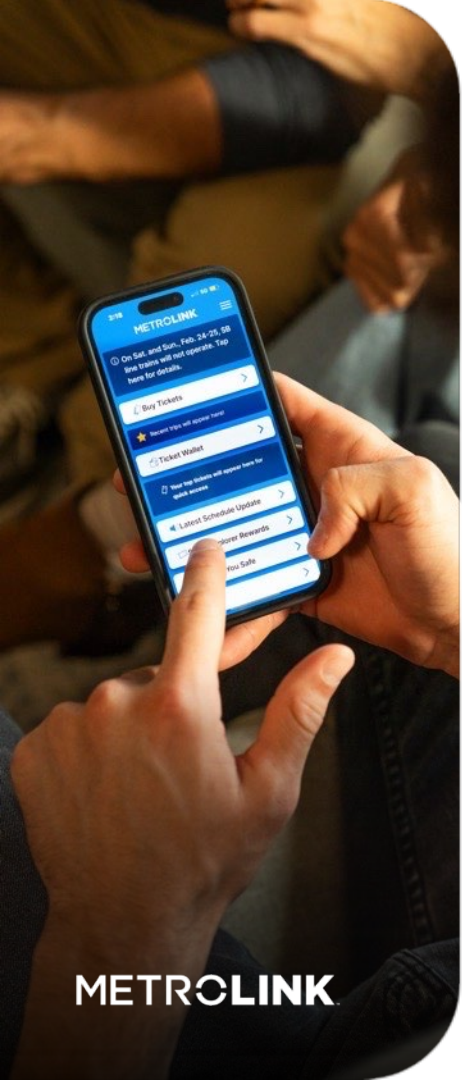


Background

Division Reorganizations/Reclassifications

- The Integrated Digital & Technology Services (IDTS) Division and Customer Experience Division have been reorganized.
  - As part of the reorganization, staff recommends the reclassification of eleven (11) employees and a 5% salary adjustment for four (4) employees.

- The Finance and Strategy Divisions collectively requested that three (3) employees be reclassified.
  - As part of their reclassification, staff also recommends a 5% salary adjustment for the three (3) employees.



Summary of Changes

- Proposed reclassification of forty-two (42) employees
- Proposed salary adjustments for thirty-five (35) employees
- Salary adjustments between 5% and 10%
- Total cost to adjust salary for thirty-five (35) reclassified employees is $267,601
- Salary budget increase included in the proposed FY27 Operating Budget
- Changes to become effective retroactively to July 1, 2026

Recommendation

It is recommended that the Board:

1. Approve proposed employee reclassifications; and
2. Approve proposed salary adjustments to employee compensation



METROLINK



METROLINK

Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-254-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Paul Hubler, Chief Strategy Officer** **Justin Fornelli, Chief, Program Delivery**
SUBJECT:	**Fleet Modernization Path Analysis**

Issue

During the due diligence phase of the Tier 4 procurement which included an independent market survey conducted by consultant staff, direct engagement with locomotive manufacturers, and consultation with peer rail agencies, it was determined that parts and lifecycle maintenance costs for Tier 4 locomotives, regardless of manufacturer, are significantly higher than the Authority's legacy Tier 2 locomotives. To provide a decision framework, staff have prepared a strategic analysis over a 30-year time horizon comparing a Fleet Modernization Plan with three distinct paths for consideration.

The 30-year total cost of ownership under the Tier 4 procurement path (Path A) is estimated at $1.047 billion, compared to an overhaul path retaining the existing Tier 2 fleet (Path B) with a cost of $375 million – a difference of approximately $671 million. Meanwhile a third option of 12 Diesel Battery-Hybrid locomotives (Path C) is estimated at $471 million which is $95 million more than Path B. The Board is asked to consider this recommendation and provide direction on the preferred strategic path forward. This item was presented at the MAAC meeting on June 10, 2026, and the CEO meeting on June 12, 2026.

Recommendation

It is recommended that the Board approve suspending a prior initiative to replace existing Tier 2 locomotives with Tier 4 locomotives (Path B of the attached strategic analysis). Upon this approval, staff will request the transfer of Member Agency capital funding allocated for the purchase of replacement Tier 4 locomotives, totaling $10.7 million, to the refurbishment of existing Tier 2 or lower locomotives. Staff will also initiate the process of voluntary remittance of the Tier 4 procurement grant funds.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

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

Background

The Authority's current rolling stock fleet consists of 40 F125 Tier 4 locomotives, 15 MP36 Tier 2 locomotives, 5 F59PHR Tier 2 locomotives and 1 F59PH Tier 0 locomotive.

The Authority's commitment to emissions reduction is a central pillar of its operational and capital planning strategy. In April 2021, the Board adopted the recommended staff plan to apply for grant funding for the purchase of new Tier 4 locomotives to replace a portion of the legacy lower-tier locomotive fleet. The number of Tier 4 locomotives to be purchased would be dependent on the Authority's service plan, demand for trainsets, and grant funding availability.

For the period of 2021 through 2024, several grant application requests were submitted for applicable programs at the state and federal level. The South Coast Air Quality Management District (South Coast AQMD) Governing Board unanimously approved up to $87.4 million in contingency grant funds to replace 12 Tier 2 locomotives with lower-emission Tier 4 locomotives. In addition, on November 19, 2024, SCAG, as an eligible agency, submitted an application on Metrolink's behalf to the California Transportation Commission (CTC), requesting $52.6 million for the SB 1 Solutions for Congested Corridors Program (SCCP). The state grant funds were awarded on June 26, 2025. Finally, the Member Agencies allocated $10.7 million as part of the FY23 and FY24 Capital Budgets for the purchase of replacement Tier 4 locomotives. The combined funding contributions received total $150,753,233. However, despite the combined fund awards received, an unfunded procurement gap remains of $33,120,908. This gap is attributed to equipment cost escalations as well as grant constraints that fund only a portion of each locomotive procurement cost.

Discussion

The Authority retained Jacobs Engineering to conduct a comprehensive survey of current Tier 4 passenger locomotive manufacturers operating within the North American market. The objective of the survey was to assess available options, Buy America compliance, and long-term viability of prospective vendors.

Survey Findings-Market Landscape: While several manufacturers were evaluated, the survey reached a clear conclusion regarding market availability under federal procurement requirements:

- **Buy America Compliance:** Siemens Mobility is the only Tier 4 passenger locomotive

manufacturer with a qualifying domestic manufacturing presence (Sacramento, CA). All other evaluated manufacturers lack U.S.-based production facilities sufficient to meet FTA/FRA Buy America thresholds applicable to federally funded procurements.

- **Siemens Charger Platform:** The Siemens Charger (SC-44 and variants) entered the market with first deliveries in 2016 and commenced revenue service in 2017. With over 400 units ordered and/or delivered, the platform has accumulated hundreds of millions of cumulative revenue miles across agencies in every North American climate zone.
- **Market Position:** Siemens has become the dominant provider in the North American passenger rail market, with its Sacramento facility representing the highest-volume Tier 4 passenger locomotive manufacturing operation in the country.
- **Service Proven Record:** The Charger platform is currently in active service across multiple Class II and commuter rail operators, including Amtrak, Illinois Department of Transportation, Washington State Department of Transportation, Colorado Department of Transportation, and others — providing a broad operational reference base for performance and maintenance experience.

Implication of a Single Source Market: The practical absence of Buy America-compliant competition for this procurement category has significant implications:

- The Authority has no meaningful leverage to negotiate pricing through competitive solicitation, coupled with a low quantity unit need.
- Long-term parts availability, Technical Support & Spares Supply Agreement (TSSSA) pricing, and technical support terms are subject to Siemens' discretion.
- Future equipment manufacturer business decisions (facility closures, product line discontinuation, corporate restructuring) could materially impact fleet support.

Unit Acquisition Pricing: A central finding of the market survey is that procurement volume - not technical specifications - is the primary driver of per-unit cost in the Tier 4 passenger locomotive market. This has significant implications for the Authority's 12- to 15-unit procurement need:

- **Multi-State Procurements:** Collaborative multi-state procurement consortia (e.g., Midwest Interstate Passenger Rail Commission) have successfully driven unit costs down by aggregating orders across multiple agencies, substantially increasing total volume. While the 2014 multi-state locomotive procurement contract administered by Illinois DOT could have offered more competitive pricing, it expired in 2024, prior to the full commitment of grant funding to Metrolink.
- **Large Independent Orders:** Amtrak's 125-unit ALC-42 procurement achieved competitive pricing through sheer order scale.
- **Authority's Position:** At 12 to 15 units, the Authority's procurement falls well below the volume threshold for advantageous pricing. The most recent Siemens cost estimate provided to the Authority is more than $15 million per locomotive, inclusive of an initial spare parts package. This figure does not include the TSSSA service contract (referenced below) or long-term lifecycle maintenance costs.

Technical Support and Spares Supply Agreements (TSSSA): Meetings with Siemens directly as well as other rail agencies currently operating the Charger locomotives, brought into focus that the Chargers are equipped with highly sensitive, computerized components which are much more technical to operate, especially when compared to older Tier 2 models and even the Authority's current fleet of F125 Tier 4 locomotives. Recent updated research findings indicate that Charger locomotives have a similar lifecycle cost compared to the F125s (which are significantly more costly than Tier 2 models).

Given the challenges the Authority has faced with sourcing parts for the regular maintenance of the F125 fleet, a Parts & Maintenance contract option with the locomotive vendor should be considered as integral to the Tier 4 locomotive procurement. The Siemens TSSSA is routinely purchased by agencies procuring Charger locomotives and is considered a near-essential component of the fleet management strategy given the proprietary nature of the platform software and systems. It is estimated to cost $1,000,000 per locomotive annually. With a procurement of 12 locomotives, TSSSA would cost $360 million over a 30-year lifecycle. Based on our discussions with peer agency Capitol Corridor staff currently operating Siemens Charger locomotives, the TSSSA does not include subsystem overhauls, which come at significant additional cost.

Diesel Battery-Hybrid Locomotive – Technical Analysis

Swiss firm Stadler manufactures Diesel Battery-Hybrid locomotives that combine a clean Tier 4 diesel engine with high-capacity onboard battery storage. This system automatically captures and stores energy during braking, reusing it to assist with acceleration and to power onboard systems. This significantly reduces fuel and wear compared to standard diesel engines. Jacobs Engineering was also retained to provide a market analysis of this Stadler equipment as part of the comparative fleet analysis.

Procurement:

The supplier provided an estimated cost per locomotive of $17 million which includes 5% allowance for the acquisition of spare parts, contingency and staff time totaling $205 million for 12 locomotives. While this cost estimate seeks to incorporate a Buy America compliance requirement, it explicitly excludes unpredictable potential impacts from tariffs and escalations.

Technical Support and Spares Supply Agreements (TSSSA):

The TSSSA scope includes provision of maintenance materials, spare parts for all scheduled and unscheduled maintenance, two truck overhauls, two main-engine overhauls, and one battery replacement. The specified overhauls include the associated parts and labor with a total TSSA estimated cost of $300 million for the 12-locomotive fleet over a 30-year period, which is approximately $833,000 per locomotive per year.

Facility Modification:

The new hybrid locomotive is assumed to use a platform similar to the Metrolink's F125 locomotives, so significant modifications to existing infrastructure should not be required. Existing lifting equipment, inspection facilities, and many special tools will largely remain the same. The primary new considerations are expected to include battery handling and storage, Energy Storage System (ESS) diagnostic equipment, environmental storage requirements, fire and emergency-response provisions, and potential battery charging equipment. A $10M infrastructure-upgrade contingency was allocated for potential infrastructure and equipment upgrades.

Strategic Analysis: During the due diligence phase of the Tier 4 procurement, it was determined that parts and lifecycle maintenance costs are much higher than legacy Tier 2 locomotives. In addition, unit costs for locomotive procurement increased after grant awards were received, totaling a new funding gap of $33M. Staff conducted a comprehensive 30-year strategic analysis comparing three distinct fleet management paths (Path A, Path B and Path C). The analysis encompasses capital acquisition, grant funding offsets, TSSSA service agreements, and all anticipated lifecycle maintenance costs. Path C is estimated to have a procurement funding gap of $54M.

Path A — Tier 4 Procurement

Path A proceeds with procurement of 12 new Siemens Charger Tier 4 locomotives, utilizing the $150.8 million in secured grant funding and Member Agency contributions while r etaining 9 of the existing Tier 2 locomotives. This path delivers meaningful emissions reductions and replaces aging Tier 2 equipment.

Key Decision Points:

- Total 30-year cost burden of ~$1.047 billion, with the TSSSA alone representing ~$360 million of that total
- Sole-source dependency on Siemens for parts, software, and technical support over 30 years
- Precedent of parts availability challenges with existing F125 Tier 4 fleet suggests Path A amplifies known risks
- Tier 4 locomotives carry a 30- to 40-year useful life. Path A ends the 30-year term with a modern, high-value fleet
- Tier 4 engines meet current EPA and CARB standards

Path B — Fleet Retention and Overhaul

Path B bypasses Tier 4 procurement and instead retains the existing 21 Tier 2/Tier 0 locomotives, incorporating planned overhaul cycles necessary to extend service life and maintain operational reliability.

Key Decision Points:

- Total cost of $375 million over 30 years — a $671 million savings compared to Path A
- Avoids sole-source TSSSA exposure and proprietary platform dependency
- Maintenance history and operational experience is well documented with a readily available market for parts and supplies
- Overhaul costs are known, competitive, and can be planned for within existing capital programs
- Allows the Authority to preserve financial flexibility for future zero emission vehicle transition planning by not locking into 30-year diesel commitments
- CARB and SCAQMD are tightening rail emission standards. Tier 2 and lower locomotives face a credible future risk of operational restriction

Path C - Diesel Battery-Hybrid Locomotive Procurement

Path C proceeds with procurement of 12 new Stadler Diesel Battery-Hybrid locomotives, utilizing the $140.1M in secured grant funding while retaining 9 of the existing Tier 2 locomotives. While there is an initial procurement funding gap of $54M, this path delivers meaningful emissions reductions and replaces aging Tier 2 equipment.

Key Decision Points:

- Total 30-year cost burden of ~$471M, with the TSSSA representing ~$300M of that total
- Sole-source dependency on Stadler for parts, software, and technical support over 30 years
- Tier 4 locomotives carry a 30–40-year useful life. Path C ends the 30-year window with a modern, high-value fleet
- Tier 4 engines meet current EPA and CARB standards
- Battery-Hybrid provides for additional fuel savings and emission reduction with regenerative braking technology.

Budget Impact

There is no budget impact and staff will coordinate with Member Agencies for the reallocation of $10.7M grant match funds to other capital projects.

Next Steps

Upon Board approval, staff will implement Path B, retain existing Tier 2 fleet and perform scheduled maintenance overhauls. Staff will advise the grantors and initiate the process of voluntary remittance of grant funds. Additionally, staff will initiate the Project Budget Revision (PBR) process with Member Agencies for the reallocation of $10.7M in grant match funds to other capital projects.

An in-depth fleet management study is scheduled to commence in FY28, building on prior detailed data of fleet propulsion technologies and simulations as well as incorporating findings from this current fleet analysis. Concurrently, staff will monitor the zero-emissions market as it matures and evaluate grant funding opportunities for pilot demonstration projects.

Prepared by:	Lisa Colicchio, Director, Sustainability
Approved by:	Paul Hubler, Chief Strategy Officer Justin Fornelli, Chief of Program Delivery

Attachment(s)

Presentation - Fleet Modernization Path Analysis



METROLINK

Fleet Modernization Strategic Path Analysis

Path A: Tier 4 Purchase + Retain Tier 2
Path B: Overhaul – Retain Existing Fleet
Path C: Diesel Battery-Hybrid Purchase + Retain Tier 2

Fleet Comparison

The analysis compares three financially and operationally distinct 30-year fleet strategies. Original direction from the Board was to pursue equipment modernization with additional Tier 4 locomotive procurement

PATH A – Purchase

12 NEW Tier 4 locomotives
Retain 9 existing Tier 2 locomotives
EPA Tier 4 compliant fleet

30-Year Total Cost
$1.047 Billion

Annual O&M:
$34.9 M / year
Grant Secured: $140.1M
Funding Gap: $33.1M

PATH B – Overhaul

20 existing Tier 2 locomotives
1 existing Tier 0 locomotive
Planned overhaul program

30-Year Total Cost
$375 Million

Annual O&M:
$12.5 M / year
No immediate funding gap
FTA maintenance formula funds available

PATH C – Purchase

12 Diesel Hybrid locomotives
Retain 9 existing Tier 2 locomotives
EPA Tier 4 compliant fleet

30-Year Total Cost
$471 Million

Annual O&M:
$15.7 M / year
Grant Secured: $140.1M
Funding Gap: $54.2M

30-Year Financial Summary

Category	PATH A —Tier 4 Procurement	PATH B —Tier 2 Overhaul	PATH C —Hybrid Procurement
Number of Locomotives	12 (New Tier 4) 9 (Existing Tier 2)	20 (Existing Tier 2) 1 (Existing Tier 0)	12 (New Diesel Battery-Hybrid) 9 (Existing Tier 2)
EQUIPMENT PROCUREMENT			
Locomotive Procurement Cost	$183,900,000	$0	$205,000,000
Grant Funds	$140,053,233	$0	$140,053,233
Member Agency Funds	$10,725,859	$0	$10,725,859
PROCUREMENT GAP	**$33,120,908**	**$0**	**$54,220,908**
FLEET OPERATING COSTS			
TSSA Service Contract	$360,000,000	$0	$299,700,000
Tier 2 Life Cycle Costs	$86,000,000	$200,000,000	$86,000,000
Tier 2 Overhauls — Year 1–5 & Year 12-20	$75,274,000	$175,637,000	$75,274,000
Life Cycle Maintenance	$525,000,000	$0	(included above)
Facility Upgrade Contingency (Battery)			$10,000,000
TOTAL 30-YEAR COSTS	**$1,047,274,000**	**$375,637,000**	**$470,974,000**
ANNUAL O&M COSTS	**$34,909,133**	**$12,521,233**	**$15,699,133**

METROLINK

Path A — Key Considerations

1

$140M in Grant Funding Already Secured

The state grant covers the majority of locomotive procurement costs. Net agency funding gap is $33.1M — a low amount relative to the long-term asset value created.

2

Regulatory Compliance — Ahead of the Curve

Tier 4 engines meet current EPA and CARB standards. Path A positions the agency ahead of tightening California air quality mandates rather than reacting to them.

3

Long-Term Asset Value

New Tier 4 locomotives carry a 30-40-year useful life. Path A ends the 30-year window with a modern, high-value fleet. Path B extends the useful life but ends with aging equipment.

4

Ongoing Lifecycle Maintenance Service Is the Critical Cost Driver

New Tier 4 locomotives require more frequent and costly lifecycle maintenance which accounts for 80% of Path A's cost premium of $525M attributed to the manufacturer's specifications.

5

Hybrid Approach Limits Disruption

Retaining 9 Tier 2 units alongside 12 new Tier 4s provides operational redundancy during fleet transition — a pragmatic bridge strategy.

Path B — Key Considerations

1

Lowest 30-Year Cost — $375M vs. $1.047B

Path B is $671M less costly over 30 years with an $12.5M annual O&M expense vs. $34.9M expense for Path A.

2

No Immediate Funding Gap

Zero initial funding gap. Overhaul expenditures ($73M Cycle 1, $102M Cycle 2 at Year 15) are planned and easier to budget over time.

3

Known Fleet, Documented Risks

Maintenance history and operational experience is well documented. No unknowns due to a new platform, a new manufacturer relationship, or a single-vendor service lock-in.

4

California Regulatory Trajectory Is the Defining Risk

CARB and SCAQMD are tightening rail emission standards. Tier 2 locomotives face a credible risk of operational restriction — an unbudgeted cost exposure not reflected in the $375M overhaul estimates.

5

Fleet Flexibility

Provides flexibility for a transition toward zero emissions equipment as technology advances compared to Path A which is a fixed capital commitment bound by a 30-year useful life.

METROLINK

Path C — Key Considerations

1

$140M in Grant Funding Already Secured

The state grant covers the majority of locomotive procurement costs. Net agency funding gap is $54.2M — a low amount relative to the long-term asset value created.

2

Meaningful Environmental and Efficiency Benefits

The integration of a clean Tier 4 diesel engine with regenerative braking technology significantly reduces fuel consumption, wear, and emissions, meeting current EPA and CARB standards while delivering cleaner transit.

3

Long-Term Asset Value

New Tier 4 locomotives carry a 30-40-year useful life. Path C ends the 30-year window with a modern, high-value fleet.

4

Battery Storage and Infrastructure Modernization Risks

Introducing high-capacity onboard batteries brings complex new challenges including specialized handling and strict environmental storage requirements - a risk that the allocated $10 million contingency may not cover the full scope.

5

Hybrid Approach Limits Disruption

Retaining 9 Tier 2 units alongside 12 new Tier 4 Battery-Hybrid's provides operational redundancy during fleet transition — a pragmatic bridge strate



Next Steps

- Recommend Path B: Tier 2 Fleet Life Cycle Overhauls
- Initiate voluntary remittance of $140M in grant funding
- Collaborate with Member Agencies for the project budget revision of $10.7M match funds



METROLINK

Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-324-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Rod Bailey, Chief Operating Officer** **Tom Schamber, Chief Financial Officer**
SUBJECT:	**FY2026-27 Q1 Rolling Stock Mechanical Update (July 1 to Sept 30, 2026)**

Issue

This report summarizes systemwide delays, discusses the portion caused by rolling stock mechanical failures, their root causes and corrective actions, and efforts underway to improve fleet availability.

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 reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. This report supports this commitment by giving the Board transparent, objective metrics on mechanical delay performance, locomotive availability and materials management, and by tracking the corrective actions needed to restore fleet reliability and return the rolling stock fleet to a State of Good Repair.

Background

The Maintenance of Equipment (MOE) division is responsible for the reliability and availability of Metrolink's rolling stock (locomotive and passenger-car fleet). Fleet maintenance is performed by Alstom Transport USA Inc. under MOE oversight and is measured through key performance indicators (KPIs) such as:

- Delay minutes measure the amount of time service was delayed and are used to identify the primary causes of disruptions.
- On-Time Performance (OTP) measures the percentage of trains that arrive at their final destination less than six minutes behind schedule.

Parts and repair purchases supporting the Agency's fleet are managed by the Contracts, Procurement, and Materials Management (CPMM) division, which is part of the Finance Department.

At the July 10, 2026 Budget, Audit, and Finance Committee (BAFCOM) meeting, in response to Director Tettemer's request for an update on process improvements related to parts challenges and mechanical failures, staff will provide a quarterly report on these areas going forward. This is the first report and covers the first quarter of FY27.

Discussion

Examples of system delays include vandalism, police activity, crew delays and others. From July 1 to September 30, 2026, Metrolink recorded 35,171 total minutes of systemwide delay from all causes. Of this total, 6,812 minutes (19.4%) were attributed to rolling stock mechanical causes, primarily spider shaft and fuel canister failures. Because OTP measures train arrivals rather than delay minutes, Mechanical OTP achieved 97.3% for the quarter.

Below is a summary of the causes of mechanical delays, their impact on service performance, corrective actions underway, and expected outcomes by year-end.

Mechanical / Equipment-Attributed Delay Performance
Locomotive failures are the primary mechanical driver, accounting for approximately 78% of mechanical delay minutes.
Mechanical delay minutes by category for the reporting period:

- Locomotive: 5,310 minutes (15.1% of total system delays)
- Late turns: 1,183 minutes (3.4%)
- Passenger car and other mechanical: 319 minutes (0.9%)

Locomotive Availability
Locomotive availability is measured weekly against a minimum target of 105%. Average availability for the reporting period was 95.7% in Q1 2026.

Top Failure Modes

1. **F125 Secondary Fuel Filter Housing (Fuel Canister)**
    - **Past corrective actions:** Manufacturer Caterpillar issued two Emergency Corrective Actions. The first installed new fuel lines and relocated sensors. The second removed the filter base nearest the front of the engine, where most failures were occurring.

- **Root cause:** Caterpillar Engineering laboratory testing confirmed that supplier material did not conform to their original design specifications. Two prior shipments of replacement canisters and manifolds were rejected earlier this year for manufacturing defects.
- **New corrective actions:** Replacement material has passed Caterpillar Engineering inspection and is being applied to the fleet. As of October 5, 2026, 21 of 40 F125 locomotives have received the new fuel filter housings; completion is estimated for November 2026. Caterpillar Engineering remains engaged, and staff are closely monitoring for new failures.

2. **F125 Spider Shaft**
   - **Current mitigation efforts:** Spider shaft failures have negatively affected mechanical OTP. Actions to improve reliability include Progress Rail engineering analysis and laboratory testing to determine the root cause. Stadler has also introduced a re-engineered spider shaft. Their current estimate, still to be confirmed, is a minimum 30-40% improvement in shaft strength. Deliveries are estimated to arrive in November 2026.
   - Next step is to arrange support for on-track testing of the F125 locomotives, measuring actual torques and displacements at the coupler to aid the root cause investigation.

Heavy Repair Backlog
Alstom continues to work the heavy repair backlog while managing planned maintenance, unscheduled repairs, and SCRRA's F125 engine replacement program. As of September 30, 2026, nine long-term locomotives shopped prior to 2026 remain out of service, one is awaiting material for repair. Alstom projects release of the nine units by the end of calendar year 2026, pending no additional material constraints.

To increase shop capacity, Alstom has brought six TCS contractors on-site to help reduce the backlog and bring the engine replacement work directive back on schedule. Alstom is also restructuring its labor force to enable seven-day- per-week first-shift locomotive shop operations, with the flexibility to add a second shift, to further increase shop productivity and reduce locomotive out-of-service dwell time.

What Is Driving the Problem?
In addition to the F125 component failures described above, material availability remains a key constraint on fleet availability, particularly for sole-source and limited-source F125 components. Equipment was being held out of service awaiting material, primarily because purchase orders were not issued in a timely manner because Inventory purchasing wasn't staffed properly, minimum contracts in place and extended lead times from suppliers. In November 2025, CPMM placed all Agency procurements on hold and dedicated its full team to clearing the equipment parts and repair purchase backlog. Since January 2026, CPMM has:

- Established multi-year agreements
- Increased dedicated procurement resources and expanded sourcing efforts
- Strengthened supplier and purchase order management
- Reduced open requisition lines from 232 to as low as 38, and requisition lines aging over 15 days from 113 to 4
- Ordered additional critical parts over the past 18 months to increase safety stock levels; due to long lead times, this material is arriving through calendar year 2027

Fleet Corrective Actions Underway

- Complete the F125 fuel filter housing retrofit on the remaining 19 locomotives, targeted for November 2026
- Receive and install the redesigned spider shafts on future failures, with deliveries expected by November 2026, and preparations for on-track testing
- Release the nine long-term heavy repair locomotives by the end of calendar year 2026, pending no additional material constraints
- Implement Alstom's seven-day-per-week first -shift locomotive shop operation, supported by six on-site TCS contractors, to reduce the backlog and locomotive out-of-service dwell time (started in October)

Materials Management Tiger Team

In May 2026, Metrolink formed a Materials Management Tiger Team, a small cross- functional group of in-house experts, to improve materials management processes and tools. The team established governance with a steering committee consisting of Operations, Finance, and Integrated Digital and Technology Services. They completed structured visits with materials management, and maintenance personnel to observe and map processes, engage frontline employees, and identify barriers. They identified critical gaps in storage, inventory planning, supplier performance, serialized-parts control, and integration between Metrolink's financial management and asset management system. The team also developed a KPI dashboard to establish performance baselines. Processes now underway include:

- Return-and-repair process improvements
- Stock-out tracking and contract filtering
- Serialized-parts control process improvements
- Recommendations for additional storage and future materials investment
- Approval of a Contract Lifecycle Management (CLM) system to automate contract management processes in FY27

Collectively, the efforts described above are designed to improve materials management capabilities, operational reliability, and responsible stewardship of Metrolink resources.

Next Steps

Staff will continue to monitor fuel cannister system and spider shaft performance with the three vendors, Caterpillar, Progress Rail, and Stadler. Additionally, staff will continue to track Alstom's progress on the heavy repair backlog and seven-day shop operation. The next rolling stock mechanical quarterly update will be provided to the Board in January 2027.

Prepared by: Emmanuel Valles, Director, Maintenance of Equipment
Carlos Perez, Assistant Director, Maintenance of Equipment
Cynthia Minix, Director, Contracts, Procurement and Materials Management
Laura Lamarque, Operations Administrator

Approved by:	Rod Bailey, Chief Operating Officer Tom Schamber, Chief Financial Officer

Attachment(s)

Presentation - FY26-27 Q1 Rolling Stock Mechanical Update



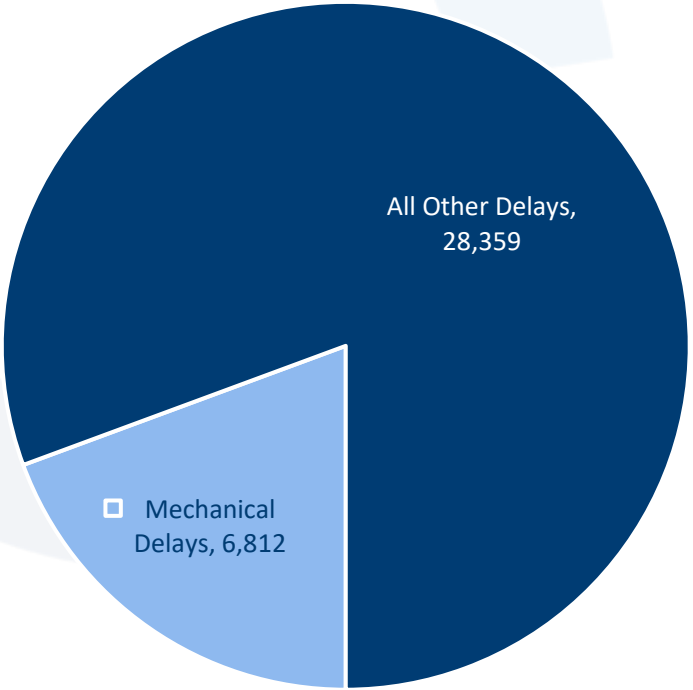
METROLINK

FY2026-27 Q1 Rolling Stock Mechanical Update

(July 1 - September 30, 2026)

Receive and file

Total System Delays (July 1 – Sept 30, 2026)

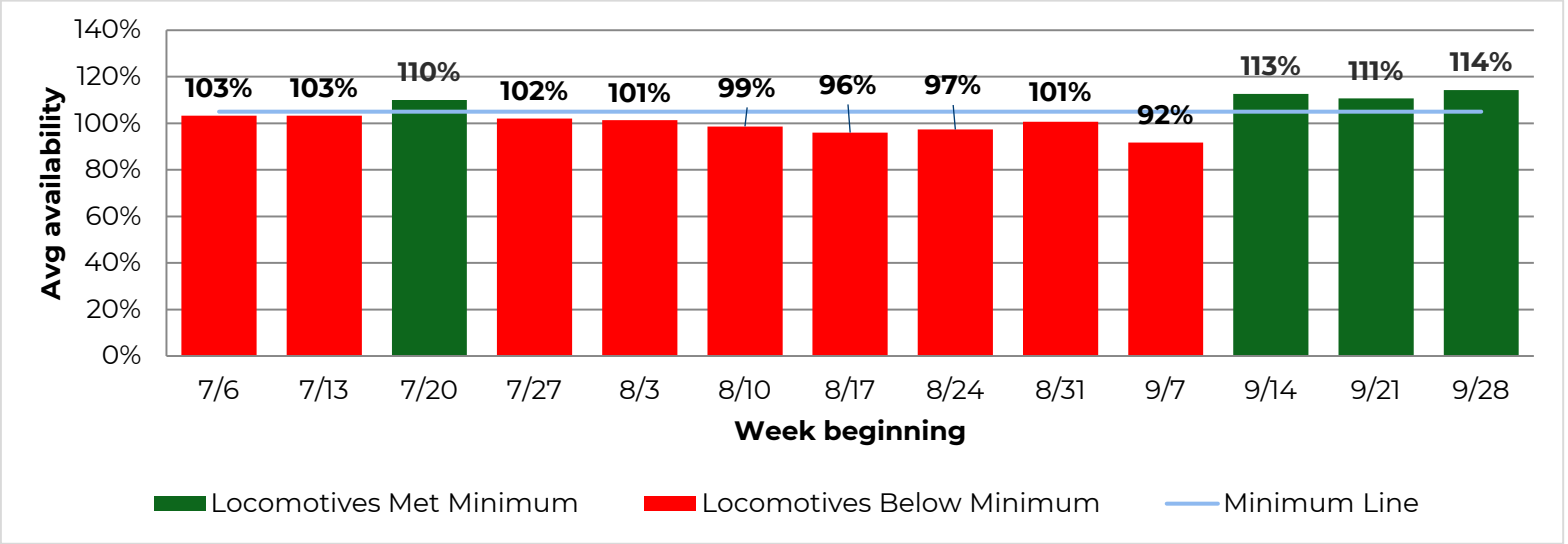


- 35,171 minutes of total system delays
- 6,812 minutes attributed to mechanical (19.4% of overall delays)
  - 5,310 minutes for locomotives delays (15.1%)
  - 1,183 minutes for late turns (3.4%)
  - 319 minutes for car/other mechanical delays (0.9%)

METROLINK

Mechanical Locomotive Availability

Locomotive availability is measured weekly against a minimum target of 105%. Average availability was 95.7%.

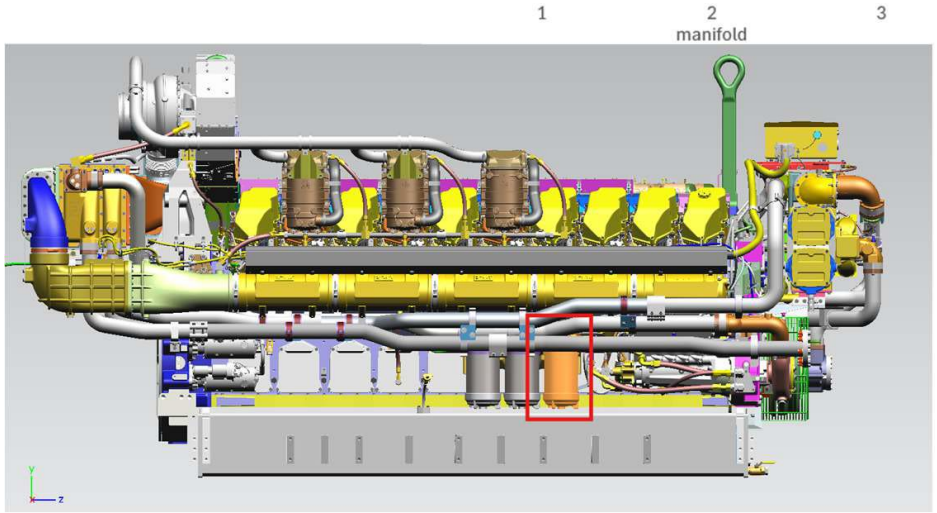


F-125 Fuel Cannister Past Corrective Actions

Two Emergency Corrective Actions (ECA) were issued by Caterpillar:

1. New fuel lines and sensors relocated to back of #1 Manifold
2. Removed filter base where most failures are occurring





METROLINK

F-125 Fuel Cannister Root Cause & Solution

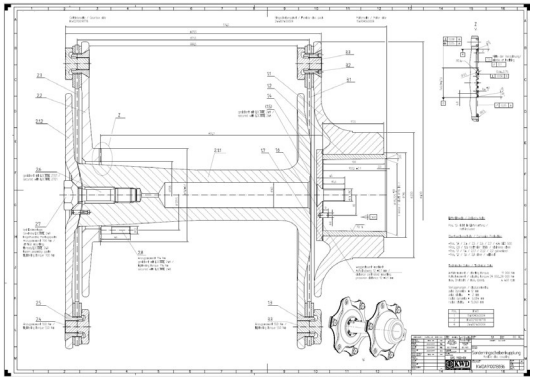
- Caterpillar Engineering (CAT) laboratory testing confirmed supplier's material not in conformance with original design specifications
- Past two shipments of replacement material rejected for manufacturing defects found
- CAT received replacement material that passed engineering inspections and is now being applied to the fleet
- As of September 30, 21 of 40 F125s have new fuel filter housings installed
- Entire fleet is estimated to be completed by November
- CAT engineering is engaged and SCRRA is monitoring failures closely

Spider Shaft Failures & Solution

- Extensive work with Progress Rail Engineering and laboratory testing is currently in progress to determine the root cause
- Stadler has introduced a re-engineered spider shaft. Stadler's current estimate is expected to improve spider shaft strength by 30-40% (minimum)
- Newly designed spider shaft deliveries are estimated to arrive in November 2026.
- Next step is to arrange support for on-track testing of the F125 locomotives, measuring actual torques and displacements at the coupler to aid the root cause investigation.







Current Rolling Stock Heavy Repair Back Log





- Alstom continues to work on the back log in conjunction with managing planned maintenances, unscheduled repairs along with SCRRA's F125 engine replacement program
- Nine long-term locomotives remain shopped with only one of these long-term locomotives awaiting material as of September 30
- Alstom projects to have the remaining nine long term units released by end of year pending no additional material constraints
- Alstom has brought in six TCS contractors on-site to help reduce the backlog and bring the engine replacement work back on track. In addition, Alstom is restructuring its labor force to enable seven-day-per-week first-shift shop operations, with the flexibility to add a second shift to further increase shop productivity and reduce locomotive out-of-service dwell time

Material Availability & Process Improvements



METROLINK



Material Availability & Process Improvements

Challenge

- Sole-source and limited-source F125 components remain a key constraint on availability
- Main causes: Purchase orders not issued in a timely manner primarily because Inventory purchasing wasn't staffed properly, minimum contracts in place, and extended lead times from suppliers
- November 2025: Contracts, Procurement & Materials Management (CPMM) paused all Agency procurements and dedicated the full team to clearing the parts and repair backlog

Results Since January

- Open requisition lines reduced from 232 to as low as 38 requisition lines aging over 15 days and now reduced from 113 to 4
- Multi-year agreements established
- Dedicated procurement resources increased and sourcing expanded
- Supplier and PO management strengthened critical-parts safety stock ordered over the past 18 months; long-lead material arriving through 2027



Materials Management Process Improvements

Tiger Team

- Established in May 2026, cross-functional team focused on materials processes and tools
- GEMBA walks and current-state process mapping completed
- KPI dashboard developed to set performance baselines

Processes Underway

- Return-and-repair process improvements
- Stock-out tracking and contract filtering
- Serialized-parts controls and Oracle-Trapeze integration
- Recommendations for additional storage and future materials investment
- Approval of Contract Lifestyle Management (CLM) system to automate the process in FY27



METROLINK

Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-300-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**FIN 11.1 - Fuel Purchase Policy Update**

Issue

Updates to the Fuel Purchase Policy are to revise Strategy 1 to provide more budget certainty when budgeting fuel for a full fiscal year.

Recommendation

It is recommended that the Board approve the updates to the Fuel Purchase Policy - FIN 11.1.

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. Working together with our fuel purchase program partners we can provide better assurance we will meet our budgetary goals.

Background

Metrolink has adopted and maintained a very conservative fuel hedging strategy designed to limit the risk of locking in hedging contracts that could subsequently decline in price. Over the past few years, this approach has served the agency well, as fuel markets generally experienced an upward pricing trend since the pandemic.

However, the current market has shifted to an uncertain price environment. Prices may go up or down. Adopting a more flexible hedging policy that is effective in both increasing and decreasing fuel price environments would better position Metrolink to achieve the primary objective of the Fuel Purchase Program: to minimize budget risk associated with fuel purchases. Also, expanding the available hedging horizon from six months to twelve months would enhance budget certainty while maintaining prudent risk management practices.

To reduce the financial risk associated with fuel price volatility over the fiscal year, we recommend expanding Metrolink's fuel hedging strategy to provide coverage for a full 12-month fiscal period.

Discussion

Given the agency's current budget challenges and the anticipated increase in fuel costs beyond the existing hedge period, Staff believes there is significant value in securing fuel pricing for an entire fiscal year whenever market conditions are favorable. Establishing known fuel costs for the full fiscal year improves budget certainty, enhances financial planning, and reduces exposure to unexpected market volatility.

While the intent remains to adhere to the existing principles of Strategy 1, we recommend modifying the policy to allow execution of hedge contracts for up to a full fiscal year when pricing conditions are advantageous to Metrolink, rather than limiting purchases to six months.

The objective of extending the hedge horizon is not to predict future fuel prices, but to strengthen Metrolink's overall risk management strategy by improving cost certainty, protecting operating budgets, stabilizing cash flows, and enhancing longer-term financial planning.

A phased 12-month hedging strategy reduces exposure to fuel price volatility while avoiding the risk of committing the entire annual fuel requirement at a single market price. This layered approach provides flexibility to respond to changing market conditions while maintaining meaningful protection against significant price increases.

Although fuel prices remain elevated today, high prices do not necessarily indicate that prices will decline in the near term. Structural market factors—including geopolitical tensions, global supply constraints, refinery capacity limitations, and shipping disruptions—may continue to support higher fuel prices for an extended period. Consequently, the financial risk of remaining under-hedged may exceed the risk of extending hedge coverage.

By gradually expanding hedge coverage to 12 months, Metrolink balances downside risk if prices decline with protection against further price increases. A layered hedging strategy provides greater budget stability while preserving flexibility to adjust future positions as market conditions evolve.

Budget Impact

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

Next Steps

Updated Fuel Purchase Policy will be provided to the Fuel Hedge Advisor.

Prepared by:	Alex Barber, former Assistant Director, General Accounting
Approved by:	Tom Schamber, Chief Financial Officer

Attachment(s)

Attachment A - FIN-11.1 Fuel Purchase Policy - Clean
Attachment B - FIN-11.1 Fuel Purchase Policy - Red Line
Presentation - Fuel Hedge Policy

METROLINK

Southern California Regional Rail Authority

Finance Policies

TITLE: Fuel Purchase Policy	**NO.** FIN–11.1
EFFECTIVE DATE: October 23, 2026	**REVISION: 5**
Adopted by Board: December 11, 2020	

PURPOSE

The goal of the fuel management and hedging program is to minimize the budget risk resulting from the purchase of fuel. It will establish limits allowing the Chief Executive Officer to act on behalf of the Board of Directors in the procurement of fuel. In addition, it will identify how the fuel purchase program performance is monitored and reported to the board.

APPLICATION

This policy applies to the purchase of diesel fuel in current and future fiscal years.

POLICY STATEMENT

Beginning in April 2022, Metrolink began powering 100% of all its locomotives with renewable diesel fuel. To minimize the risk of having large budget variances due to volatile fuel prices, a comprehensive energy management program will require the use of two instruments. The First is a Financial Instrument that will be executed through an established and maintained account with a Futures Commission Merchant (Broker) for the trading of Futures Contracts. The Second instrument uses the competitive purchase of fuel with daily market prices serving as the bench-mark for supplier bids. It is important to note that in most cases, both instruments will be used together to effectively manage fuel procurement.

Metrolink will establish and maintain a fuel purchase management program that will:

- seek to decrease the volatility of diesel fuel cost;
- seek to increase the likelihood that actual net diesel fuel cost will remain below the budget;
- seek to increase the certainty of future diesel fuel cost;
- seek to attain a lower overall cost of diesel fuel in the long-term;

1. PROCEDURES

1.1 Financial Instrument Hedging

1.1.1 **Instruments** – Metrolink will establish and maintain an account with a Futures Commission Merchant (broker) for trading Futures Contracts. Metrolink will, through the management and direction of an Advisor, acquire, hold, and dispose of futures contracts in the operation of this Program. The high correlation between the movement of the price that Metrolink pays for its fuel locally and the movement of the value of these Futures Contracts, that are traded on the New York Mercantile Exchange (NMEX) for delivery in the New York Harbor, contributes to the Program's effectiveness as a hedge. The volume of each Futures Contract is 42,000 gallons.

1.1.2 **Maximum Hedge Ratio –** Metrolink's fuel consumption is highly predictable without significant variability over time. Given this, the maximum total hedge ratio will be up to 100% of forecasted consumption as more specifically described in section 1.1.6.

1.1.3 **Maximum Hedge Maturity** – To allow the establishment of cost certainty in current and future budget periods, the maximum maturity of the Futures Contracts taken in conjunction with this Program is 36 months forward from the acquisition date as more specifically described in section 1.1.6.

1.1.4 **Exiting Market Positions** – The Advisor will exit the Futures Contracts on a monthly basis so as to correspond to the actual purchase of Metrolink's local fuel and in the same approximate volume. This even liquidation of futures hedges through time and the even purchase of fuel via Metrolink's supply process assures the effectiveness of the hedging process over a fiscal year. Based on the difference between the hedge price (entry price) and the settlement price (exit price), there will be a realized gain or loss that will appear in the futures account. Exceptions to this would be in extraordinary situations and upon the advice of the Advisor, recommendation of the Fuel Hedge Consultant, or recommendation of Metrolink Finance Department (CFO), as follows:

a. where the volume of forecasted fuel consumption unexpectedly decreases in which case the hedge position may be adjusted to comply with Policy and reduce exposure

b. Contracts with 6-18 months left on them are at a premium at a time when fuel spikes abnormally high, greater than 1 standard deviation above the 15-year average NYMEX futures contract price

c. Where the national and/or global inventories show an increasing surplus trend or correction, contracts remaining can be sold to eliminate downside risk.

d. Recommendation from Metrolink Finance Department (CFO)

1.1.5 **<u>Physical Supply</u> -** The physical supply of fuel will be reasonable fuel levels to sustain continue support of operations consistent with the Materials Management and Warehousing standard operating procedures. The physical supply deliveries will be priced according to daily spot pricing and fuel supply contract(s).

1.1.6 **<u>Hedging Strategies Guidelines</u> -** The Strategies are how the Program's objective is achieved. The Strategies will utilize a process:

- That addresses market opportunities and market risks;
- that holds the risk of exceeding budget at or below an acceptable level;
- that monitors the 15-year average, one to three standard deviations, as a length of contract term parameter of the NYMEX futures contract price; that is continuously applied through time for the forward month to be hedged;
- Renewable diesel is completely interchangeable with petroleum diesel as a fuel but is not the same as conventional diesel in terms of refining costs and margins for refiners. The Authority as a practice will maintain awareness of developments in the market supply, pricing, and the emergence of renewable diesel futures contracts for hedging purposes. The Authority will regularly review with the Hedging Advisor the developments in the futures market and if a renewable diesel contract is being traded that will more closely match the renewable diesel fuel that is purchased for operating the Tier 4 locomotives.

The strategies use various historical pricing averages and ranges as pricing parameters;

Strategy 1 – Purchase at 15-year parameters NYMEX futures contract price pricing, global diesel demand is greatly being reduced year to year, no risk of delivery present, worldwide surplus present

- **When the 15-year average of the NYMEX futures contract price is $219 and above purchase future contracts up to 6 months and up to 80% of demand**
- **Establish an additional rolling hedge covering months seven through twelve for approximately 30%–60% of forecasted fuel consumption.**

- For the forward month(s) to be hedged

Strategy 2 – Protect average pricing by purchasing shorter term contracts in the lower 1st deviation of the NYMEX futures contract price index 15-year parameters

- **When the 15-year average of the NYMEX futures contract price is $152-219 purchase future contracts up to 18 months up to 80% of demand**
- For the forward month(s) to be hedged

Strategy 3 – Protect longer term average pricing by purchasing contracts in the 2nd deviation of the NYMEX futures contract price index 15-year parameters

- **When the 15-year average of the NYMEX futures contract price is $86-152 purchase future contracts up to 36 months up to 80% of demand**
- For the forward month(s) to be hedged

Strategy 4 – Takes advantage of historically low pricing during times of low market demand or oversupply that occurs every 5 - 10 years by purchasing contracts in the 3rd lower deviation of the NYMEX futures contract price index 15-year parameters

- **When the 15-year average of the NYMEX futures contract price is below $86 purchase future contracts up to 36 months up to 100% demand**
- For the forward month(s) to be hedged

This will be accomplished by the Advisor executing the appropriate transactions at the appropriate times to create the desired effect within the constraints of the Policy.

1.1.7 Execution, Monitoring & Reporting

a. The Advisor will be responsible for the day-to-day execution of the Program including the execution of transactions, generating reports on the program's status and results, and monitoring the Program and the energy markets.
b. The Advisor will generate weekly update on the status and results of the Program
c. The Advisor will generate monthly report regarding the status and results of the program including an analysis of risk. This analysis of risk will include (1) cash flow at risk (CFAR) analysis based on diesel futures implied option volatility; (2) projected variability of cost gross and net of hedge at

the one and two standard deviation levels and (3) budget risk analysis establishing a current probability of exceeding budget at the strategic levels.

d. To allow hedging to be more responsive to market conditions, the process may include; (a) reviewing current and forecast fuel markets as part of the annual budgeting and planning process to decide whether modifications to the current specifications are warranted; and (b) rebalancing fuel budget stability goals towards market responsiveness by adjusting the percentage of hedge volumes and/or adjusting the forward positions.
e. The reports will be received by the Metrolink Finance Department.
f. Oversight of the program will be primarily the responsibility of the Metrolink Finance Department.
g. Reporting to the Board on the performance of the program will occur quarterly or more frequently if the Board deems appropriate. This will include performance of the purchases against the budget and spot market, with the cost of the program broken down by transaction costs and price variance of gallons delivered.
h. The Fuel Purchase Program shall be audited annually. In addition, the board shall establish an Ad Hoc Committee at the time of the annual audit for the limited purpose of reviewing audit results and reporting to the Board of Directors. The results of the audit will be presented to the Board.

1.1.8 Effectiveness Analysis

a. Fuel-related futures contract transactions are recorded at fair value on the Balance Sheet as either an asset or liability depending on their fair value; the related realized gains and/or losses for effective hedges are deferred. Realized gains and losses on these transactions are recognized as fuel expense in the specific period in which the instrument is settled.

b. With the assistance of our Fuel Hedge Advisor, the Authority uses regression analysis method to evaluate the effectiveness of our fuel hedge.

c. The regression analysis method evaluates effectiveness by considering the statistical relationship between the cash flows or fair values of the potential hedging instrument and the hedgeable item. The changes in cash flows or fair values of the potential hedging instrument substantially offset the changes in cash flows or fair values of the hedgeable item if all of the following criteria are met:

    i. The R-squared of the regression analysis is at least 0.80.

ii. The F-statistic calculated for the regression model demonstrates that the model is significant using a 95 percent confidence interval.

iii. The regression coefficient for the slope is between –1.25 and –0.80.

d. The regression analysis should be based on sufficient data to determine if the potential hedging instrument is effective as of the end of the reporting period.

DEFINITION OF TERMS

Binding Contract – The agreement between two (or more) parties that creates a legal obligation to exchange consideration, usually money, for specific performance requirements (e.g., delivery of goods)

Futures Contract – A contract between two parties that fixes the date of delivery at the New York Harbor and the price on that date for a 42,000-gallon unit.

Oil Price Information Service (OPIS) – A nationally recognized, independent surveyor/index of the nation's energy markets.

Ultra-Low Sulfur Fuel (ULS) – Diesel fuel containing less than 15 ppm sulfur

Spot Pricing – Daily market price of diesel fuel as published by OPIS.

Advisor – The professional contracted by Metrolink to advise, execute, monitor, and report regarding the diesel futures hedging contract strategy and policy consistent with those responsibilities set forth in 1.1.7.

California Air Resources Board (CARB) – The clean air agency for the State of California.

Renewable Diesel – A hydrocarbon that is chemically equivalent to petroleum diesel. Metrolink began using renewable diesel in its locomotives in April of 2022.

RESPONSIBILITIES

Board of Directors – responsible for reviewing and approving the established policy, due diligence and delegating specified approval authority for purchasing diesel fuel to the Fuel Manager.

Contracts Administration & Procurement Department (CA&P) - responsible for conducting, in accordance with Board approved policies, all procurement activities on behalf of the Authority and developing and maintaining procedures related to all procurement matters.

Fuel Hedge Advisor – responsible for the day-to-day execution of the fuel purchase program, which includes; acquisition, holding, and disposition of futures contracts in the operation of this Program.

POLICY HISTORY
January 23, 2015 – New Policy and Procedures document approved
December 11, 2020 – New policy document approved
May 13, 2022 – Update strategy parameters
February 27, 2026 – Clarify strategy
October 23, 2026 – Update strategy 1 and clarify renewable diesel contract strategy

METROLINK

Southern California Regional Rail Authority

Finance Policies

TITLE: Fuel Purchase Policy **NO.** FIN–11.1

EFFECTIVE DATE: ~~February 27, 2026~~October 23, 2026 **REVISION: 5**

Adopted by Board: December 11, 2020

PURPOSE

The goal of the fuel management and hedging program is to minimize the budget risk resulting from the purchase of fuel. It will establish limits allowing the Chief Executive Officer to act on behalf of the Board of Directors in the procurement of fuel. In addition, it will identify how the fuel purchase program performance is monitored and reported to the board.

APPLICATION

This policy applies to the purchase of diesel fuel in current and future fiscal years.

POLICY STATEMENT

Beginning in April 2022, Metrolink began powering 100% of all its locomotives with renewable diesel fuel. To minimize the risk of having large budget variances due to volatile fuel prices, a comprehensive energy management program will require the use of two instruments. The First is a Financial Instrument that will be executed through an established and maintained account with a Futures Commission Merchant (Broker) for the trading of Futures Contracts. The Second instrument uses the competitive purchase of fuel with daily market prices serving as the bench-mark for supplier bids. It is important to note that in most cases, both instruments will be used together to effectively manage fuel procurement.

Metrolink will establish and maintain a fuel purchase management program that will:

- seek to decrease the volatility of diesel fuel cost;
- seek to increase the likelihood that actual net diesel fuel cost will remain below the budget;
- seek to increase the certainty of future diesel fuel cost;
- seek to attain a lower overall cost of diesel fuel in the long-term;

1. PROCEDURES

1.1 Financial Instrument Hedging

1.1.1 **Instruments** – Metrolink will establish and maintain an account with a Futures Commission Merchant (broker) for trading Futures Contracts. Metrolink will, through the management and direction of an Advisor, acquire, hold, and dispose of futures contracts in the operation of this Program. The high correlation between the movement of the price that Metrolink pays for its fuel locally and the movement of the value of these Futures Contracts, that are traded on the New York Mercantile Exchange (NMEX) for delivery in the New York Harbor, contributes to the Program's effectiveness as a hedge. The volume of each Futures Contract is 42,000 gallons.

1.1.2 **Maximum Hedge Ratio –** Metrolink's fuel consumption is highly predictable without significant variability over time. Given this, the maximum total hedge ratio will be up to 100% of forecasted consumption as more specifically described in section 1.1.6.

1.1.3 **Maximum Hedge Maturity** – To allow the establishment of cost certainty in current and future budget periods, the maximum maturity of the Futures Contracts taken in conjunction with this Program is 36 months forward from the acquisition date as more specifically described in section 1.1.6.

1.1.4 **Exiting Market Positions** – The Advisor will exit the Futures Contracts on a monthly basis so as to correspond to the actual purchase of Metrolink's local fuel and in the same approximate volume. This even liquidation of futures hedges through time and the even purchase of fuel via Metrolink's supply process assures the effectiveness of the hedging process over a fiscal year. Based on the difference between the hedge price (entry price) and the settlement price (exit price), there will be a realized gain or loss that will appear in the futures account. Exceptions to this would be in extraordinary situations and upon the advice of the Advisor, recommendation of the Fuel Hedge Consultant, or recommendation of Metrolink Finance Department (CFO), as follows:

a. where the volume of forecasted fuel consumption unexpectedly decreases in which case the hedge position may be adjusted to comply with Policy and reduce exposure

b. Contracts with 6-18 months left on them are at a premium at a time when fuel spikes abnormally high, greater than 1 standard deviation above the 15-year average NYMEX futures contract price

c. Where the national and/or global inventories show an increasing surplus trend or correction, contracts remaining can be sold to eliminate downside risk.

d. Recommendation from Metrolink Finance Department (CFO)

1.1.5 **Physical Supply** - The physical supply of fuel will be reasonable fuel levels to sustain continue support of operations consistent with the Materials Management and Warehousing standard operating procedures. The physical supply deliveries will be priced according to daily spot pricing and fuel supply contract(s).

1.1.6 **Hedging Strategies Guidelines** - The Strategies are how the Program's objective is achieved. The Strategies will utilize a process:

- That addresses market opportunities and market risks;
- that holds the risk of exceeding budget at or below an acceptable level;
- that monitors the 15-year average, one to three standard deviations, as a length of contract term parameter of the NYMEX futures contract price;that is continuously applied through time for the forward month to be hedged;
- **Renewable diesel is completely interchangeable with petroleum diesel as a fuel but is not the same as conventional diesel in terms of refining costs and margins for refiners. The Authority as a practice will maintain awareness of developments in the market supply, pricing, and the emergence of renewable diesel futures contracts for hedging purposes. The Authority will regularly review with the Hedging Advisor the developments in the futures market and if a renewable diesel contract is being traded that will more closely match the renewable diesel fuel that is purchased for operating the Tier 4 locomotives.**

The strategies use various historical pricing averages and ranges as pricing parameters;

Strategy 1 – Purchase at 15-year parameters NYMEX futures contract price pricing, global diesel demand is greatly being reduced year to year, no risk of delivery present, worldwide surplus present

- **When the 15-year average of the NYMEX futures contract price is $219 and above purchase future contracts up to 6 months and up to 80% of demand**
- **Establish an additional rolling hedge covering months seven through twelve for approximately 30%–60% of forecasted fuel consumption.**

- For the forward month(s) to be hedged

Strategy 2 – Protect average pricing by purchasing shorter term contracts in the lower 1st deviation of the NYMEX futures contract price index 15-year parameters

- **When the 15-year average of the NYMEX futures contract price is $152-219 purchase future contracts up to 18 months up to 80% of demand**
- For the forward month(s) to be hedged

Strategy 3 – Protect longer term average pricing by purchasing contracts in the 2nd deviation of the NYMEX futures contract price index 15-year parameters

- **When the 15-year average of the NYMEX futures contract price is $86-152 purchase future contracts up to 36 months up to 80% of demand**
- For the forward month(s) to be hedged

Strategy 4 – Takes advantage of historically low pricing during times of low market demand or oversupply that occurs every 5 - 10 years by purchasing contracts in the 3rd lower deviation of the NYMEX futures contract price index 15-year parameters

- **When the 15-year average of the NYMEX futures contract price is below $86 purchase future contracts up to 36 months up to 100% demand**
- For the forward month(s) to be hedged

This will be accomplished by the Advisor executing the appropriate transactions at the appropriate times to create the desired effect within the constraints of the Policy.

1.1.7 Execution, Monitoring & Reporting

a. The Advisor will be responsible for the day-to-day execution of the Program including the execution of transactions, generating reports on the program's status and results, and monitoring the Program and the energy markets.
b. The Advisor will generate weekly update on the status and results of the Program
c. The Advisor will generate monthly report regarding the status and results of the program including an analysis of risk. This analysis of risk will include (1) cash flow at risk (CFAR) analysis based on diesel futures implied option volatility; (2) projected variability of cost gross and net of hedge at

the one and two standard deviation levels and (3) budget risk analysis establishing a current probability of exceeding budget at the strategic levels.

d. To allow hedging to be more responsive to market conditions, the process may include; (a) reviewing current and forecast fuel markets as part of the annual budgeting and planning process to decide whether modifications to the current specifications are warranted; and (b) rebalancing fuel budget stability goals towards market responsiveness by adjusting the percentage of hedge volumes and/or adjusting the forward positions.
e. The reports will be received by the Metrolink Finance Department.
f. Oversight of the program will be primarily the responsibility of the Metrolink Finance Department.
g. Reporting to the Board on the performance of the program will occur quarterly or more frequently if the Board deems appropriate. This will include performance of the purchases against the budget and spot market, with the cost of the program broken down by transaction costs and price variance of gallons delivered.
h. The Fuel Purchase Program shall be audited annually. In addition, the board shall establish an Ad Hoc Committee at the time of the annual audit for the limited purpose of reviewing audit results and reporting to the Board of Directors. The results of the audit will be presented to the Board.

1.1.8 Effectiveness Analysis

a. Fuel-related futures contract transactions are recorded at fair value on the Balance Sheet as either an asset or liability depending on their fair value; the related realized gains and/or losses for effective hedges are deferred. Realized gains and losses on these transactions are recognized as fuel expense in the specific period in which the instrument is settled.

b. With the assistance of our Fuel Hedge Advisor, the Authority uses regression analysis method to evaluate the effectiveness of our fuel hedge.

c. The regression analysis method evaluates effectiveness by considering the statistical relationship between the cash flows or fair values of the potential hedging instrument and the hedgeable item. The changes in cash flows or fair values of the potential hedging instrument substantially offset the changes in cash flows or fair values of the hedgeable item if all of the following criteria are met:

    i. The R-squared of the regression analysis is at least 0.80.

ii. The F-statistic calculated for the regression model demonstrates that the model is significant using a 95 percent confidence interval.

iii. The regression coefficient for the slope is between –1.25 and –0.80.

d. The regression analysis should be based on sufficient data to determine if the potential hedging instrument is effective as of the end of the reporting period.

DEFINITION OF TERMS

Binding Contract – The agreement between two (or more) parties that creates a legal obligation to exchange consideration, usually money, for specific performance requirements (e.g., delivery of goods)

Futures Contract – A contract between two parties that fixes the date of delivery at the New York Harbor and the price on that date for a 42,000-gallon unit.

Oil Price Information Service (OPIS) – A nationally recognized, independent surveyor/index of the nation's energy markets.

Ultra-Low Sulfur Fuel (ULS) – Diesel fuel containing less than 15 ppm sulfur

Spot Pricing – Daily market price of diesel fuel as published by OPIS.

Advisor – The professional contracted by Metrolink to advise, execute, monitor, and report regarding the diesel futures hedging contract strategy and policy consistent with those responsibilities set forth in 1.1.7.

California Air Resources Board (CARB) – The clean air agency for the State of California.

Renewable Diesel – A hydrocarbon that is chemically equivalent to petroleum diesel. Metrolink began using renewable diesel in its locomotives in April of 2022.

RESPONSIBILITIES

Board of Directors – responsible for reviewing and approving the established policy, due diligence and delegating specified approval authority for purchasing diesel fuel to the Fuel Manager.

Contracts Administration & Procurement Department (CA&P) - responsible for conducting, in accordance with Board approved policies, all procurement activities on behalf of the Authority and developing and maintaining procedures related to all procurement matters.

Fuel Hedge Advisor – responsible for the day-to-day execution of the fuel purchase program, which includes; acquisition, holding, and disposition of futures contracts in the operation of this Program.

POLICY HISTORY
January 23, 2015 – New Policy and Procedures document approved
December 11, 2020 – New policy document approved
May 13, 2022 – Update strategy parameters
February 27, 2026 – Clarify strategy
October 23, 2026 – Update strategy 1 and clarify renewable diesel contract strategy

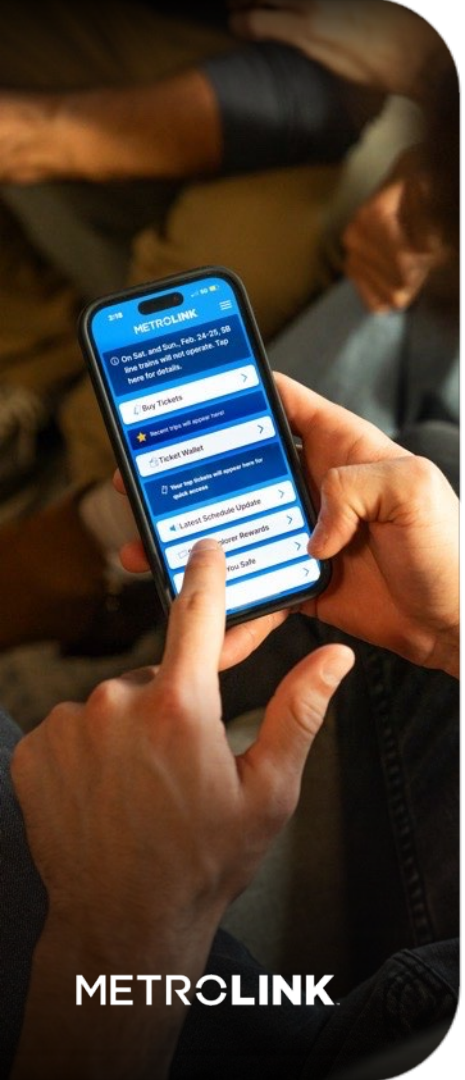


Fuel Hedge Policy Update

Staff Provided Recommendations for Fuel Purchase Policy Strategy 1



METROLINK



How did we get here?

- Metrolink has maintained a conservative fuel hedging strategy.
- This strategy has been effective during an increasing fuel price environment.
- Current market conditions have shifted to an uncertain fuel price environment.
- A more flexible hedging policy would better manage risk in both rising and falling price environments.
- Extending the hedging horizon when market conditions are uncertain would improve budget certainty and support longer-term financial planning.
- This approach remains aligned with the Fuel Purchase Program's primary objective of minimizing budget risk.



Fuel Purchase Policy – Strategy 1

- Current policy language

- When the 15-year average of the NYMEX futures contract price is **$219** and above purchase future contracts up to **6 months** and up to **80% of demand**.

Recommendation

- Rather than immediately extending hedge coverage from 6 months to 12 months at the full 80% level, we recommend a measured, phased approach:
  - Maintain the existing rolling **six-month** hedge at current policy levels
  - Establish an additional rolling hedge covering months **seven through twelve** for approximately **30%–60%** of forecasted fuel consumption
  - Gradually increase or decrease longer-term hedge coverage as market conditions warrant



METROLINK



Rationale

- Improve cost certainty / Reduced budget volatility
  - Protecting operating budget, stabilizing cash flows, and enhancing longer-term financial planning
- Manage risk – not predict prices
  - Reduces exposure to fuel price volatility while avoiding the risk of committing the entire annual fuel requirement
  - Limit acquisition of contracts that experience downward pressure
- Increase flexibility
  - A layered approach provides flexibility to respond to changing market conditions
- Balance upside and downside risk
  - Regardless of the price uncertainty we would be able to minimize budget risk



METROLINK

Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-323-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Paul Hubler, Chief Strategy Officer**
SUBJECT:	**October Legislative Update**

Issue

Staff provides a regular monthly update on current legislative affairs.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving. This commitment is met by sharing news, information and the Authority's legislative priorities with elected officials.

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

Background

Staff continues to engage with state and federal stakeholders concerning Metrolink service and relevant policy initiatives.

Discussion

State

Legislature Concludes 2025-26 Session
Governor Newsom signed Senate Bill 741 (Blakespear) into law at the conclusion of the 2025-2026 legislative session. SB 741, which Metrolink supported, improves the Low Carbon Transit Operations Program (LCTOP) by expanding eligible uses to include transit maintenance, eliminates redundant emissions-demonstration requirements for ongoing programs, streamlines program administration, and clarifies that agencies may continue funding previously approved services without having to restart the application process. LCTOP is a vital, flexible funding source for Metrolink that supports operations or capital projects that reduce emissions and improve mobility across our six-county region. Metrolink has historically used LCTOP funding to support programs including discounted fares for students and low-income riders.

Looking ahead, voters will elect a new Governor, all 80 members of the Assembly, and half of the Senate in the November 3 general election. The Legislature will convene on December 7 to swear in members and begin the 2027-28 session.

Final GGRF Agreement Upholds SB 125 Commitment and Partially Restores TIRCP and LCTOP Funding
The Legislature and Administration reached a final agreement on the FY2026-27 Greenhouse Gas Reduction Fund (GGRF) expenditure plan, which was enacted with passage of Assembly Bill (AB) 113 (Gabriel). The agreement restores some funding for transit programs that faced significant reductions after changes to the state's Cap-and-Invest program earlier this year.

AB 113 (Gabriel) provides $230 million for the zero-emission transit capital program, fulfilling the remaining FY2026-27 commitment made through SB 125.The agreement also provides $95 million for Transit and Intercity Rail Capital Program (TIRCP)and $48 million for the Low Carbon Transit Operations Program (LCTOP), up from the $76 million and $38 million, respectively, projected in June for those programs. The higher baseline GGRF funding reflects stronger than expected revenue generation at the most recent quarterly auction of the Cap-and-Invest program, which took place earlier this month.

The final agreement provides some additional certainty for transit agencies during FY2026-27 but does not resolve the longer-term funding challenges facing programs supported by GGRF revenues. Metrolink staff will continue working with the California Transit Association and partner agencies to monitor future cap-and-invest revenues and advocate for sustainable state support for regional rail.

CalSTA Opens Flexible State Rail Assistance Funding Cycle
On September 8, the California State Transportation Agency (CalSTA) released a Notice of

Funding Opportunity for Cycle 2 of the Flexible State Rail Assistance (SRA) Program. SRA, created through SB 1, supports commuter and intercity capital and operating needs. State law splits SRA revenue equally between commuter and intercity rail and guarantees a minimum share to each of the state's three intercity rail corridors. CalSTA awards the remaining intercity funds through this flexible program, which is open to commuter rail agencies, intercity rail agencies, and Caltrans. Eligible uses include new or expanded service on emerging corridors, zero- and low-emission rail vehicles, replacement of aging signal and track infrastructure, planning activities, and operating funds to avoid service cuts or expand service.

Up to $66 million is expected to be available in this cycle, reflecting revenues accrued from FY 2020-21 through FY2025-26 and forecasted revenues through FY 2029-30. Applications are due October 19, and CalSTA may award operating funds on a rolling basis before the deadline.

Federal

Congress Extends Surface Transportation Programs Through December 11
On September 2, the President signed a continuing resolution (CR) that funds the federal government through December 11 and temporarily extends the surface transportation programs authorized by the Infrastructure Investment and Jobs Act (IIJA), which expired on September 30. The CR does not extend the IIJA's advance appropriations, about $36.8 billion per year across the U.S. Department of Transportation. These funds drove much of the IIJA's growth in discretionary grant funding, including major passenger rail programs like the Federal-State Partnership for Intercity Passenger Rail and Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. Unless Congress restores this funding through annual appropriations or the next reauthorization, discretionary transit and rail grant funding is expected to drop sharply in FY 2027. Staff will continue to will continue working with our congressional delegation and industry partners to advocate for federal investment in commuter rail as negotiations proceed.

Olympic Transportation Funding Pending in FY 2027 Appropriations
Funding for transportation improvements and operations associated with the 2028 Olympic and Paralympic Games remains under consideration as Congress works through the FY2027 appropriations process. The President's FY 2027 budget request did not include Olympic transportation funding. However, the House Appropriations Committee's FY 2027 Transportation, Housing and Urban Development (THUD) bill includes $875 million for Games-related public transportation, available to all host cities. The Senate has not yet released a FY27 THUD appropriations proposal.

We continue to work with our congressional delegation and regional partners to secure federal support for capital and operating needs related to the Games. With the Games less than two years away, timely federal action is critical, because service planning and capital investments require significant lead time. Metrolink will continue to demonstrate readiness to deliver Olympic transportation investments quickly and effectively.

Prepared by: Jeffrey Dunn, Director, Government and Community Relations
Anna Denecke, Senior Manager, Government Relations
Julie Nieto, Management Analyst II

Approved by: Paul Hubler, Chief Strategy Officer

Attachment(s)

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

Appendix A: Bill Matrix

Bill Number	Bill Status	Action
State		
CA Assembly		
AB 110 (Gabriel): An act to amend the Budget Act of 2026 by amending Section 39.00 of that act, relating to the state budget, and making an appropriation therefor, to take effect immediately, budget bill.	8/6/26: Ordered to inactive file at the request of Senator Laird.	Monitor
AB 122 (Committee on Budget) Taxation. This bill is a revenue trailer bill for the 2026-27 Budget. This bill contains various statutory changes necessary to implement the Budget Act of 2026.	8/6/26: Ordered to inactive file at the request of Senator Laird.	Monitor
AB 125 (Committee on Budget) Medi-Cal: managed care organization provider tax. This bill is a revenue trailer bill for the 2026-27 Budget. This bill contains various statutory changes necessary to implement the Budget Act of 2026.	8/6/26: Ordered to inactive file at the request of Senator Laird.	Monitor
AB 176 (Committee on Budget) Taxation. This bill is the revenue trailer bill for the 2026-27 Budget. This bill contains various statutory changes necessary to implement the Budget Act of 2026.	6/12/26: From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Committee on Budget & Fiscal Reiview.	Monitor
AB 259 (Rubio): Would extend a sunset by four years to 2030 on a Brown Act provision that allows local government board members to remotely participate in meetings under certain, limited conditions.	6/27/25: In committee: Hearing postponed by committee.	Monitor
AB 810 (Irwin): Would expand on existing law to require special districts, joint powers authorities, or other political subdivisions to maintain an internet website with a ".gov" or ".ca.gov" domain. Special districts, joint powers authorities, or other	2/02/26: From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.	Monitor

political subdivisions would have no later than January 1, 2031.		
AB 1421 (Wilson): Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. This bill would extend the operation of the above-described provisions until January 1, 2035.	1/29/26: In Senate. Read first time. To Committee on Rules for assignment.	Monitor
AB 1855 (J. Gonzalez): CEQA, until January 1, 2040, exempts from its requirements certain projects for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives. This bill would instead eliminate the condition that the public project be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, thereby expanding the scope of the exemption. The bill would require, for purposes of the exemption, the mainline rail of the project, instead of the whole project, to be located entirely within an existing right-of-way or existing highway right-of-way.	2/23/26: Referred to the committee on Natural Resources.	Support
AB 1941 (González): Organized metal theft. This bill would prohibit organized metal theft, described as acting in concert with one or more persons to steal metal materials from one or more of specified materials and items with the intent to sell,	9/30/26: Chaptered by Secretary of State - Chapter 838, Statutes of 2026.	Monitor

exchange, or return those metal materials for value, acting in concert with 2 or more persons to receive, purchase, or possess those metal materials knowing or believing it to have been stolen, acting as an agent of another to steal those metal materials as part of an organized plan to commit theft, or recruiting, coordinating, organizing, supervising, directing, managing, or financing another to undertake acts of theft of metal. The bill would make a violation of organized metal theft punishable as either a misdemeanor or a felony. The bill would make related findings and declarations and state the intent of the Legislature.		
AB 2074 (Haney): Regional transit hub districts: downtown housing developments. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, as specified. The bill would establish the Downtown Revitalization Loan Fund and continuously appropriate moneys in the fund to the California Housing Finance Agency for the purpose of making loans to applicants to develop downtown housing developments, as specified.	9/29/26: Chaptered by Secretary of State - Chapter 797, Statutes of 2026.	Monitor
AB 2415 (Hoover): Transit-oriented housing developments: alternative plans. Existing law prescribes requirements for these plans, including requiring that the plan not reduce the capacity in any transit-oriented development zone in total units or residential floor area by more than 50%. This bill would provide that a transit-oriented development alternative plan may reduce the capacity in up to one transit-oriented development zone in total units or residential floor area by more than 50% if certain requirements are met.	8/19/26: In Assembly. Concurrence in Senate amendments pending.	Monitor

AB 2576 (Harabedian): Transit-oriented development. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. This bill would delay each of those dates, and certain related dates, by one year. The bill would also increase the population threshold for certain requirements to apply to cities, as described above, from 35,000 to 40,000.	9/14/26: Chaptered by Secretary of State - Chapter 214, Statutes of 2026.	Monitor
CA Senate		
SB 220 (Allen): Would expand the Los Angeles County Metropolitan Transportation Authority Board of Directors to 18 members, from the current 14 members, by adding the County Executive of the County of Los Angeles and three public members appointed by the County Executive.	2/02/26: Returned to Secretary of Senate pursuant to Joint Rule 62(a).	Monitor
SB 445 (Wilson): This bill would enact the Sustainable Transportation Project Delivery Reform Act. The bill would authorize the secretary to grant a waiver to a local agency, as defined, that is seeking to design and construct a sustainable transportation project, as defined, from any standards, criteria, specifications, requirements, or other conditions of a third party, as defined, applicable to the sustainable transportation project if the secretary determines that granting the waiver will assist the local agency in delivering the sustainable transportation project in a cost-efficient and timely manner.	8/29/25: August 29 hearing: Held in committee and under submission.	Monitor

SB 545 (Cortese): Would commission a study on the extraordinary commercial and residential economic development opportunities along the California High Speed Rail corridor focusing on increased land value, development incentives and public-private partnerships from Los Angeles to San Francisco.	8/29/25: August 29 hearing: Held in committee and under submission.	Monitor
SB 667 (Archuleta): Report. This bill would require the commission, on or before July 1, 2029, to review the list of railroad sites and, in the annual report, to include an evaluation of each site on the list and determine whether changes in conditions, operations, or safety data warrant the removal, modification, or addition of any site.	9/18/26: Chaptered by Secretary of State. Chapter 316, Statutes of 2026.	Monitor
SB 677 (Wiener): This bill would revise the definition of “high-frequency commuter rail” to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. By increasing the duties of local officials, and by expanding the crime of perjury, this bill would impose a state-mandated local program.	9/30/26: Chaptered by Secretary of State. Chapter 974, Statutes of 2026.	Monitor
SB 741 (Blakespear): Low Carbon Transit Operations Program. The bill would revise and recast the Low Carbon Transit Operations Program (LCTOP); removes the Caltrans guideline adoption requirement; restricts eligible expenditures to bus, rail, or ferry service maintenance or expansion, fare subsidies, and network and fare integration technology improvements; and eliminates the disadvantaged community expenditure requirement.	9/18/26: Chaptered by Secretary of State. Chapter 247, Statutes of 2026.	Support
SB 935 (Choi): Existing law authorizes a local agency, as defined, with approval of	7/16/26: Chaptered by Secretary of State.	Monitor

its governing body, to procure design-build contracts for public works projects in excess of $1,000,000, awarding the contract either to the lowest bid or the best value. Existing law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing local agencies to use the design-build procurement process are repealed on January 1, 2031.This bill would repeal the above-described January 1, 2031, repeal date, thereby extending the operation of these provisions indefinitely.	Chapter 102, Statutes of 2026.	
SB 1008 (Ochoa Bough): California Environmental Quality Act: exemption: railroad grade crossing closure. Reenacts an exemption from the California Environmental Quality Act (CEQA) for the closure of a railroad grade crossing by order of the Public Utilities Commission (PUC) when the PUC has found the crossing to present a threat to public safety.	8/27/26: Chaptered by Secretary of State. Chapter 151, Statutes of 2026.	Monitor
SB 1019 (Grove): This bill would require the Attorney General to establish the California Cargo Theft Task Force to combat crimes involving the theft, diversion, embezzlement, unlawful taking, or fraudulent acquisition of cargo or freight. The bill would require the task force, among other duties, to investigate, apprehend, and recommend for prosecution, as appropriate, individuals or entities that engage in cargo theft or related offenses.	5/14/26: May 14 hearing: Held in committee and under submission.	Monitor
SB 1136 (Blakespear): This bill require, on or before July 1, 2027, a regional rail operator, as defined, operating within an intercity rail corridor to ensure that its fare systems are fully integrated with the fare systems of the intercity rail operator, and any other regional rail operator, operating in the intercity rail corridor. This bill would	5/14/26: May 14 hearing: Held in committee and under submission.	Monitor

require an interagency transfer agreement to require a joint powers board to ensure that service planning is provided for special events, commencing with the 2027-28 fiscal year.		
SB 1216 (Laird): Budget Act of 2026. The Budget Act of 2026 would make appropriations for the support of state government for the 2026–27 fiscal year. This bill would amend the Budget Act of 2026 by amending a section relating to appropriations. This bill would declare that it is to take effect immediately as a Budget Bill.	6/15/26: Re-referred to Committee on Budget and Fiscal Review.	Monitor
SB 1324 (Blakespear): Passenger and freight rail: LOSSAN Rail Corridor: working group report. This bill would extend the deadline for a report created in SB 1098 (Blakespear), which requires the Secretary of Transportation to convene a working group composed of representatives of certain types of entities, including, among others, metropolitan planning organizations from specified counties. The bill would require the working group to submit consensus recommendations and feedback in a report to the Legislature on or before February 1, 2027, on various topics relating to rail service in the LOSSAN Rail Corridor.	8/27/26: Chaptered by Secretary of State. Chapter 158, Statutes of 2026.	Monitor
SB 1375 (Cortese): California Environmental Quality Act: exemption: urban intermodal rail station project. This bill would exempt from CEQA a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions, including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. Because a lead agency would be required to	9/30/26: Chaptered by Secretary of State. Chapter 1030, Statutes of 2026.	Monitor

determine the applicability of this exemption, the bill would impose a state-mandated local program. Provided the station passenger rail service will exclusively use Tier IV or cleaner rolling stock or locomotive engines.		
SB 1411 (Stern): Greenhouse Gas Reduction Fund: funding conditions: high-speed rail. This bill would authorize the authority to enter into new funding commitments with the moneys (collected by the State Air Resources Board from the auction or sale of certain allowances as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund) outside of the Merced to Bakersfield segment in any amount for additional activities that maximize the efficiency of delivering the project, as specified. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.	5/14/26: May 14 hearing: Held in committee and under submission.	Support
Federal		
U.S. House of Representatives		
H.R.928 (Deluzio): Railway Safety Act of 2025 - To enhance safety requirements for trains transporting hazardous materials, and for other purposes.	2/04/25: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials	Monitor
H.R.2853 (Joyce): Combating Organized Retail Crime Act. To combat organized crime involving the illegal acquisition of retail goods and cargo for the purpose of selling those illegally obtained goods through physical and online retail marketplaces.	5/13/26: Received in the Senate and Read twice and referred to the Committee on the Judiciary	Support
H.R.3194 (Moolenaar): Amend the Clean Air Act to prohibit State standards relating to the control of emissions from existing locomotives and engines used in locomotives, and for other purposes	7/14/2026: Forwarded by Subcommittee to Full Committee by Voice Vote.	Monitor

H.R.3449 (Johnson): Stronger Communities through Better Transit Act. Amend title 49, United States Code, to establish a program to provide grants to eligible recipients for eligible operating support costs of public transportation, and for other purposes.	5/16/25: Referred to the House Committee on Transportation and Infrastructure.	Monitor
H.R.3647 (Mullin): Safe Cross Act, Study.—Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Railroad Administration, acting through the Associate Administrator for Railroad Safety, shall conduct a study to identify any potential benefits and challenges of implementing and using sensors enabled with artificial intelligence at rail crossings as a safety measure to reduce pedestrian and traffic accidents.	5/30/25: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials	Monitor
H.R.4926 (Hageman): Highway Funding Transferability Improvement Act. This bill would amend title 23, United States Code, to provide for increased transferability of Federal-aid highway funds.	8/9/25: Referred to the Subcommittee on Highways and Transit.	Monitor
H.R. 5783 (Pou): State Actions For Employing Transportation Risk Assessments and Crossing Knowledge Strategies Act. The bill would mandate periodic Federal Railroad Administration reports to lawmakers on highway-rail grade crossing safety with details about how states will work with railroads to reduce pedestrian deaths, including suicides, in conjunction with mental health and law enforcement agencies. Such reports would be required every five years.	12/18/25: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.	Monitor
H.R.6298 (Friedman): Safe and Affordable Transit Act. To amend title 49, United States Code, to provide for grants to certain urbanized areas for operating costs relating to crime prevention and security, and for other purposes.	11/26/25: Referred to the House Committee on Transportation and Infrastructure	Support
H.R. 7748 (Deluzio): Railway Safety Act of 2026. To enhance safety requirements for trains transporting hazardous materials,	3/3/26: Referred to the Subcommittee on Railroads, Pipelines,	Monitor

and for other purposes. The bill introduces comprehensive safety measures for trains carrying hazardous materials, including mandatory real-time tracking of train compositions, enhanced emergency response planning, and stricter speed limits for high-hazard trains. It requires Class I railroads to maintain accurate, accessible data on hazardous materials and establish emergency contact points.	and Hazardous Materials	
U.S. Senate		
S.1218 (Moran): Transportation Assistance for Olympic and World Cup Cities Act of 2025 - provides financial and planning support for cities and organizations hosting international sporting events in the United States, including the Olympics and the FIFA World Cup. Additionally, the bill directs contracting state agencies to develop a growth plan to increase participation of minority- and women-owned businesses in state contracts and subcontracts.	4/1/25: Read twice and referred to the Committee on Commerce, Science, and Transportation	Monitor
S.1733 (Cramer): Highway Funding Transferability Improvement Act. To amend title 23, United States Code, to provide for increased transferability of Federal-aid highway funds. Section 126(a) of title 23, United States Code, is amended by striking “50 percent” and inserting “75 percent”.	7/23/25: Committee on Environment and Public Works Senate Subcommittee on Transportation and Infrastructure. Hearings held.	Monitor
S. 2651 (Scott): ROAD to Housing Act of 2025 - To increase the supply of affordable housing in America incorporating the Build More Housing Near Transit Act.	8/1/25: Placed on Senate Legislative Calendar under General Orders. Calendar No. 143.	Monitor
S. 3665 (Duckworth): A bill to prosecute, as a Federal crime, the assault or intimidation of a passenger train crew member in a manner consistent with the prosecution of assault or intimidation of an aircraft crew member.	1/15/26: Read twice and referred to the Committee on Commerce, Science, and Transportation.	Monitor
S. 5492 (Hagerty): Safe Transit Act - A bill to reduce crime on public transportation, and for other purposes. would tie federal	9/23/2026: Read twice and referred to the Committee on Banking,	Monitor

transit funding to crime reduction, fare enforcement, and safety performance. Require larger agencies to dedicate at least 3% of Section 5307 funds to safety/security, strengthen crime reporting and fare-evasion requirements, and allow DOT to withhold funding for noncompliance. It would also restricts most zero-fare programs for larger transit agencies, with specified exemptions and require new safety measures such as cameras and federal performance standards.	Housing, and Urban Affairs.	





METROLINK

October Legislative Update

Receive and file.

State

- Legislature Concludes 2025-26 Session
- CalSTA Opens Flexible State Rail Assistance Funding Cycle



METROLINK

Federal

- Congress Extends Surface Transportation Programs Through December 11





METROLINK

Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-355-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Michelle Pena, Board Clerk**
SUBJECT:	**Approval of Meeting Minutes - September 25, 2026 Regular Board Meeting and October 9, 2026 Special Board Meeting**

Recommendation

It is recommended that the Board approve the Minutes of the September 25, 2026 Regular Board Meeting and October 9, 2026 Special 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 09.25.26 Board of Directors Minutes
Attachment B - DRAFT 10.09.26 Board of Directors Minutes

METROLINK

metrolinktrains.com/meeting

DRAFT MINUTES OF THE BOARD OF DIRECTORS MEETING

Friday, September 25, 2026

BOARD MEMBERS/ALTERNATES IN ATTENDANCE:

OCTA: (2 votes)	DOUG CHAFFEE *(Chair)* Mark Tettemer
RCTC: (2 votes)	BRIAN BERKSON *(Vice-Chair)** KAREN SPIEGEL
VCTC: (1 vote)	TONY TREMBLEY *(2nd Vice-Chair)*
METRO: (4 votes)	KATHRYN BARGER** ARA NAJARIAN TIM SANDOVAL
SBCTA: (2 votes)	Javier Dutrey Ray Marquez

*Vice-Chair Berkson joined the meeting at 10:20 a.m.
**Director Barger joined the meeting at 10:05 a.m.

EX-OFFICIO MEMBERS

SCAG	Marty Simonoff
State of California	Marlon Regisford

STAFF/PRESENTERS:
DARREN KETTLE, Chief Executive Officer
DON O. DEL RIO, General Counsel
NOELIA RODRIGUEZ, Chief of Staff
LISA BAHR, Chief Customer Experience Officer
SAMANTHA CERDA, Assistant Board Clerk
JEFFREY DUNN, Director, Government and Community Relations
GEOFFREY FORGIONE, Associate General Counsel
JUSTIN FORNELLI, Chief, Program Delivery
HILARY KONCZAL, Chief Safety, Security, and Compliance Officer
MICHELLE PENA, Board Clerk
TOM SCHAMBER, Chief Financial Officer
EDUARDO TOVAR, Manager II, Inventory Control

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

1. Call to Order

The September 25, 2026 Regular Board Meeting was called to order at 10:02 a.m. by Chair Chaffee in the Metro Board Room, One Gateway Plaza, 3rd Floor, Los Angeles, CA 90012.

2. Safety Briefing

Hilary Konczal, Chief Safety, Security, and Compliance Officer conducted the safety briefing.

3. Pledge of Allegiance

Director Dutrey led the group in the pledge of allegiance.

4. Roll Call

The Board Clerk called roll and confirmed that a quorum of the Board was present. Directors Nguyen, Go, Molina, Vargas, Engler, Solis, Ohlsen, Allen, O'Connor, Camacho, and McCallon were absent.

5. Public Comment

The Board Clerk announced written public comments pertaining to Item 6.B were printed and placed at the dais and other correspondence was emailed to the Board with the agenda.

6. Approval of Consent Calendar Items

Second Vice-Chair Trembley commented on Item 13.B regarding the 2027 calendar and noted at least five of the committee dates have conflicts with VCTC meetings. He requested a poll be taken of the committee members to see if there is a different day that works better.

ACTION: Upon a single motion by Second Vice-Chair Trembley and seconded by Director Sandoval, the Board (11-0) approved Consent Calendar items 11.A-11.F.

7. PUBLIC HEARING

7A. Adoption of Proposed FY27 Arrow Service Budget

Chief Financial Officer Tom Schamber requested approval of the FY27 Arrow budget. This service is funded solely by SBCTA. He went over the operating assumptions, operating budget summary, revenues and expenses, and the capital program. He explained the training facility capital project was omitted from the Budget, Audit, and Finance Committee presentation.

Director Marquez received confirmation the capital project was provided to SBCTA for their review and approval.

Adriana Rizzo made a public comment.

ACTION: Upon a single motion by Director Marquez and seconded by Director Spiegel, the Board (11-0) adopted the Proposed FY27 Arrow Service Budget.

There is no budget impact as a result of the transmission of this Proposed FY27 Budget.

8. REGULAR CALENDAR

8A. FY27 Budget Development Update

Chief Financial Officer Tom Schamber provided an update on the status of development of the FY27 Budget. He explained staff has come up with a budget that meets the funding targets of the member agencies and there are some service cuts to low performing trains and trains that overlap with Pacific Surfliner service. The schedule will look more like a commuter rail service and Metrolink will contribute roughly $9-12M in State Rail Assistance funds. He went over the budget adoption timeline with adoption at the October 23 meeting and service changes taking effect November 16. He noted the fare increase will take effect on October 5.

Director Najarian asked how poorly ridden the lines being canceled are to lead to discontinuation of service to save the budget.

CEO Darren Kettle explained midday trains with 40-50 riders were identified. He added on the Ventura County line and Orange County line there is overlap with Pacific Surfliner trains for which riders can use their tickets. He furthered the midday trains did not have time to mature in what their ridership could have been under Metrolink Reimagined.

Director Najarian posited those lines could be returned pending more favorable financial conditions.

Mr. Kettle confirmed through Metrolink Reimagined a great foundation has been established for what it could be if resources flow.

Director Dutrey noted this will be on SBCTA's Board meeting in November and asked if that will delay the November 16 implementation.

Mr. Kettle confirmed the Metrolink budget will be approved pending approval from the five member counties. It should not be delayed given the effort that has been put in to get a consensus and the risk is small that one member agency will decline to vote yes. In working with the MAAC and CEOs Mr. Kettle noted there is a gentleperson's agreement for approval at their Boards.

Chair Chaffee requested consensus to hold the October 9th Special meeting virtually.

Director Barger asked if the meeting could be held in the early morning, like 9:00.

Mr. Kettle explained VCTC has a meeting at 9:00 and in an effort to have Ventura's participation the meeting will be held at 10:00.

Adriana Rizzo made a public comment.

The Board received and filed this report.

8B. Multiple Unit (MU) Implementation Plan Final Report

Justin Fornelli, Chief of Program Delivery, introduced the item. He explained in 2022 SBCTA and LA Metro commissioned the Authority to develop a Multiple Unit (MU) Implementation Plan identifying the necessary steps and associated costs to implement a blended service of MUs and Locomotive Hauled Coaches (LHCs) on the San Bernardino Line (SBL) and Antelope Valley Line (AVL). The Final Report summarizes the analysis undertaken, conclusions, approach to implementing a blended service and a possible MU Pilot Plan.

Transit Section Manager Eric Banghart from HDR provided an overview of the Multiple Unit implementation plan and key findings of the study. He noted maintenance facilities are the primary driver of the cost and schedule for implementation and a constraint that operation of hydrogen powered ZEMUs cannot operate through tunnels, which is limiting on the AVL. He went over the capital requirements and estimated cost of a pilot implementation and recommended service scope from Union Station on the AVL to Burbank Airport and on the SBL to Montclair.

Director Barger asked if staff is having conversations with the State as it relates to the grant that they provided and if they are giving any input. She stated she was agnostic between hydrogen versus electric and wondered what the State's position is.

Mr. Fornelli confirmed the State has been engaged in the development of this plan, and they acknowledge additional funding will be needed to implement the pilot, but they are excited to roll this out and are looking for places to operate their ZEMU trains.

Director Barger received confirmation that there is a 2-car ZEMU operating on the Arrow system currently. She asked if the AVL is off the table with the tunnel issue if the plan is for hydrogen.

Mr. Fornelli stated staff has identified operating up to Burbank would be ideal for a pilot as there is going to be significant coordination with the FRA and the issue with the tunnels is that in case of fire there is no way to vent the tunnel and staff would need to address the myriad issues of running hydrogen trains through the tunnel with the FRA.

Director Barger asked if staff is looking at capitalizing on the proximity of Burbank's new terminal to get more people to the Burbank Airport.

Mr. Fornelli opined it would be a great opportunity for this pilot and MUs to help serve additional ridership to that station.

Director Barger asked how much of the grant is left.

Mr. Fornelli stated that $8.5M remains of the $10M grant.

Second Vice-Chair Trembley asked how the implementation of the pilot would impact the broader system.

Mr. Fornelli explained there wouldn't be operational impacts, just operational expenses as it's a different piece of equipment to maintain and capital investment for a temporary maintenance facility, but there wouldn't be any major impacts to the Metrolink system if the pilot was rolled out.

Mr. Banghart furthered it is looked at as an additive to the existing system; the full-blown implementation would replace trains, and the pilot would be looking at adding trains to fill those spots.

Second Vice-Chair Trembley asked if there was any concern with increased operational costs for the separate parts and inventory.

Mr. Fornelli stated it would increase operational costs for new parts and was identified as a $7-10M increase in operational costs just to run the pilot. He confirmed to total price tag for operations and capital would be around $29M.

Director Dutrey noted this is a receive and file item and asked if the Board needs to provide direction to proceed with the pilot.

Mr. Kettle explained direction isn't needed at this point and there is interest from LA Metro and SBCTA for next steps and will be a consultative process with the two member agencies to see what is feasible for the pilot. He added this will come back if Metrolink can cobble together the resources but Metrolink and the member agencies don't currently have the resources.

Director Dutrey requested to see something come back next year to determine the feasibility of the pilot.

Mr. Kettle affirmed there is a commitment on Metrolink staff's part to do that and because of the member agencies' interest there is encouragement too but more time is needed to figure out next steps.

Director Marquez asked if the supply of hydrogen is an issue or concern.

Mr. Banghart stated the cost of hydrogen has gone up which is why the operating costs are a range looking at $10-20 per kilogram.

Director Marquez asked if the hydrogen is produced in California.

Mr. Fornelli stated staff can circle back on that.

Director Marquez noted the concern about a hydrogen fire in the tunnel and asked what happens if diesel was to catch on fire in the tunnel.

Mr. Fornelli explained with hydrogen if there's an incident the current protocol is to vent the hydrogen from a valve and the issue with hydrogen is within seconds the entire train is engulfed in flames because of that confined space and diesel doesn't have that issue. The tunnels don't have an exhaust system as they were originally constructed in the late 1800s.

Mr. Banghart confirmed the way to fight a hydrogen fire is to ventilate it out.

Second Vice-Chair Trembley asked if there is any concurrent discussion with the State relative to the existing funding gap.

Mr. Kettle stated there have been long ongoing conversations this year with the administration and the legislature, and unfortunately, they didn't bear fruit. If the State would like Metrolink to use this equipment in a pilot they need to step up and support it and not put that burden on the member agencies.

Five members of the public spoke about electric rail being the preference over hydrogen.

Chair Chaffee voiced his opposition to hydrogen fuel. He's studied it for a number of years and it's mainly made out of methane, which releases carbon when burned and goes into the atmosphere, same as fuel. He mentioned an OCTA study comparing electric buses, natural compressed gasses, and hydrogen fuel buses and hydrogen buses had a lot of issues and cost twice as much. He opined hydrogen fuel is an expensive boondoggle that wastes energy, and he agreed with the speakers that it is not a good avenue to pursue yet there is a lot of pressure from regulatory agencies to use it. He recommended the use of battery electric as batteries are improving their charging capabilities and cost less.

Director Spiegel noted the severe issues with the ability to electrify and when talking about investing what little funds the agency has, staff needs to look more broadly long-term.

Mr. Kettle added that there is a fleet management plan that will be updated next year to allow for digging into that question of equipment needs and what the future will look like. If not through this pilot concept, should Metrolink find resources it could be achieved through the fleet management plan.

The Board received and filed this report.

8C. Sole Source Contract EP255-26 with Westinghouse Air Brake Technologies Corporation (WABTEC) for Purchase of New Parts and Repair and Return Services for Maintenance of Rolling Stock Equipment

Eduardo Tovar, Manager II, Inventory Control, explained the Authority's Materials Management Department is seeking approval to negotiate and award a multi-year sole source contract with WABTEC to allow for the purchase of new parts and repair services needed to perform maintenance of the Authority's rolling stock.

Mr. Kettle confirmed for Director Najarian that this is the same WABTEC that also does the positive train control.

ACTION: Upon a single motion by Director Dutrey and seconded by Director Najarian, the Board (11-0) authorized the Chief Executive Officer to negotiate and award a three-year term Sole Source Contract with Westinghouse Air Brake Technologies Corporation (WABTEC) for the procurement of new parts and repair and return services for an estimated not-to-exceed amount of $10,288,510.

The amount of contract authority needed for FY27 is $2,572,127 and has been included in the Proposed FY27 Operating Budget. Use of the funds will be contingent upon Board approval or the FY27 budget. Funds needed for subsequent fiscal years will be requested through the annual budget process.

8D. Single Source Contract with Calmat Co. dba Vulcan Materials Co. for Provision of Railway Ballast and Rip-Rap Rock

Mr. Tovar requested approval to negotiate and award a single-source contract with Calmat Co. dba Vulcan Materials Co for the provision of Railway Ballast and rip-rap rock needed to support the maintenance of the Authority's right-of-way.

ACTION: Upon a single motion by Director Dutrey and seconded by Director Spiegel, the Board (11-0) authorized the Chief Executive Officer to negotiate and award a three-year Single Source Contract with Calmat Co. dba Vulcan Materials for the provision of as needed railway ballast and rip-rap rock for an estimated not-to-exceed amount of $983,501.

The amount of contract authority needed for the first year is $247,833 and has been included in the FY27 Proposed Operating Budget and use of the funds is contingent upon the Adoption of that budget by the Board. Funding for subsequent years will be requested through the annual budget process and is contingent upon approval by the Board.

8E. Contract No. C3172 -27 - CMF Restroom Refurbishment Project - Recommendation to Award - Blackpointe Group Construction and Management

The Authority requires the refurbishment of the restrooms at the Central Maintenance Facility (CMF), located at 1555 N. San Fernando Road, Los Angeles, CA 90065. The existing restrooms have reached the end of their useful service life, require frequent repairs, and no longer adequately support daily operations.

ACTION: Upon a single motion by Director Barger and seconded by Director Marquez, the Board (11-0) authorized the Chief Executive Officer to negotiate and award Contract No. C3172-27 Central Maintenance Facility Restroom Refurbishment Project to the responsive and responsible bidder, Blackpointe Group Construction and Management, in the amount of $695,303.48 plus 15% contingency of $104,295.52, for a total not-to-exceed amount of $799,599.

The amounts for which contract authority is requested are included in the adopted Capital Budget for FY24 and FY23 ($799,599), consisting of the bid amount of $695,303.48 plus a 15% contingency of $104,295.52.

8F. Contract No. C3173-27 - Ventura Line and Antelope Valley Line Rehabilitation & Reliability Project - Recommendation to Award - DRS Contracting

Rehabilitation and/or replacement of various track and structures infrastructure within the Ventura Subdivision are required to maintain a state of good repair and maintain the safety and reliability of the existing rail system and supporting infrastructure. Rehabilitation of Tunnel 25 and Tunnel 26 track and drainage infrastructure improvements within the Valley Subdivision and Ventura Subdivision, respectively, 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 improvements described above will be implemented.

ACTION: Upon a single motion by Second Vice-Chair Trembley and seconded by Director Spiegel, the Board (11-0) authorized the Chief Executive Officer to award Contract No. C3173-27 – Ventura Line and Antelope Valley Line Rehabilitation & Reliability Project to the lowest responsive and responsible bidder, DRS Contracting, for $17,519,500 plus 10% contract contingency of $1,751,950.00 for a total not -to-exceed amount of $19,271,450. This recommendation is subject to the resolution of any timely filed protest.

The amounts for this project have been approved in FY21 and FY23 capital budgets and funded by FY2020 Federal-State Partnership for State of Good Repair Grant Program using matching TIRCP funds granted by CalSTA through SCORE.

8G. Contract No. SP504R-20 - Amendment No. 4 - Cash Collection Counting Services - Recommendation to Extend Contract Term and Increase Contract Authority - Sectran Security, Inc.

Continuous cash collection and counting services are required for the Authority's Ticket Vending Machines (TVMs), and Ticket Office Machines (TOMs).

ACTION: Upon a single motion by Second Vice-Chair Trembley and seconded by Director Barger, the Board (11-0) authorized the Chief Executive Officer to amend Contract No. SP504R-20 with Sectran Security, Inc. to:

1. Extend the contract period of performance for 12 months through December 31, 2027;
2. Increase the current contract authority by $365,000 from $1,722,720 to a new not-to-exceed $2,087,720.

The cost of the Cash Collection Services is included in the proposed FY27 Budget and is contingent upon its adoption by the Board of Directors.

8H. Fiscal Year 2026 Customer Experience Update

Chief Customer Experience Officer Lisa Bahr updated the Board on Customer Experience campaigns and activities. She went over the October 2025 Customer Experience department restructure, marketing campaign performance, partnerships, contactless payment pilot, communications, and KPI results.

The Board received and filed this report.

8I. September Legislative Update

Government and Community Relations Director Jeff Dunn provided the monthly update on current legislative affairs. He went over the cap-and-invest program and State budget along with Metrolink's advocacy efforts. He provided a status on pending legislation. Mr. Dunn touched on tours and meetings with congress members and the federal continuing resolution and IIJA extension.

The Board received and filed this report.

8J. System Safety, Security, and Compliance (SSSC) Department Activities - Update Q4 FY26

Mr. Konczal provided a summary of the Authority's safety, security, and compliance activities for Q4 for Fiscal Year 2026. He went over train strikes by line and county, fare evaders and unruly passengers, reportable incidents and injuries, law enforcement activities, rule violations, and training.

Vice-Chair Berkson asked if the train strikes are just Metrolink trains or if it includes freight trains.

Mr. Konczal confirmed they are just Metrolink trains and freight trains are counted separately.

The Board received and filed this report.

9. Chief Executive Officer's Report

Mr. Kettle provided an update on the high tide events in San Clemente and shared a video of drone footage of the repairs on the tracks. He shared it is Rail Safety Month and announced Assistant Director of General Accounting Alex Barber's departure and wished him well.

10. Board Members' Comments

Director Spiegel requested County events for NACo and CSAC be added to the Board calendar and that the November 12, 2027 meeting be moved to November 19. She hoped to see everyone at Mobility 21 the following week and shared Director Najarian would be receiving a Lifetime Achievement award.

11. Chair's Comments

Chair Chaffee wished Mr. Barber well and appointed Vice-Chair Berkson to the Olympic ad hoc committee. He wished a happy September birthday to four Board members. He thanked General Counsel for explaining why Metrolink is different from the new Brown Act rules than city councils and county boards and not obligated to have electronic comments.

12. CLOSED SESSION

A. CONFERENCE WITH LEGAL COUNSEL – PENDING LITIGATION – Pursuant to Government Code Section 54956.9(d)(1) – Filippi v. SCRRA, Los Angeles Superior Court, Case No. 26STCV29198

The Board recessed at 11:38 a.m. to discuss Item 12.A and reconvened at 12:20 p.m. at which time Counsel indicated there was nothing to report.

13. CONSENT CALENDAR

13A. Approval of Meeting Minutes - June 26, 2026 and July 24, 2026 Regular Board Meetings

The Board (11-0) approved the Minutes of the June 26, 2026 and July 24, 2026 Regular Board Meetings.

13B. Board and Committee Meeting Dates for Calendar Year 2027

Staff has prepared the Board and Committee meeting schedule for 2027 in an effort to maintain a regular meeting schedule and mitigate schedule conflicts.

The Board (11-0) approved the 2027 Board and Committee meeting schedule as detailed in Attachment A, holding the Budget, Audit, and Finance Committee (BAFCOM) meeting on the 2nd Friday of the month, and the Board Meeting on the 4th Friday of the month.

13C. 2026 FIFA World Cup Recap

Staff will provide a recap of Metrolink's operations in support of the 2026 FIFA World Cup.

The Board received and filed this item.

13D. Supplemental Benefits for Authority Employees

Approval is needed to enter into agreements for Life, Accidental Death & Dismemberment (AD&D), and Long-Term Disability insurance, family and medical leave administration and voluntary benefits for Authority employees.

The Board (11-0) authorized the Chief Executive Officer to enter into an agreement with Delta Dental for dental insurance; Vision Service Plan (VSP) for vision insurance; Prudential for life, AD&D, and LTD insurance, voluntary benefits, and family and medical leave administration; and Aflac for Short -term Disability for employees enrolled in the plan as of December 31, 2026 only.

The amount for which contract authority is requested is included in the proposed Operating Budget for FY2026-27 and is contingent upon the adoption of the FY27 Operating Budget.

13E. First Annual Review of the Working Capital Fund (WCF)

SCRRA Working Capital Fund Policy - FIN 9.7 indicates the following:
"The Working Capital Fund status shall be reviewed annually by SCRRA Board of Directors. The Member Agencies and SCRRA Board of Directors will consider the adequacy of the Working Capital Fund amount and will recommend any changes, as deemed necessary."

The Working Capital Fund Standard Operating Procedure (SOP) further clarifies the first annual review shall take place in the September 2026 Board reporting cycle. The purpose

of this Agenda item is to present summary WCF activity as well as anticipated future needs, in order to facilitate the Board's consideration of any necessary changes.

The Budget, Audit, and Finance Committee recommended (4-0) the Board maintain the current level of deposits in the WCF at $50 million due to anticipated growth in Capital Program incurred expenses in FY27. No changes are recommended to the WCF Policy or Statement of Operating Procedures (SOP) at this time.

There is no anticipated Budget impact associated with this report. However, should the WCF facility be terminated or the funding commitment reduced, there would be negative liquidity impacts related to the Operating Budget as operating funds would be required to resume pre-funding of Capital program expenses.

13F. FY2025-26 Working Capital Fund Report, Quarter Ending June 30, 2026

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

This quarterly report and accompanying attachments provide the following information:
1. Summary and project-level detail for WCF advances and repayments;
2. WCF interest income received; and
3. Reconciliation of beginning and ending quarterly WCF balances.

The Board received and filed this report.

13G. FY2025-26 Preliminary Quarterly Investment Report - Quarter Ended June 30, 2026

The Authority's Annual Investment Policy requires the Treasurer to make a quarterly investment report to the Board of Directors. Section 53646 of the California Government Code encourages local agencies to file this report and provides requirements for report content and disclosures. This report is for the quarter ended June 30, 2026, 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.

13H. FY2025- 26 Preliminary Quarterly Accounts Receivable Status Report - Quarter Ended June 30, 2026

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

The Board received and filed this report.

13I. Fiscal Year 2026 Annual Audit Activities Review

The Internal Audit Department (Internal Audit) is providing the Fiscal Year (FY) 2026 annual report to the Board as required by the Internal Audit Charter.

The Board received and filed this report.

13J. Corrective Action Status Update - Fourth Quarter Ended June 30, 2026

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.

13K. Performance Audit: Fuel Purchase Policy FIN 11.1 Rev. 3

Internal Audit completed the annual performance audit of the Fuel Purchase Program as required by Fuel Purchase Policy FIN-11.1.

The Board received and filed this report.

13L. FY2025-26 Quarterly Fuel Purchase Program Update - Quarter Ending June 30, 2026

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

The Board received and filed this report.

13M. Report of FY27 Financial Results for the One Month Ended July 2026

This report covers monthly Ridership, Revenue, and Financial Operating Performance for the first month of FY27. The Ridership and Revenue data emphasizes "By Line" performance. The reporting also displays the effect of farebox subsidies this year compared to last year. Financial performance reporting emphasizes adherence to budget, particularly at the Member Agency Support Line.

The Board received and filed this report.

14. ADJOURNMENT

There being no further business for consideration by the Board, the meeting was adjourned at 12:20 p.m.

Prepared by,

Michelle Peña
Board Clerk

METROLINK

metrolinktrains.com/meeting

DRAFT MINUTES OF THE BOARD OF DIRECTORS MEETING

Friday, October 9, 2026

BOARD MEMBERS/ALTERNATES IN ATTENDANCE:

OCTA: (2 votes)	DOUG CHAFFEE *(Chair)* William Go Mark Tettemer
RCTC: (2 votes)	BRIAN BERKSON *(Vice-Chair)* KAREN SPIEGEL Michael Vargas*
VCTC: (1 vote)	TONY TREMBLEY *(2nd Vice-Chair)* Bob Engler
METRO: (4 votes)	TIM SANDOVAL Pam O'Connor Gustavo Camacho Walter Allen, III
SBCTA: (2 votes)	Ray Marquez

*Director Vargas left the meeting at 11:10 a.m.

EX-OFFICIO MEMBERS

SCAG	Marty Simonoff
State of California	Steve Novotny

STAFF/PRESENTERS:
DARREN KETTLE, Chief Executive Officer
DON O. DEL RIO, General Counsel
NOELIA RODRIGUEZ, Chief of Staff
SAMANTHA CERDA, Assistant Board Clerk
GEOFFREY FORGIONE, Associate General Counsel
HILARY KONCZAL, Chief Safety, Security, and Compliance Officer
MICHELLE PENA, Board Clerk
TOM SCHAMBER, Chief Financial Officer

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

1. Call to Order

The October 9, 2026 Special Board Meeting was called to order at 10:04 a.m. by Chair Chaffee virtually. All Board members participated from their posted remote locations.

2. Safety Briefing

Hilary Konczal, Chief Safety, Security, and Compliance Officer conducted the safety briefing.

3. Pledge of Allegiance

Chair Chaffee led the group in the pledge of allegiance.

4. Roll Call

The Board Clerk called roll and confirmed that a quorum of the Board was present. Directors Nguyen, Molina, Barger, Ohlsen, Solis, and McCallon were absent.

5. Public Comment

The Board Clerk announced written public comments pertaining to Item 6.A were emailed to the Board with the agenda.

Steve made a public comment about the trains to Oceanside terminating at Laguna Niguel, Anjali made a public comment about transferring to the LA Metro system, and Anthony made a public comment regarding special service for Dodgers games.

6. REGULAR CALENDAR

6.A Transmittal of FY27 Proposed Budget

Chief Financial Officer Tom Schamber explained through extensive collaboration with member agency staff, a consensus has been reached on a service plan that will get Metrolink to an acceptable budget that meets the funding requests of the member agencies. He noted there are targeted service cuts but they are not as severe as what was contemplated several months prior and the schedule will look more like a commuter rail focused on weekdays during peak periods. He mentioned the recalibration of farebox

revenue, member agency funding constraints, and contractual cost increases. Mr. Schamber went over the budget assumptions for service levels, expenses and revenues, and the Scenario 8 service levels by line. He highlighted the operating budget summary, fare revenue, operating support required by member agency, and the capital budget summary. He outlined the combined operating and capital request by member agency and compared it to FY26 and year-over-year variances. Mr. Schamber concluded with the Board's approval, the budget will be transmitted to the member agencies for their consideration and the budget will be brought to the Board for adoption at the October 23 regular Board meeting.

Thirteen people made comments about the proposed schedule and service cuts.

ACTION: Upon a single motion by Chair Chaffee and seconded by Vice-Chair Berkson, the Board (11-0) approved transmitting the Proposed FY27 Metrolink Operating and Capital Budget to the Member Agencies for their consideration and adoption. The transmission of this Proposed FY27 Budget will not have an impact on the Budget.

7. Chief Executive Officer's Report

Mr. Kettle complimented Mr. Schamber and the budget team, Christine Wilson and Joanna Olmos, for their time and effort put in over the last nine months. He underlined though the target reductions provided by the member agencies provided a challenge, the agency would have had a fiscal challenge in any event because of the fare revenue estimates that were not realized along with the cost increases associated with running a railroad. He announced there were over 28,000 boardings for Clean Air Day's free fare day. He shouted out OCTA for their reopening of the pedestrian path in San Clemente.

8. Board Members' Comments – None.

9. Chair's Comments

Chair Chaffee stated the cuts are painful but the experience of examining the cost structure has been healthy, noting the fare structure needs to be examined annually. He shared he has struggled trying to get the OCTA Board to increase their commitment due to limited resources of their own and long-term sustainability is a concern. He noted once the bonds for the 91 Freeway are paid off in 2033 there will be additional money to put into Metrolink and connect Riverside with more service. He hoped moving forward farebox revenue will prosper and some service can be restored.

10. ADJOURNMENT

There being no further business for consideration by the Board, the meeting was adjourned at 11:13 a.m.

Prepared by,

Michelle Peña
Board Clerk

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-321-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Paul Hubler, Chief Strategy Officer**
SUBJECT:	**Contract No. L181-27 - Federal Legislative Representation Services - Recommendation to Award - Blank Rome, Kadesh & Associates, Potomac Partners DC**

Issue

The Authority requires federal legislative advocacy services to maintain strategic relations and achieve policy priorities with the Administration, Congress, federal agencies and regulatory bodies. These services are necessary to meet long-term service and funding goals of the Authority.

Recommendation

It is recommended that the Board authorize the Chief Executive Officer to:
1. Award Contract No. L181-27, Federal Legislative Representation Services, subject to resolution of any protest timely filed, to a bench of qualified firms as listed below:
- L181A-27 Blank Rome
- L181B-27 Kadesh & Associates
- L181C-27 Potomac Partners DC; and

2. Approve a not-to-exceed contract funding authorization amount not-to-exceed $2,160,000 for the Bench, comprised of $720,000 for the two-year base period and $1,440,000 for two two-year options that may be exercised at the sole discretion of the Authority.

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

Legislative, regulatory, and funding decisions made in Washington directly impact the Authority. These decisions occur within a dynamic political and regulatory environment, making effective legislative representation and regulatory support essential to the Authority's ability to secure its fair share of federal funding, advance its interests, and address legislative or regulatory directions that could adversely affect its operations.

The Authority’s advocacy team must have the capacity to help us establish and maintain effective relationships with the offices of the Authority’s congressional delegation, congressional leadership, and relevant federal regulatory agencies. These relationships are critical to ensuring that the Authority’s priorities and interests are effectively represented before federal policymakers and regulators.

The Authority currently contracts for federal legislative representation and regulatory services under Contract No. L175A-20 with Blank Rome; Contract No. L175B-20 with Kadesh & Associates, LLC; and Contract No. L175C-20 with Potomac Partners DC. These contracts are scheduled to expire on December 31, 2026.

Discussion

On May 18, 2026, the Authority released a Request for Proposals (RFP) for Federal Legislative Representation services for a contract term of two years with two two-year options. The solicitation was published in the five member counties, as well as posted on the Authority’s online procurement module. Notices were also emailed to firms registered on the Authority’s online procurement module. Twenty-two firms downloaded the solicitation. On May 27, 2026 the Pre-Proposal Conference was held with five in attendance, representing four firms. Five questions were asked and answered during the Q&A period.

Five proposals were received by the due date of June 26, 2026.

Proposals were independently reviewed by two Senior Contract & Compliance Administrators to determine responsiveness. All firms were found responsive and moved on to the evaluation phase.

Proposals were evaluated in accordance with the Board-approved Contract Administration and Procurement Policies and Procedures, Proposal Evaluation. The evaluation committee consisted of two Authority staff members and one staff member from OCTA. Proposals were scored and three firms met the minimum qualifications with a technical score of 56 or greater. These three firms proceeded to the interview phase. Technical scores were subject to an adjustment based on information learned from the interview. Final scores are as follows:

	FIRM	TECHNICAL SCORE (OUT OF 80)	PRICE SCORE (OUT OF 20)	TOTAL SCORE
1	Potomac Partners DC	72.00	19.60	91.60
2	Kadesh & Associates	70.33	19.60	89.93
3	Blank Rome Government Relations	67.33	19.60	86.93

All three firms are incumbents and none proposed an increase to their rate.

Budget Impact

The amounts for which contract authority is requested, are included in, and are contingent upon the adoption of the Proposed FY26-27 Operating Budget ($180,000). Funding for subsequent years will be requested through the annual budget or an equivalent process.

There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

Next Steps

Upon Board approval, the contracts will be executed with an effective date of January 1, 2027, to Potomac Partners DC, Kadesh & Associates, and Blank Rome Government Relations to provide Federal Legislative Representation services.

Prepared by: Anna Denecke, Sr. Manager, Government Relations
Jeff Dunn, Director, Government Relations

Approved by: Paul Hubler, Chief Strategy Officer

Attachment(s)

Presentation - Contract No. L181-27 - Federal Legislative Representation Services



METROLINK

Contract No. L181-27 – Federal Legislative Representation Services – Recommendation to Award – Blank Rome, Kadesh & Associates, Potomac Partners DC



Representation in **Washington**

- Critical to ensuring SCRRA can effectively advocate for its fair share of funding, build support for its priorities, and address legislative and regulatory issues
- Helps SCRRA maintain and build key relationships with elected officials and other key decisionmakers

Request for Proposal

- Current contract expires December 31, 2026
- RFP released in May 2026 for a contract term of two years with two two-year options.
  - 22 firms downloaded the solicitation
  - The Pre-Proposal Conference was held on May 27 with five in attendance, representing four firms.
  - Five questions were asked and answered during the Q&A period.
  - Five proposals were received by the due date of June 26.
  - Three (3) firms met the minimum qualifications with a technical score of 56 or greater. These three firms proceeded to the interview phase.
  - All three firms are incumbents, and none proposed an increase to their rate.

METROLINK



Recommendation

- Award Contract No. L181-27 to Blank Rome, Kadesh & Associates, Potomac Partners DC
- Contract Authorization: not-to-exceed $2,160,000 for the Bench, comprised of:
  - $720,000 for the two-year base period; and
  - $1,440,000 for two two-year options that may be exercised at the sole discretion of the Authority



Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-319-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Paul Hubler, Chief Strategy Officer**
SUBJECT:	**Contract No. L182-27 - State Legislative Representation Services - Recommendation to Award - Shaw Yoder Antwih Schmelzer & Lange**

Issue

The Authority requires an advocacy team to provide State Legislative Representation Services.

Recommendation

It is recommended that the Board authorize the Chief Executive Officer to award Contract No. L182-27 for State Legislative Representation Services to Shaw Yoder Antwih Schmelzer & Lange in an amount not-to-exceed $720,000, comprised of $240,000 for the two-year base period and $480,000 for the two two-year option years that may be exercised at the sole discretion of the Authority.

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

Legislative, regulatory, and funding decisions made in Sacramento can have a significant impact on the Authority. These actions occur in a dynamic and continually changing environment. Maintaining legislative representation and regulatory support is critical to ensuring that the Authority can effectively advocate for its fair share of funding, build support for its priorities, and address legislative and regulatory policies that could adversely impact the Authority.

The Authority's advocacy team must be able to facilitate, develop and maintain effective relationships with legislative delegation offices, legislative leadership, and state regulatory agencies. These relationships are essential to advancing the Authority's interests and ensuring that its priorities are effectively communicated.

The state legislative representation services Contract No. L176-20 with Shaw, Yoder, Antwih, Inc. will expire on December 31, 2026.

Discussion

On May 19, 2026, the Authority released a Request for Proposals (RFP) for State Legislative Representation services for a contract term of two years with two two-year options. The solicitation was published in the five member counties, as well as posted on the Authority's online procurement module. Notices were also emailed to firms registered on the Authority's online procurement module. Seven firms downloaded the solicitation. On May 29, 2026 the Pre-Proposal Conference was held with no firms attending. No questions were asked during the Q&A period.

One proposal was received by the due date of July 1, 2026.

The proposal was reviewed by the Senior Contract & Compliance Administrator to determine responsiveness, and the firm was found responsive.

The proposal was forwarded to the Authority's Project Manager in accordance with the Board-approved Contract Administration and Procurement Policies and Procedures, Proposal Evaluation. The Project Manager reviewed the proposal and found it met the qualifications as published in the request for proposals. The firm is the incumbent and the price proposal submitted represented the current contract flat lined for six years.

Budget Impact

The annual amounts ($60,000) for which contract authority is requested, are included in, and are contingent upon the adoption of the Proposed FY2026-27 Operating Budget. Funding for

subsequent years will be requested through the annual budget or an equivalent process. There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

Next Steps

Upon Board approval, the contracts will be executed with an effective date of January 1, 2027, to Shaw Yoder Antwih Schmelzer & Lange to provide State Legislative Representation services.

Prepared by:	Anna Denecke, Sr. Manager, Government Relations Jeff Dunn, Director, Government Relations
Approved by:	Paul Hubler, Chief Strategy Officer

Attachment(s)

Presentation - Contract No. L182-27 - State Legislative Representation Services



METROLINK

Contract No. L182-27 – State Legislative Representation Services – Recommendation to Award – Shaw Yoder Antwih Schmelzer & Lange

Representation in **Sacramento**

- Critical to ensuring SCRRA can effectively advocate for its fair share of funding, build support for its priorities, and address legislative and regulatory issues
- Helps SCRRA maintain and build key relationships with elected officials and other key decisionmakers



METROLINK

Request for Proposal

- Current contract expires December 31, 2026
- RFP released in May 2026 for a contract term of two years with two two-year options.
  - Seven firms downloaded the solicitation
  - The Pre-Proposal Conference was held on May 29 with no firms attending and no questions asked during the Q&A period.
  - One proposal was received by the due date of July 1 and was found responsive.
  - The firm is the incumbent and the price proposal submitted represented the current contract flat lined for six years.

METROLINK

Recommendation

- Award Contract No. L182-27 to Shaw Yoder Antwih Schmelzer & Lange
- Contract Authorization: not-to-exceed $720,000, comprised of:
  - $240,000 for the two-year base period; and
  - $480,000 for the two two-year option years that may be exercised at the sole discretion of the Authority.



METROLINK



METROLINK

Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-316-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Justin Fornelli, Chief, Program Delivery**
SUBJECT:	**Increase in Contract Authority - Contract No. C3153 with Flatiron West, Inc. - San Juan Creek Bridge Replacement Project**

Issue

The San Juan Creek Bridge replacement project has been under construction since March 2024 and is substantially complete with train service running over the new bridge since October 2025. Sheet pile wall installation along the adjacent creek bed is the only remaining item to complete on the project. The current contract authority of $50,376,588 is insufficient to allow for issuance of change orders to install project betterments of sheet pile walls requested by Orange County Public Works (OCPW) and funded by OCPW and OCTA.

Recommendation

It is recommended that the Board authorize the Chief Executive Officer to increase the contract authority by $2,605,341 for a new total not-to-exceed contract authority of $52,981,929.

Strategic Commitment

This report aligns with the Strategic Business commitments of:

- **Safety is Foundational:** SCRRA will ensure a safe operating environment by replacing the existing San Juan Creek Bridge, which was built in 1917, with a new bridge that will continue serving the LOSSAN Corridor.
- **Advancing Key Regional Goals:** Construction of a new San Juan Creek Bridge is a critical State of Good Repair project designed to serve the Orange County and the

LOSSAN Corridor for the next 100 years. Also, partnership with OCPW will help the region lower costs by performing improvements under the existing Contract.

Background

The Authority has had an on-going project since 2024 to construct a replacement bridge over San Juan Creek, move service onto the new bridge, and then demolish the old bridge and build a new substructure for a future bridge. The new bridge was completed in September 2025, and train operations serving the Orange County Line have been utilizing the new structure since October 2025.

The project was awarded in December 2023 to Flatiron West, Inc. (FWI) for $41,980,490 with a 10% contingency, for a total contract funding authorization of $46,178,539. On February 27, 2026, the Board authorized the Chief Executive Officer to increase the contract contingency on Contract C3153-24 with Flatiron West, Inc. by 10% to accommodate a sheet pile wall alignment design change and additional sheet pile wall construction requested and funded by OCPW. The OCPW request also included changes to sheet pile walls in OCTA's right-of-way funded by OCTA. This increased the contract authority by $4,198,049 for a new total not-to-exceed contract authority of $50,376,588.

Discussion

The San Juan Creek Bridge project broke ground in March 2024, and due to environmental permit requirements, work within the San Juan Creek is limited to the dry season of April 1 to September 14 every year. During the final permitting process with Orange County Flood Control District (OCFCD), which is a department of OCPW, OCPW required the original planned sheet pile wall to be realigned within OCTA's right-of-way. OCPW also requested that the Authority perform additional improvements of extending the length of the sheet pile wall beyond the railroad right-of-way limits. This betterment request was memorialized, and funding was allocated by OCPW in a cooperative agreement approved by the Board in March 2025.

The contract contingency for this project covered change orders associated with the material costs for both OCTA's and OCPW's portions of the sheet pile wall construction. Based on initial engineer's estimates for OCPW's betterment sheet pile work, it was anticipated that the work could be completed during the Summer 2026 dry season. However, the Contractor was not able to complete all of the sheet pile work in conjunction with the other required project tasks (bridge removal, bridge substructure fabrication, etc.) during the limited dry season window. Therefore, construction of the sheet pile will be completed in a different manner, outside of the creek bed, resulting in increased costs than what was originally estimated.

OCPW staff agree with the revised work plan and associated additional costs. Due to the budget increase associated with betterment sheet pile construction, OCPW staff plan to request an additional funding allocation at the November 17, 2026 OCPW Board Meeting. The additional funding allocation will be memorialized via an amendment to the current funding agreement between the Authority and OCPW. The Authority will not authorize the Contractor to complete work outside of their current construction contract authority until the OCPW funding agreement amendment is executed, covering the cost of the betterment work. If OCPW does not approve the budget increase, OCPW is aware that sheet pile construction will

not resume in OCPW right-of-way, and the project will be closed out with no risk to Metrolink operations.

Budget Impact

The total requested contract authority of $52,981,929 includes both OCTA and OCPW work. Funding for the OCTA work is included in Cooperative Agreement No. C- 0-2540, between OCTA & the Authority, which fully funds the project through FTA grants and State funding sources. All work associated with change orders for completing betterment work in OCPW right-of-way will be funded through a third-party cooperative agreement with OCPW. No change orders or work authorizations will be issued to the Contractor unless sufficient budget is available. Since these funds are being provided through a Third-Party agreement, there is no impact to Metrolink's budget.

Next Steps

Following the OCPW Board approval in November for an additional allocation of funds and execution of an amendment to OCPW's third-party agreement, the Authority will request a deposit from OCPW for the remaining sheet pile installation. Once the deposit is received, a change order will be negotiated with FWI.

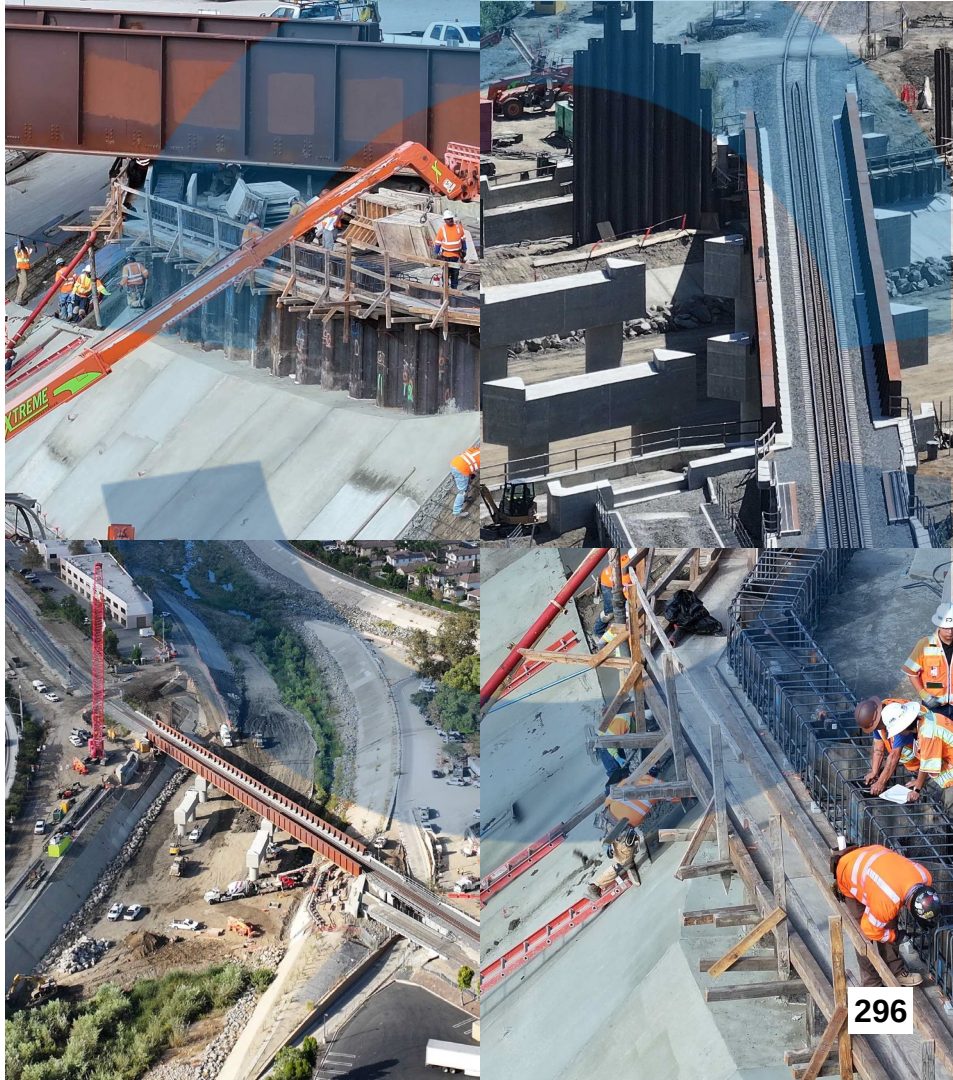
Prepared by:	Aaron Azevedo, Director, State of Good Repair
Approved by:	Justin Fornelli, Chief, Program Delivery

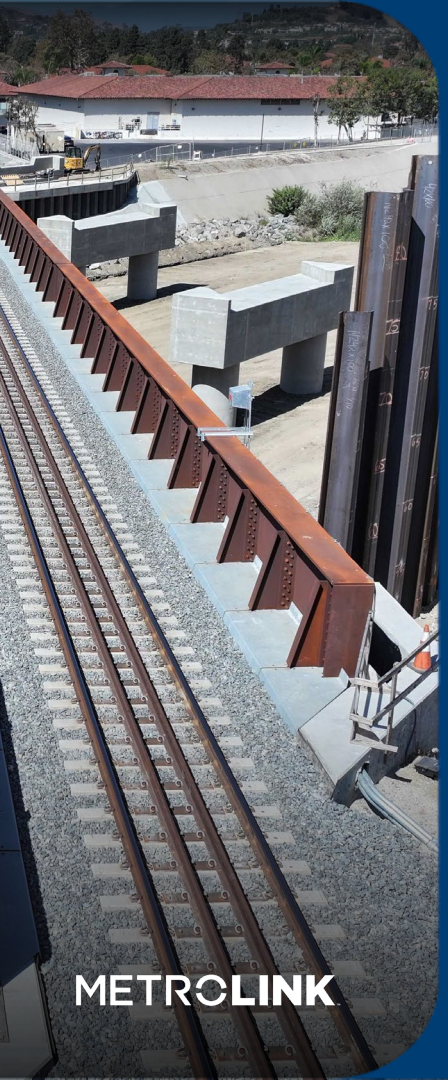
Attachment(s)

Presentation - Flatiron Contract Authority Increase

METROLINK

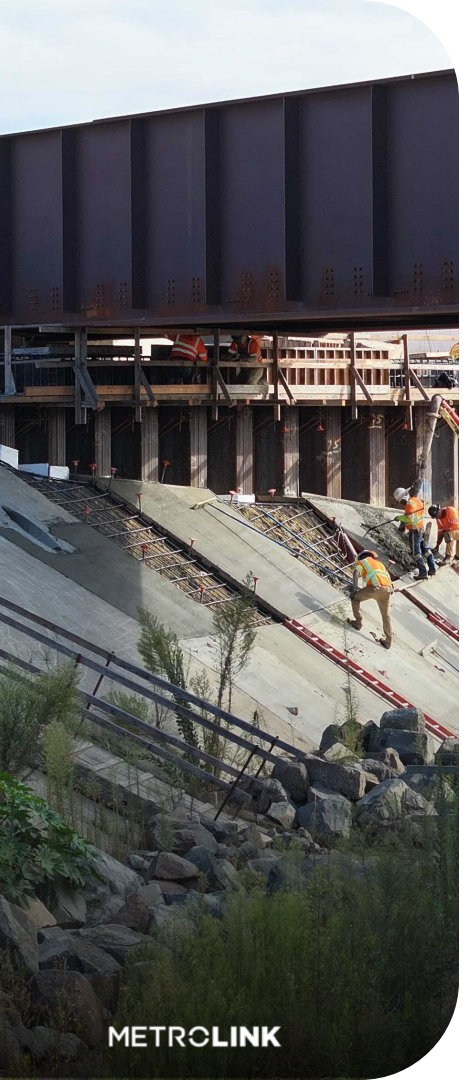
Contract No. C3153-24 with Flatiron West, Inc. – Increase in Contract Authority





Background and Discussion

- Bridge replacement completed in October 2025. Service running over new bridge.
- Demolition of old bridge, and new substructure completed in September 2026.
- Installing Sheet Pile Walls requested and funded through OCPW is the only remaining component on the project.
- Additional contract authority is needed to issue change orders for the remaining sheet pile work.



Recommendation

It is recommended that the Board authorize the CEO to increase the contract authority for Contract No. C3153-24 with Flatiron West, Inc. by $2,605,341, for a new total not-to-exceed contract authority of $52,981,929.



METROLINK

Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-314-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
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 the Board adopt Resolution No. 26-151 Authorization for the Execution of the Resolution, Certifications and Assurances, and Authorized Agent Forms for the State Rail Assistance (SRA) Program to support FY27 Operations and the Sequoia Avenue Grade Crossing Improvements Project.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to delight them. The goal of the FY27 Operations Project request is to assist in reducing Metrolink's FY27 operating budget gap, averting service cuts that otherwise would be required to be implemented in November 2027.

- **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. The Sequoia Avenue Grade Crossing Improvements

Project will improve the safety of the crossing and bring it into compliance with current design standards. It will also make the crossing quiet zone ready.

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 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, Mobility 4 All program, Track Intrusion and Positive Train Control project, and the Fuel Efficiency and Maintenance Modernization project.

This request will support two projects:

1. Utilize $10.8 million SRA funds to support FY27 Operations to avert additional service cuts, and
2. Utilize $1.4 million in SRA funds as match, leveraging a $4 million federal earmark received to modernize the Sequoia Avenue grade crossing to improve safety and bring the crossing into compliance with current design standards.

Discussion

Staff will move forward with the two projects and execute the required documents with the California State Transportation Agency (CalSTA). The goals of the projects align with the Board-adopted Fare Policy Goals and Guiding Principles to:

1. Enable financial sustainability
2. Enhance the customer experience

Use of the SRA funds will also provide the required match to a $4 million federal earmark awarded to the Sequoia Avenue grade crossing. Both projects will be subject to CalSTA's approval of our proposal.

By adopting Resolution 26-151, the Board will:

- Authorize the submittal of the project nomination and allocation request to CalSTA for SRA funds to support the FY27 Operations Project and Sequoia Avenue Grade Crossing Improvements 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 CFO Tom Schamber to execute all required documents of the SRA program.

Budget Impact

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

Next Steps

Staff will execute all agreements necessary to receive SRA funds for the FY27 Operations Project and Sequoia Grade Crossing Improvements Project.

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

Attachment(s)

Attachment A - Authorized Agent
Attachment B - Certifications and Assurances
Attachment C - Board Resolution
Presentation - State Rail Assistance Program Resolution

Authorized Agent (Attachment A)
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 *OR*
(Name and Title of Authorized Agent)

Tom Schamber, Chief Financial Officer *OR*
(Name and Title of Authorized Agent)

(Name and Title of Authorized Agent)

Darren M. Kettle
(Print Name)

Chief Executive Officer
(Title)

(Signature)

Approved this **23** *day of* **October** *, 20* **26**

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

Certifications Assurances (Attachment B)
2020-21 through 2024-25

Lead Agency:	**Southern California Regional Rail Authority**
Project Name:	**FY 27 Operations and Sequoia Avenue Grade Crossing Improvement Projects**
Prepared by:	**Jennifer Farinas, Manager, Grants**

The California State Transportation Agency (CalSTA) has adopted the following Certifications and Assurances for State Rail Assitance (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

Certifications & Assurances (Attachment B)
2020-21 through 2024-25

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 201
   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.

Certifications Assurances (Attachment B)
2020-21 through 2024-25

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	**Chief Executive Officer**
(Print Authorized Agent)	*(Title)*
(Signature)	*(Date)*

Board Resolution
(Attachment C)

RESOLUTION #26-151

AUTHORIZATION FOR THE EXECUTION OF THE
STATE RAIL ASSISTANCE (SRA) PROJECTS:
FY27 Operations, $10,800,000
Sequoia Avenue Grade Crossing Improvements Project, $1,400,000

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 projects 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 2020-2025 SRA funds:
List project, including the following information:
Project Name: FY27 Operations
Amount of SRA funds requested: $10,800,000
Short description of project: Requesting funds to support an operating budget gap for FY27, averting service cuts that would have to be implemented in November 2027.
Contributing Sponsors: Not applicable
Project Name: Sequoia Avenue Grade Crossing Improvements Project
Amount of SRA funds requested: $1,400,000
Short description of project: The project will make grade crossing improvements at Sequoia Avenue in Simi Valley, CA.
Contributing Sponsors: Not applicable

Agency Board Designee:

BY: _____



METROLINK

State Rail Assistance (SRA) Program Resolution



Prior SRA Allocations

- Rail Yard Rehabilitation and Modernization Project
- Mobility-4-All Program
- Track Intrusion and Positive Train Control Project
- Fuel Efficiency and Maintenance Modernization Project

Project Highlights

- $10.8 million SRA funding request to support FY27 operations and prevent service reductions.
- $1.4 million SRA funding request to leverage a $4 million federal earmark to support safety improvements at Sequoia Avenue and bring the crossing in compliance with current design standards.



METROLINK



Approving Resolution #26-151 will:

- Authorize the submittal of the allocation request for $10,800,000 in SRA funds to support FY27 Metrolink Operations.
- Authorize the submittal of the allocation request for $1,400,000 in SRA funds for the Sequoia Grade Crossing Improvements 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 the CEO, CSO or CFO to execute all required documents of the SRA program.



METROLINK

Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-191-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Paul Hubler, Chief Strategy Officer**
SUBJECT:	**Low Carbon Transit Operations Program (LCTOP) Resolution**

Issue

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.

Recommendation

It is recommended that the Board approve Resolution No. 26-152 Authorization for the Execution of the Resolution, Certifications and Assurances, and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Metrolink FY27 Student/Youth Discount.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to delight them. The 50% Student/Youth Discount makes the option of transit more affordable for students.
- **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 50% Student/Youth Discount encourages new and continued student ridership focused on serving low-income households and disadvantaged communities, addressing both emissions reduction and equity.

Background

The LCTOP is part of the California Climate Investments, a statewide initiative that uses Cap-and-Trade dollars to reduce greenhouse gas (GHG) emissions, strengthen the economy, and improve public health and the environment, particularly in Disadvantaged Communities (DACs). LCTOP funds may be used for operational expenditures that increase transit mode share.

Metrolink has been receiving LCTOP funds since fiscal year 2015 for a variety of operations and capital projects including: optical readers, Tier-4 locomotives, ticket vending devices, fare vouchers, low-emissions equipment, service restoration, a low-income fare discount program, and to support the Student/Youth discount, which began a new fiscal year on July 1, 2026.

For FY 2027, Metrolink was allocated $2,761,126 in LCTOP funds in Cycle A and $1,769,036 in Cycle B for a total of $4,530,162, and intends to utilize the funds to continue support of the Student/Youth discount. The discount offers 50% off travel anywhere on the Metrolink system to secondary, college, and university students with a valid student ID. The program aims to further equity on the system as well as develop new lifetime riders.

Discussion

Staff will administer the Student/Youth discount and work with schools to market the program to gain more student riders. The goals of the program align with the Board-adopted Fare Policy Goals and Guiding Principles to:

1. Recover and grow ridership
2. Enable financial sustainability
3. Ensure Equity Use
4. Enhance the customer experience

The program will also support student success and promote sustainability by reducing the environmental impact of transportation. Many public transportation agencies across the nation, including Metrolink member agencies, offer student pass programs.

Use of LCTOP funds will help offset operating costs associated with offering the 50% discounted fares. This project would be launched subject to LCTOP's approval of our proposal.

By approving Resolution 26-152, the Board will:

- Authorize the submittal of the project nomination and allocation request to the State for FY2025-2026 LCTOP funds for the Student/Youth Discount Program, allowing students 50% off travel throughout the Metrolink service area until the funds are exhausted.
- 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 LCTOP-funded transit projects.

- Authorize the CEO to execute all required documents of the LCTOP program.

Budget Impact

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

Next Steps

Staff will execute all agreements necessary to receive LCTOP funds for the FY27 Student/Youth Discount.

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

Attachment(s)

Attachment A - Authorized Agent
Attachment B - Certifications and Assurances
Attachment C - Board Resolution
Presentation - LCTOP Resolution

FY 2025-2026 LCTOP
Authorized Agent

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

OF THE **Southern California Regional Rail Authority**
(Name of County/City/Transit 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 Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Local Assistance. 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 OR
(Name and Title of Authorized Agent)

Tom Schamber, Chief Financial Officer OR
(Name and Title of Authorized Agent)

Click here to enter text. OR
(Name and Title of Authorized Agent)

Click here to enter text. OR
(Name and Title of Authorized Agent)

Darren M. Kettle **Chief Executive Officer**
(Print Name) *(Title)*

(Signature)

Approved this **23** *day of* **October** , **2026**

FY 2025-2026 LCTOP
Certifications and Assurances

Lead Agency: **Southern California Regional Rail Authority**

Project Title: **FY27 Student/Youth Discount**

Prepared by: **Jennifer Farinas, Manager, Grants**

The California Department of Transportation (Caltrans) has adopted the following Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP). As a condition of the receipt of LCTOP funds, Lead Agency must comply with these terms and conditions.

A. General

1. The Lead Agency agrees to abide by the current LCTOP Guidelines and applicable legal requirements.

2. The Lead Agency must submit to Caltrans 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 Lead Agency certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The Lead Agency assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.

2. The Lead Agency certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.

3. The Lead Agency certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.

4. The Lead Agency 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 Lead Agency certifies that they will notify Caltrans of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.

6. The Lead Agency 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 project.

7. Any interest the Lead Agency earns on LCTOP funds must be used only on approved LCTOP projects.

8. The Lead Agency must notify Caltrans of any changes to the approved project with a Corrective Action Plan (CAP).

9. Under extraordinary circumstances, a Lead Agency may terminate a project prior to completion. In the event the Lead Agency terminates a project prior to completion, the Lead Agency must (1) contact Caltrans 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.

C. Reporting

1. The Lead Agency must submit the following LCTOP reports:
    a. Annual Project Activity Reports October 30th each year.

    b. A Close Out Report within six months of project completion.

    c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.

    d. Project Outcome Reporting as defined by CARB Funding Guidelines.

    e. Jobs Reporting as defined by CARB Funding Guidelines.

2. Other Reporting Requirements: CARB develops and revises Funding Guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with CARB's Funding Guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

1. The Lead Agency agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

2. The Lead Agency agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
    a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items, and

b. Those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

3. Any project cost for which the Lead Agency has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by the Lead Agency to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the Lead Agency to the State. Should the Lead Agency fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the Lead Agency from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

A. Record Retention

1. The Lead Agency 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 Lead Agency, 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 Lead Agency, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report or final Phase 2 report is submitted (per CARB Funding Guidelines, Vol. 3, page 3.A-16), 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 Lead Agency, 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 Lead Agency pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the Lead Agency'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 Lead Agency'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 Lead Agency shall furnish copies thereof if requested.

3. The Lead Agency, 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 Civil Rights Department, 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.

F. Special Situations

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

I certify all these conditions will be met.

Darren M. Kettle	**Chief Executive Officer**
(Print Authorized Agent)	*(Title)*
(Signature)	*(Date)*

FY 2025-2026 LCTOP
Board Resolution

RESOLUTION #26-152

AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)
FOR THE FOLLOWING PROJECT(S):
FY27 Student/Youth Discount: $4,530,162 (Cycles A+B)

WHEREAS, the Southern California Regional Rail Authority is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) 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 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

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

WHEREAS, the Southern California Regional Rail Authority wishes to delegate authorization to execute these documents and any amendments thereto to Darren M. Kettle, Chief Executive Officer; and

WHEREAS, the Southern California Regional Rail Authority wishes to implement the following LCTOP project listed above,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Southern California Regional Rail Authority that the fund recipient agrees 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 LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Darren M. Kettle, Chief Executive Officer, be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Southern California Regional Rail Authority that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2025-2026 LCTOP funds:

FY 2025-2026 LCTOP

Project Name: FY27 Student/Youth Discount
Short description of project: Provides 50% discounted passes to secondary, college, and university students. The program will attract new riders and help occasional riders become regular riders, thus reducing roadway VMT, traffic congestion, GHGs, and air pollution.
Amount of LCTOP funds requested: $4,530,162
Benefits to Priority Populations: 100%
Amount of Priority Populations benefits: $4,530,162
Contributing Sponsors (if applicable): Los Angeles Country Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority, Ventura County Transportation Commission.

AGENCY BOARD DESIGNEE:

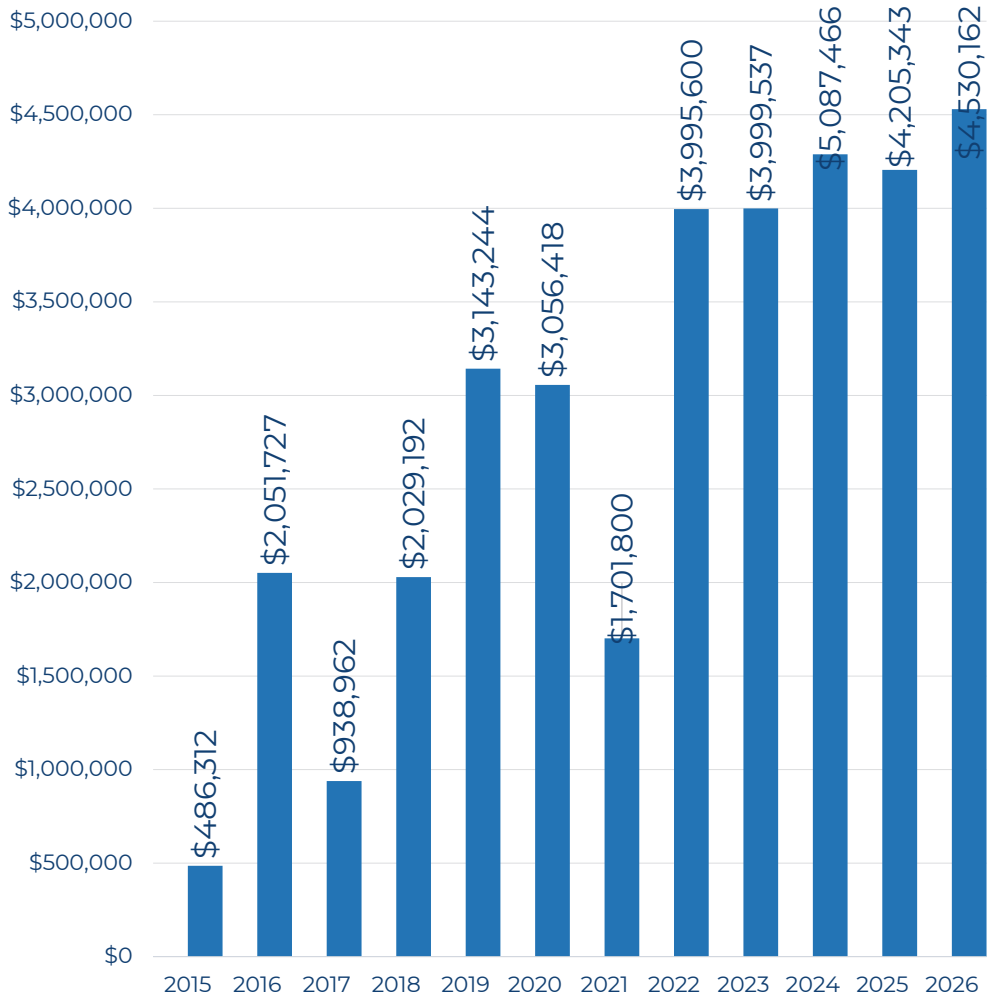
BY: _____



Low Carbon Transit Operations Program (LCTOP) Resolution

Historical LCTOP Allocations

2015 Optical Readers
2016 Tier 4 Locomotives
2017 Ticket Vending Devices
2018 Fare Vouchers
2019 Low-Emissions Equipment
2020 Service Restoration
2021 Low-Income Fare Discount
2022 Low-Income Fare Discount
2023 Student Adventure Pass
2024 Student Adventure Pass
2025 Student/Youth Discount
2026 Student/Youth Discount





Student/Youth Discount

- 50% off travel for students and youth throughout the Metrolink system.
- $4.5 million in LCTOP funding available.
- 2.67 million trips (estimated using an average fare) are anticipated to be supported by LCTOP funds.
- Program projected to last for 12 months or until funds are exhausted.

Approving Resolution #26-152 will:

- Authorize submittal of the project nomination and allocation request for $4,530,162 for 50% off travel for students throughout the Metrolink service area until the funds are exhausted.
- 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 LCTOP funded transit projects.
- Authorize the CEO, CSO or CFO to execute all required documents of the LCTOP program.

METROLINK



METROLINK

Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-284-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Elisabeth Lazuardi, Director, Audit**
SUBJECT:	**Performance Audit: Travel and Business Expenses**

Issue

The Internal Audit Department (Internal Audit) completed the Performance Audit: Travel and Business Expenses (2026-05-IA).

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. Through the performance audit of Travel and Business Expenses, corrective actions will be identified to strengthen internal controls, improve oversight and monitoring, enhance compliance with policies and procedures, and increase the efficiency and transparency of expense reporting practices.

Background

This audit was included in the *FY 2026 Internal Audit Annual Plan* approved by the Board of Directors on July 25, 2025.

Discussion

The objective of the audit was to evaluate the SCRRA's compliance with established travel and business expense policies and procedures and identify any policy gaps.

The audit report included four findings and four recommendations. Management agreed with the findings and developed corrective actions.

Next Steps

Internal Audit will track the progress of the corrective actions developed by management.

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

Attachment(s)

Attachment A - Performance Audit: Travel and Business Expenses (2026-05-IA)
Presentation - Travel & Business Expenses Audit

Southern California Regional Rail Authority (SCRRA)

Internal Audit Department

METROLINK™

Performance Audit: Travel and Business Expenses

Audit Report No. 2026-05-IA

Date: September 23, 2026

Presented to: Board of Directors
Prepared by: Elisabeth Lazuardi, Director, Audit
Andrew Hong, Senior Auditor
Claudia Casasola, Auditor II
Distributed to: Darren Kettle, Chief Executive Officer
Noelia Rodriguez, Chief of Staff
Tom Schamber, Chief Finance Office
Alberto Lara, Chief People Officer
Kevin Gray, Chief Technology Officer

EXECUTIVE SUMMARY

The Internal Audit Department (Internal Audit) completed the Audit of Travel and Business Expenses as part of the Fiscal Year 2026 Annual Internal Audit Plan approved by the Board of Directors.

The objective of this audit was to evaluate SCRRA's compliance with established travel and business expense policies and procedures and to identify existing policy gaps. To achieve this objective, Internal Audit interviewed key personnel from Finance, Human Resources, and the Office of the Chief of Staff; reviewed applicable policies and procedures; performed walkthroughs of SAP Concur and manual reimbursement processes; tested selected travel, mileage reimbursement, and Human Resources credit card transactions; and evaluated the adequacy and operating effectiveness of related internal controls.

SUMMARY OF FINDINGS

The following are the areas for improvement:

1. Organization, Clarity, and Completeness of Policies Needed. Travel and business expense policies and procedures are not clearly organized or complete, which may lead to inconsistent interpretation and application of requirements.
2. Limited Audit Trail and Lack of Budget Integration in SAP Concur. SAP Concur does not retain complete approval history, validate budget information against Oracle, or provide sufficient reporting to monitor travel policy compliance.
3. Policies and Procedures Compliance Exceptions. Testing identified multiple exceptions where travel, reimbursement, mileage, and credit card transactions did not fully comply with established policies and procedures.
4. Travel Approval Process Needs Strengthening. The travel approval process is not formally documented, including the required approval sequence, documentation requirements, and preventive review controls.

RECOMMENDATIONS

1. Management should update travel and business expense policies and procedures to improve organization, clarity, and completeness.
2. Management should strengthen SAP Concur controls by improving audit trail functionality, budget validation, reporting, and monitoring.

3. Management should strengthen controls over travel and business expense activities by enforcing Concur use, timely submissions, complete documentation, proper approvals, and employee training.

4. Management should formally define and document the travel approval process, including approval sequence, authority levels, and preventive review controls.

REVIEW OF REPORT

Management has reviewed and agreed with the audit findings and recommendations and has developed a corrective action plan to address the 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.

GLOSSARY OF ACRONYMS

Acronym	Definition
CEO	Chief Executive Officer
CFR	Code of Federal Regulations
FIN	Finance (prefix for SCRRA Finance policies, e.g., FIN 8.4)
FIS	Financial Information Systems
FTR	Federal Travel Regulation
FY	Fiscal Year
GAGAS	Generally Accepted Government Auditing Standards
GAO	U.S. Government Accountability Office
GSA	U.S. General Services Administration
HR	Human Resources
IDTS	Integrated Digital and Technology Services
IT	Information Technology
SAP Concur	Cloud-based software used to simplify, automate, and track employee travel and business expenses
SCRRA	Southern California Regional Rail Authority (Metrolink)

TABLE OF CONTENTS

EXECUTIVE SUMMARY i
SUMMARY OF FINDINGS i
RECOMMENDATIONS i
REVIEW OF REPORT ii
GLOSSARY OF ACRONYMS iii
INTRODUCTION 2
BACKGROUND 2
OBJECTIVES, SCOPE, AND METHODOLOGY 5
OBJECTIVES 5
SCOPE 5
METHODOLOGY 6
CONCLUSION 7
OBSERVATIONS, RECOMMENDATIONS, AND MANAGEMENT RESPONSES 8
Finding 1. Organization, Clarity, and Completeness of Policies Needed 8
Finding 2. Limited Audit Trail and Lack of Budget Integration in the SAP Concur System 12
Finding 3. Policies and Procedures Compliance Exceptions 15
Finding 4. Travel Approval Process Needs Strengthening 21

INTRODUCTION

The Internal Audit Department conducted the Performance Audit of Travel and Business Expenses. This audit was included in the Fiscal Year 2026 Annual Audit Plan approved by the Board of Directors.

BACKGROUND

The SCRRA manages travel and business expenses to support its business objectives and activities. These are governed and managed primarily by the following internal policies and procedures, including

- FIN 8.4 Travel Authorization & Business Expense Reimbursement
- FIN 8.10 Corporate Credit Cards (the policy was revised and renamed "Purchasing Card Program" with an effective date of 2/27/2026)
- HR 4.13 Other Benefits – Employee Recognition
- Various Travel and Corporate Credit Cards Procedures

These policies and procedures are designed to ensure that expenditure is reasonable, necessary, and compliant with applicable regulatory requirements.

Departmental Coordination

The management and approval of travel and business expenses involve coordination among the Finance and Human Resources (HR) departments and the Chief of Staff.

General Process for Travel Expenses

The general travel process begins with a formal request, typically through the SAP Concur system or Travel Request Authorization forms for a specific employee. Once a Chief or Manager provides advance authorization, the HR Travel Coordinator assists with airfare and hotel bookings, utilizing a corporate credit card (see HR Credit Cards below). Upon completion of travel, the employee must submit an expense report with itemized receipts (e.g., for meals, parking, or mileage) for supervisory approval and review by Finance.

Roles and Responsibilities- Travel Expenses

Specific roles within the process include:

- Traveler: Responsible for requesting advance approval, maintaining documentation, and submitting expense reports.

- Department Managers/Chiefs: Responsible for reviewing and approving travel requests and expenses for business necessity and budget availability.
- HR Travel Coordinator: Assists with bookings, registrations, and managing payments made via the HR credit card.
- Chief of Staff: Reviews and approves travel and business expense reimbursements, and checks requests for credit card statement payments.
- Finance/Accounts Payable: Performs a final calculation of accuracy to compare against policy requirements before issuing reimbursements or clearing credit card statements.

SAP Concur: System Overview and Current Agency Usage

SAP Concur (the travel system) is cloud-based software designed to simplify and automate the way the Agency tracks travel, employee expenses, and invoices. Human Resources has contracted for the use of the travel system on a limited basis since January 2022. Because the systems are not integrated, the process has become slow, fragmented, and reliant on manual processes.

The current process also includes some employees' continued use of paper-based forms, despite having the travel system, resulting in inconsistent practices. Since key system integrations have not been implemented, employees must manually download budget-supporting documentation and send an email to the Travel Coordinator to verify budget availability. Furthermore, the travel approval and reimbursement process involves multiple departments and manual handoffs: Human Resources coordinates travel arrangements, Finance manually reviews and enters information into Oracle, and the Chief of Staff provides final review and approval, after the fact, before reimbursements can be issued.

General Process for Non-Travel Business/Miscellaneous Expenses

Some non-travel expenses, such as staff luncheons, trainings, or miscellaneous supplies, are processed by HR credit cards. Unlike travel expenses, purchases made for miscellaneous expenses less than $3,000 (FIN-8.10 Corporate Credit Cards) may not require formal advance authorization, but they still require clear business justification and original receipts to be submitted to Finance with the credit card statement for reconciliation and budget charges. The Chief of Staff is the final approver of the credit card statement check request, after the fact.

HR Credit Cards

There are five credit cards issued agency-wide under the Corporate Credit Card Program; these credit cards are held by the Chief Safety, Security & Compliance Officer, Executive Assistant to the CEO, Board Clerk, and HR. HR manages two of the credit cards used to charge travel expenses, such as hotel and airfare, and the non-travel business/miscellaneous expenses listed in the previous paragraph.

The HR credit cards underwent a multi-year transition from Union Bank and U.S. Bank to BMO Bank National Association. Below are the HR credit card payments made for FY 2023, 2024, and 2025.

Table 1

Human Resources (HR) Credit Cards & Spending for FY2023-2025

HR Credit Card Bank	FY 2023	FY 2024	FY 2025
Union Bank	$ 120,134		
US Bank	$ 11,495	$ 85,888	
BMO Bank		$ 130,005	$ 215,668
TOTALS	**$ 131,629**	**$ 215,893**	**$ 215,668**

(Source: Finance, Oracle FIS - Agency Wide Budget Report)

Below are the expenditure accounts for travel and business expenses, which include the HR credit card charges and other payment types managed outside of HR. The amounts of the expenditure accounts listed below were *not* reviewed for accuracy, as that is outside of the audit scope.

Table 2

Travel and Business Expenses for FY2023-2025 (Budget v Actuals)

		FY 2023		FY 2024		FY 2025	
Expense Type	Expense Description	Budget	Actuals	Budget	Actuals	Budget	Actuals
50911	EMP TRAVEL: REGISTRATION FEI	$ 118,909	$ 52,581	$ 122,246	$ 76,114	$ 165,258	$ 99,139
50912	EMP TRAVEL: TRANSPORTATION	128,922	41,493	151,534	78,423	146,626	71,396
50914	EMP TRAVEL: MEALS & PER DIEM	39,661	4,806	48,503	11,004	51,284	9,689
50916	EMPLOYEE TRAVEL: LODGING	149,916	42,740	165,300	90,088	190,322	101,404
50918	MILEAGE/PARKING	29,523	17,238	32,067	22,115	40,841	24,321
50919	EMP TRAVEL: MISCELLANEOUS I	3,119	-	2,814	-	3,306	13
	SUBTOTAL: TRAVEL EXPENSES	**470,050**	**158,859**	**522,465**	**277,743**	**597,637**	**305,962**
50313	SERVICE SUBSCRIPTIONS	164,788	106,337	175,847	158,670	526,816	217,845
50316	RECUITMENT SERVICES	135,000	133,470	66,031	56,613	135,000	138,554
50338	TRAINING	295,397	133,759	253,804	156,276	233,449	95,848
50901	PROFESSIONAL MEMBERSHIPS	241,661	209,339	189,409	181,425	178,067	158,062
50905	MEETING EXPENSES	195,081	125,912	204,433	163,987	88,177	61,935
50933	EVENT MARKETING	70,000	3,150	165,524	73,300	70,000	69,461
50951	POSTAGE & MESSENGER	46,500	21,828	33,000	19,261	31,800	25,864
50422	OFFICE EQUIPMENT	53,802	18,487	54,175	53,433	77,658	71,757
50932	MEDIA RELATIONS	70,000	3,150	68,550	26,330	68,550	21,378
	GRAND TOTAL	**$ 1,742,279**	**$ 914,290**	**$ 1,733,238**	**$ 1,167,038**	**$ 2,007,154**	**$ 1,166,665**

(Source: Finance, Oracle FIS - Agency Wide Budget Report)

OBJECTIVES, SCOPE, AND METHODOLOGY

OBJECTIVES

The primary objective of this audit was to evaluate the SCRRA's compliance with established travel and business expense policies and procedures and to identify any existing policy gaps.

Specific sub-objectives included:

- Evaluating the adequacy, clarity, and consistency of SCRRA’s internal policies and procedures governing travel and business expenses.
- Assessing the effectiveness of internal controls in ensuring that expenditures comply with policy, are reasonable, and properly authorized.
- Determining whether travel and business expenses are supported by required documentation and processed on time.
- Detection of duplicate reimbursements or unusual spending patterns.

SCOPE

The audit focused on travel and business expenses incurred by SCRRA during Fiscal Years ending June 30, 2023, 2024, and 2025. The scope of our review included:

- Travel charges paid via credit cards managed by Human Resources
- Travel-related business expenses paid through the expense reimbursement process directly to employees.
- Non-travel business/miscellaneous expenses charged via credit cards managed by Human Resources
- Compliance with internal policies and procedures, including FIN 8.4, FIN 8.10, HR 4.13, and applicable written procedures.

The audit excluded reviews of accounting treatments, account coding, and general ledger activities of the respective travel and business expense accounts.

METHODOLOGY

To achieve the audit objectives and provide a basis for our conclusions, we performed the following procedures:

- Conducted interviews with key personnel from Finance, Human Resources, and the Office of the Chief of Staff to understand roles, responsibilities, and the end-to-end process for travel and business expense management.
- Reviewed SCRRA policies and procedures, including FIN 8.4, FIN 8.10, HR 4.13, and the applicable written procedures.
- Evaluated SCRRA policies against applicable external regulatory frameworks and best practices, including 2 CFR Part 200 Subpart E (Uniform Guidance), the Federal Travel Regulation (FTR), and policies from peer transit agencies.
- Performed walkthroughs of the SAP Concur system and the manual expense reimbursement request processes to evaluate the design and implementation of internal controls.
- Selected a sample test of 31 travel business expenses, 32 mileage reimbursement requests, and sampled charges for 10 monthly statements of Union Bank and BMO credit cards, respectively, for Fiscal Years 2023 through 2025.
- Examined supporting documentation, including travel authorization forms, itemized receipts, expense reimbursement forms, and timeliness of the submissions, mileage claims, evidence of proper supervisory review and management approval, and credit card statements, to verify compliance with policy requirements.
- Analyzed expense reports against credit card statements and reimbursement records to detect potential duplicate payments or unusual spending patterns.

We conducted this performance audit in accordance with *generally accepted government auditing standards* (GAGAS) and in conformance with *the Global Internal Audit Standards* 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

Overall, Internal Audit found that SCRRA has established policies, procedures, and processes to manage travel and business expenses. Travel and business expense activities are coordinated by Finance, Human Resources, and the Office of the Chief of Staff, and the documentation reviewed was complete, accurate, timely, and supported the stated business purpose. Additionally, based on our limited testing, we did not identify duplicate payments or unusual spending patterns in the items reviewed.

Internal Audit also identified opportunities to improve the organization, clarity, and completeness of travel and business expense policies and procedures; strengthen SAP Concur system controls, including audit trail functionality, budget validation, and reporting; improve compliance with existing travel and credit card requirements; and formally define the travel approval process. Addressing these areas will strengthen oversight, improve consistency in approvals and documentation, reduce the risk of noncompliance, and support more effective management of travel and business expenses.

OBSERVATIONS, RECOMMENDATIONS, AND MANAGEMENT RESPONSES

Finding 1. Organization, Clarity, and Completeness of Policies Needed

Criteria

The GAO Standards for Internal Control in the Federal Government (2025 GAO Green Book) states that:

- **Principle 12** (Implement Control Activities) - Management should implement control activities through policies and procedures (12.01). Management establishes control activities by documenting in policies what is expected and in procedures specified actions that implement policies, to mitigate risks to achieving the entity's objectives to acceptable levels (12.02). Management communicates the policies and procedures entity-wide so that personnel can implement the control activities for their assigned responsibilities (12.04).

- **Principle 13** (Use Quality Information) - Management should obtain or generate relevant quality information and use it to support the functioning of the internal control system (13.01). Quality information is appropriate, current, complete, accurate, accessible, verifiable, retained as appropriate, and provided on a timely basis. … Management uses the quality information to make informed decisions and evaluate the entity's performance in achieving key objectives, addressing risks, and fulfilling internal control responsibilities (13.07).

- **Principle 14** (Communicate Internally) - Management should internally communicate relevant and quality information, including objectives and responsibilities for internal control, necessary to support the functioning of the internal control system (14.01). Management selects appropriate methods for communicating internally. Management considers a variety of factors in selecting an appropriate method of communication (14.07).

Condition

The travel and miscellaneous business expenses are governed under various policies and procedures as follows:

- FIN 8.4 – Travel Authorization and Business Expense Reimbursement

- FIN 8.10 – Corporate Credit Cards (the policy was revised and renamed "Purchasing Card Program with an effective date of 2/27/2026
- HR 4.13 – Other Benefits - Employee Recognition Program
- Various applicable written procedures which include the Domestic Travel Procedures, Foreign Travel Procedures, and Other Business Expense Procedures

Based on our review, we noted opportunities to improve the organization, clarity, and completeness of these policies and procedures. The current structure makes it difficult to locate specific guidance related to areas such as travel expenses, travel-related expenses, non-travel business/miscellaneous expenses, and mileage reimbursements.

The following section on this condition provides more detail as to specific areas where opportunities to improve the organization, clarity, and completeness of the policies and procedures were identified.

Table 3: Summary of Policy and Procedure Issues Identified

Policy / Procedure	Summary of Issues / Observations
1. Finance Policy, FIN 8.4 – Travel Authorization and Business Expense Reimbursement	<u>Policy Structure</u> ○ The policy combines travel and non-travel-related/miscellaneous expense requirements without clear separation. <u>Missing Guidance</u> ○ Separate guidance or section for non-travel business/miscellaneous expenses is needed. ○ Policy references miscellaneous expense procedures, but no specific procedure could be identified.
2. Domestic Travel Procedures for Employees (Effective May 2022)	<u>Approval Requirements</u> ○ Concur approval requirements are unclear, including applicability to foreign or sponsored travel. <u>Procedures Clarification</u> ○ Language regarding employee-paid registration fees may create ambiguity around planning and coordination requirements. ○ Procedures do not clearly distinguish travel mileage from local business mileage reimbursement rules. Business travel needs to be clearly defined. Mileage reimbursement rules need to be clarified for telecommuting days. ○ Written justification for car rental to demonstrate it is the most cost-effective transportation mode should be required. ○ Some non-reimbursable expense examples may be more appropriate in a separate non-travel or miscellaneous expense procedure. Clarification is needed if non-reimbursable expenses are equivalent to prohibited expenses (defined under FIN 8.10) <u>Special Circumstances</u> ○ Specific guidance for sponsored travel is needed, as sponsored travel may require additional review, such as ethics or legal review.

Policy / Procedure	Summary of Issues / Observations
	○ No-shows and missed travel reservations need additional clarification to determine between employee and agency responsibility for costs incurred when a traveler fails to cancel or misses a reservation.
3. Foreign Travel Procedures for Employees (Effective November 2019)	<u>Policy Accessibility and Consistency</u> ○ Procedures are stored separately from FIN 8.4 and Domestic Travel Procedures and are difficult to access, reducing visibility and consistency across travel-related guidance.
4. Travel Procedures for Contractors (Effective April 2023)	<u>Policy Accessibility and Consistency</u> ○ Filed separately under the Contracts & Procurement Hub. ○ Employee and contractor travel procedures should be aligned due to similar grant funding requirements.
5. Corporate Credit Cards – FIN 8.10 (Revised and Renamed "Purchasing Card Program," Effective 2/27/2026)	<u>Expense Classifications and Prohibited Expenses</u> ○ Policy references non-reimbursable expenses but does not identify the specific policies or procedures defining them.
6. HR 4.13 Other Benefits – Employee Recognition	<u>Meal and Meeting Expense Guidance</u> ○ Staff meal restrictions and exceptions for employee recognition events under HR 4.13 should be more clearly communicated to employees. ○ Current policy for meeting expenses, including staff meals, should be reviewed to ensure clarity and compliance with the federal regulations.
7. Federal Rules	<u>Federal Regulator References</u> ○ Policies and procedures reference multiple federal regulations and guidance, but each policy or procedure references different regulations. ○ Federal references identified during the review included: CFR 200 Subpart E – Cost Principles – Uniform Grant Guidance, GSA travel guidelines, 41 CFR Chapters 300–304, and 48 CFR Part 31.2.

Cause

These issues occurred because travel and business expense requirements were placed in multiple policies and procedures without a clearly organized framework.

Effect

Without clear and complete policies and procedures, employees and approvers may not consistently understand allowable expenses, approval requirements, documentation requirements, or reimbursement processes. This increases the risk of inconsistent approvals, improper reimbursements, delayed processing, and noncompliance with policy requirements.

Recommendation 1

We recommend that Finance and HR develop a comprehensive policy and/or procedure for travel, non-travel business expenses, and other areas described in the finding to improve organization, clarity, and completeness. The policy and/or procedure should include, among others.

a. **Policy Structure. Adding clear guidance for non-travel business expenses.**
b. **Clarifying Concur approval requirements for domestic, foreign, and sponsored travel.**
c. **Clarifying rules for employees, such as paid registration fees, regarding planning and coordination requirements.**
d. **Guidance regarding sponsored travel.**
e. **Clarifying who is responsible for costs from no-shows, missed reservations, or late cancellations.**
f. **Aligning grant funding requirements for both employee and contractor travel procedures and clarifying federal rules referenced.**
g. **Defining non-reimbursable expenses consistently across policies.**
h. **Clearly communicating rules on staff meals, recognition events, and meeting expenses; aligning current procedures with federal rules.**
i. **Defining business travel and clarifying travel and local mileage reimbursement requirements.**

Management Response

Management agrees that a more comprehensive set of guidance for travel and business expenses would provide clarity and consistency.

Corrective Action Plan

An updated policy (if necessary) and procedures will be developed and implemented. Once complete, an employee awareness plan will be executed through effective, established communication channels.

Target Implementation Date

March 31, 2027 – Policy & Procedure Development
May 31, 2027 – Training and Awareness

Responsible for Implementation

Alex Barber, Assistant Director, General Accounting
Business Analyst II (vacant)

Accountable for Implementation

Tom Schamber, Chief Financial Officer

Finding 2. Limited Audit Trail and Lack of Budget Integration in the SAP Concur System

Criteria

GAO Standards for Internal Control in the Federal Government (2025 GAO Green Book) state that:

- **Principle 10** (Design Control Activities) - Management should design control activities to mitigate risks to achieving the entity's objectives to acceptable levels (10.01).
- **Principle 11** (Design General Control Activities over Information Technology) - Management should design general control activities over information technology to mitigate risks to achieving the entity's objectives to acceptable levels (11.01).

Condition

The SAP Concur system (Concur) does not retain a complete audit trail of approval activities, as it only displays the most recent action and does not preserve transactions' historical dates. As a result, the internal audit was unable to verify whether travel requests and expense reimbursements were submitted in compliance with the policies and procedures. Procedures state that travel is requested at least 30 days in advance of actual departure, and all expenses should be entered into Concur and submitted within 30 days of the return date of travel.

Additionally, Concur is not integrated with the agency's Oracle budget system. Although a budget field exists within Concur, it is not validated against actual budget data, allowing users to enter inaccurate or inconsistent information. Furthermore, reporting capabilities are limited, reducing management's ability to effectively monitor employee compliance with travel policies.

Cause

The limitations result from system configuration and design decisions, including the use of standard Concur audit trail functionality without additional configuration to retain detailed transaction history. The absence of integration between Concur and the Oracle budget system, as well as limited reporting configuration, further contributes to these issues.

Effect

The identified weaknesses create several risks, including the inability to confirm whether travel requests and approvals occur within the required timeframe, which increases the likelihood of non-compliance with travel policies. Additionally, the absence of budget validation heightens the risk of incorrect or inappropriate budget coding, leading to errors and the need for manual intervention by Budget and Accounts Payable staff.

Limited reporting further restricts management's ability to effectively monitor compliance, identify irregularities, and enforce policies. Collectively, these issues diminish transparency, accountability, and auditability within the travel and expense process

Recommendation 2

Finance, in collaboration with Human Resources and IDTS, should strengthen system controls, oversight, and auditability within Concur by implementing the following actions:

a. **Enhance Audit Trail Functionality. Configure or implement system enhancements within the system to retain a complete and verifiable audit trail, including all transactions and corresponding timestamps. This will ensure that travel requests can be validated for proper and timely submissions in accordance with the policy and procedures requirements.**

b. **Implement Budget Validation Controls. Integrate SAP Concur with the Oracle financial system or establish automated validation controls to ensure that the budget information entered by employees for travel requests and reimbursements is accurate, consistent, and tied to available budget. At a minimum, improve periodic reconciliations to reduce the risk of incorrect budget coding.**

c. **Improve Reporting Capabilities. Develop and enable standardized reports within the system to support monitoring of employee compliance with travel and expense policies. Reports should include, but not be limited to, policy exceptions, missing documentation, transaction timelines, and reimbursement activity.**

d. **Strengthen Monitoring and Oversight. Establish procedures for periodic management review of travel and expense activities using available system data and reports. This will improve oversight, ensure compliance with policies and procedures, and allow for timely identification and remediation of exceptions.**

Management Response

Management agrees that enhancement of Concur, including integration with Oracle, would improve accuracy and strengthen monitoring.

Corrective Action Plan

A thorough review of current Concur capabilities will be completed. If relevant functionality exists, the business owner(s) will work with IDTS to configure and implement it. If the suggested functionality does not exist within our current licensing structure, the vendor will be engaged to determine if they offer a satisfactory and cost-effective solution. If the software cannot meet our needs, additional manual controls will be written into policy and procedures to achieve the desired result, to the extent possible. If additional licensing and implementation fees are required and they are material, the availability of budget must be considered when determining whether enhancements can be made in the current fiscal year, or whether they must wait until they are included in the next operating budget.

Target Implementation Date

March 31, 2027 – Internal Concur functionality assessment and implementation of existing capabilities. Procure additional functionality as determined and based on budget availability.

Responsible for Implementation

Alex Barber, Assistant Director, General Accounting
Business Analyst II (vacant)
Sam Zavarei, Senior Manager, IT
Nichole Trugler, Senior Human Resources Analyst

Accountable for Implementation

Tom Schamber, Chief Financial Officer
Kevin Gray, Chief Technology Officer
Alberto Lara, Chief People Officer

Finding 3. Policies and Procedures Compliance Exceptions

Criteria

SCRRA policies and procedures establish requirements for travel authorization, business expense reimbursement, mileage reimbursement, and corporate credit card use.

FIN-8.4 Travel Authorization and Business Expense Reimbursement

- SCRRA authorizes and reimburses allowable, necessary, and reasonable business expenses incurred while conducting Authority-related business, participating in training, or attending seminars, professional development workshops, and professional association conferences with advance approval and supporting documentation.
- SCRRA will reimburse travelers/requestors for Authority-related business expenses based on adherence to policies and approved forms.

Domestic Travel Procedures

- The Travel Coordinator (HR) books all pre-paid travel and registration fees upon approval in Concur.
- Original itemized receipts are required for all expense reimbursements related to registration, flights, lodging, transportation, meals, and incidental expenses.
- Before renting a car, a determination should be made whether other modes of local transportation are more cost-efficient. The renter should not procure any additional, optional insurance coverages in connection with vehicle rentals.

FIN- 8.10 Corporate Credit Cards

SCRRA credit cards issued by the Finance Department may be used to facilitate transactions where use of a credit card will efficiently expedite the transaction and would not conflict with Contract Policies and Procedures covering SCRRA procurements or the P-Card Policies.

- Purchases required to administer Human Resources Policies, HR-4.13 Employee Recognition, Sections 1.1, 1.2, 1.3, 1.4 in accordance with the Value Limits in Section 1.5 of HR-4.13.
- Business expenses covered under and in accordance with the procedures in FIN-8.4 Travel Authorization and Business Expense Reimbursement.

- Staff meals that are not part of approved travel are prohibited, except for staff recognition events as authorized by HR-4.13, Section 1.4.

Corporate Credit Card Procedures (effective December 2021)

The General Accounting Division, Accounts Payable section, processes credit card payments in accordance with FIN 8.1, Section 1.2, Invoices, Other Payment Requests, Check Requests, and Board Member Per Diem Payment Requests.

- 1.5.1 Cardholders must submit an approved check request with all receipts attached within three (3) working days of receipt of the account statement. Approval limits for check requests are in accordance with FIN – 8.2 Signature Authorization.

Condition

We tested selected travel and business expense transactions, mileage reimbursement transactions, and Human Resources credit card transactions for compliance with SCRRA's travel, reimbursement, mileage, and corporate credit card policies and procedures.

Human Resources Credit Card Transactions

We reviewed ten Union Bank monthly credit card statements and ten BMO monthly credit card statements, including supporting documentation. These twenty-month statements included 232 credit card transactions tested.

Table 4: Human Resources Credit Card Sample Tested

Sample Category	Sample Reviewed	Transactions Tested
Union Bank and BMO credit card statements	Twenty monthly statements	232 credit card transactions

Table 5: Human Resources Credit Card Testing Results Summary

Exception Type	Exceptions Identified
Non-Compliant Credit Card Purchases and Unsupported Transactions	Forty-eight out of 232 (20.7%)

Non-compliant credit card purchases and unsupported transactions

Out of 232 credit card transactions tested from the Union Bank and BMO credit card statements evaluated, we identified 48 exceptions, as follows:

Table 6: Credit Card Exceptions by Issue

Issue	Exceptions	Description
Missing receipts or unresolved disputed transactions	9	Nine transactions totaling $11,360 lacked required receipts. Although the transactions were identified as disputed in the supporting documentation and FIS/Oracle, we did not identify evidence of credits, reversals, or documented resolutions in the subsequent statements reviewed from December 2022 through May 2023.
Missing budget approval documentation	2	Two WTS International membership payments lacked documentation showing required budget approval as required by FIN 1.1
Meal/event transactions are not supported as allowable	37	Thirty-seven meal-related transactions for events, such as union negotiations and training, lacked sufficient documentation to demonstrate that the purchases were allowable under FIN-8.10 and HR-4.13.

Travel and Business Expense Reimbursements

We reviewed thirty-one travel and business expense reimbursement requests and identified instances in which travel and business expense reimbursement did not fully comply with the Domestic Travel Procedures. The testing results are summarized below.

Table 7: Travel and Business Expense Reimbursement Testing Results Summary

Exception Type	Exceptions Identified
A. Travel and business expense transactions not processed through Concur	26 out of 31 (83.9%)
B. Unauthorized Booking Practices	2 out of 31 (6.5%)
C. Lack of Travel Approval Documentation	3 out of 31 (9.7%)
D. Untimely Travel Requests	4 out of 31 (12.9%)
E. Delayed Reimbursement Submissions	11 out of 31

Exception Type	Exceptions Identified
	(35.5%)
F. Inadequate or Lack of Supporting Documentation	5 out of 31 (16.1%)

A. Travel and business expense transactions not processed through Concur. – 26 out of 31 transactions (83.9%) were not processed through Concur as prescribed by the procedures. These transactions were processed using paper forms or other manual documentation. The procedures require employees to process travel requests, bookings, and reimbursements through the established Concur process.

B. Unauthorized booking practices – Two out of 31 transactions (6.5%) involved employees booking their own flights or hotels instead of using the approved travel booking process. This bypassed the established process for HR Travel Coordinator booking after approval.

C. Lack of travel approval documentation - 3 out of 31 transactions (9.7%) lacked required pre-approval documentation. These transactions were submitted through paper documentation, and the records did not demonstrate that supervisory approval was obtained before the travel expenses were incurred or before travel commenced.

D. Untimely travel requests - Four out of 31 transactions (12.9%) involved travel requests submitted between 4 and 14 days before the travel date. The procedures require travel requests to be submitted at least 30 days in advance to allow sufficient time for review and approval before travel.

E. Delayed reimbursement submissions - Eleven out of 31 Transactions (35.5%) were submitted between 34 and 160 days after completion of travel. The procedures require that reimbursement requests and supporting documentation be submitted within 30 days of travel completion.

F. Inadequate or lack of supporting documentation – Five out of 31 transactions (16.1%) lacked complete supporting documentation. Specifically:

- Five travel reimbursement requests did not provide itemized meal receipts; instead, there were Venmo transactions, bank and credit card screenshots, or hotel invoices reflecting aggregated restaurant charges. The procedures require original, itemized receipts and complete supporting documentation for reimbursement of travel-related expenses.

Mileage and Parking Reimbursement

We tested an additional 32 mileage and parking reimbursement requests and noted the following.

- One mileage reimbursement did not include a beginning address, which limited the ability to verify the accuracy of the reimbursed mileage.
- One record lacked a parking receipt.

Cause

The non-compliance issues were primarily caused by insufficient enforcement of existing travel and credit card policies, combined with inadequate review controls to ensure required approvals, documentation, and allowable expenditures were consistently verified before reimbursement or payment. In addition, insufficient training and oversight contributed to employees not consistently following requirements related to approvals, documentation, and allowable expenses.

Effect

As a result of the issues, the Authority is exposed to potential financial loss, non-compliance with internal policies, and increased risk of misuse of funds. Inadequate documentation also limits the Authority's ability to justify expenses during external review, potentially leading to questioned costs.

Recommendation 3

We recommend that Finance and HR strengthen controls over travel and business expense activities by

a. **Mandating the use of the Concur system and ensuring employees follow established booking procedures.**

b. **Enforcing timely submission of travel requests and expense reimbursements.**

c. **Requiring complete and accurate supporting documentation, including itemized receipts and complete supporting documentation for reimbursement of travel-related expenses.**

d. **Enhancing supervisory review, implementing procedures to monitor and resolve unsupported or disputed credit card transactions, and ensuring all purchases comply with internal policies and procedures.**

e. Providing training to employees and approvers to reinforce compliance requirements.

Management Response

Management agrees that enforcing mandates to use Concur, and enforcement of timely, complete documentation before travel is authorized and before reimbursements are given, could be improved.

Corrective Action Plan

An updated policy (if necessary) and procedures will be developed and implemented. Once complete, staff training and an employee awareness plan will be executed through effective, established communication channels.

Target Implementation Date:

March 31, 2027 – Policy & Procedure Development
May 31, 2027 – Training and Awareness

Responsible for Implementation

Alex Barber, Assistant Director, General Accounting
Business Analyst II (vacant)

Accountable for Implementation

Tom Schamber, Chief of Financial Officer

Finding 4. Travel Approval Process needs strengthening

Criteria

GAO Standards for Internal Control in the Federal Government (2025 GAO Green Book),

- **Principle 10** (Design Control Activities) - Management should design control activities to mitigate risks to achieving the entity's objectives to acceptable levels (10.01).
- **Principle 12** (Implement Control Activities) - Management should implement control activities through policies and procedures.

Condition

The current travel policy and procedures do not define a formal approval process for travel requests, including a required approval sequence or documentation requirements. Historically, the Chief of Staff approved both the initial travel request and the subsequent expense reimbursement. The process changed when the CEO delegated that responsibility to respective chiefs in fiscal year 2022. The updated approval responsibilities and workflow have not been formally documented in policy or procedures.

Additionally, by taking out the role of the Chief of Staff in the pre-approval process, the Chief of Staff now only approves after the expenses have been incurred. This type of internal control *reacts after* errors, or policy violations have happened. Re-establishing the Chief of Staff's role in the pre-approval process would strengthen internal control by proactively *preventing* the occurrence of errors or policy violations *before* they happen.

Cause

An end-to-end evaluation of the travel approval process has not been performed by management to identify the need for a written process and internal control improvement.

Effect

The lack of clarity in the travel approval process increases the risk of inconsistent approval practices and unclear accountability regarding who is responsible for reviewing and authorizing travel requests. Without defined approval requirements, employees and management may apply differing standards, which could result in travel occurring without appropriate oversight or authorization.

In addition, removing the preventive internal control increases the risk of errors, noncompliance with organizational expectations, and insufficient review of travel-related costs.

Recommendation 4

Finance should update the travel policy and procedures to formally define the travel request approval process and strengthen it. The revised procedures should:

a. **Identify responsible approvers for travel requests and expense reimbursements.**

b. **Establish the sequence and authority levels for approvals.**

c. **Implement preventive internal control and improve oversight responsibilities.**

d. **Communicate the updated process to all applicable employees and departments.**

Management Response

Management agrees that a more comprehensive set of guidance for travel and business expenses would provide clarity and consistency. Further, better utilizing existing functionality within Concur, or enhancing its functionality, will standardize travel approvals and expense reimbursements.

Corrective Action Plan

An updated policy (if necessary) and procedures will be developed and implemented. Concur will be thoroughly assessed to identify and implement functionality that strengthens the travel process. If additional cost is involved, implementation timelines will be governed by budget availability.

Target Implementation Date

March 31, 2027 – Policy & Procedure Development
March 31, 2027 – Internal Concur functionality assessment and implementation of existing capabilities. Procure additional functionality as determined and based on budget availability.

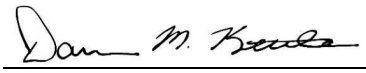
Responsible for Implementation

Alex Barber, Assistant Director, General Accounting
Business Analyst II (vacant)

Accountable for Implementation

Tom Schamber, Chief Financial Officer

Reviewed and acknowledged by:



September 23, 2026

Darren M. Kettle
Chief Executive Officer

Date



METROLINK

Performance Audit:
Travel & Business Expenses (2026-05-IA)

Receive and file.



Objectives and Results

- Objective: To evaluate the Authority's compliance with established travel and business expense policies and procedures and identify any policy gaps.

- Results:
  - 4 Findings
  - 4 Recommendations



METROLINK

Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-326-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**Report of FY27 Financial Results for the Two Months Ended August 2026**

Issue

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

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on Member Agency support while bringing our system into a state of good repair and investing in the development of our employees. Providing current and accurate information based on factual data to our Board enhances their oversight and ability to provide direction.

- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board.

Our close monitoring of our ridership is a reflection of our unflagging efforts to ensure our actions are serving their needs.

Background

It has been staff's practice to compare Actual Ridership and Revenue to the Budget for Ridership and Revenue. This year, because the new FY budget has not yet been adopted, staff will make comparisons to last year's performance.

Discussion

Ridership

In July and August 2026 there were 1.3M boardings, showing a 12.4% increase over the same period last year. Ridership increased among both the base and the subsidized riders.

Looking at performance by line, every line except Antelope Valley increased unsubsidized ridership in August compared to last year. The increases ranged from 2% to 20%, with the largest percentage increase on the 91/Perris Valley Line. In terms of absolute riders, the Orange County Line had the greatest increase at 45K.

Fare Revenue

For the two months ended August, fare revenue, including subsidies, is also higher than last year, totaling $7.7M, a 7.8% increase. With the increase in base revenue, total receipts were also boosted by a 40% increase in use of the Mobility for All program. The addition of the ability to use the Mobile App to access this discount has boosted usage.

Total Fare Revenue increased over last year across all lines, with increases ranging from 1% to 17%. IEOC ranked first with a 17% increase.

Attachment C shows ridership for each line for July and August. A new chart is included, which displays revenue per train, by line, from October 2024 (the beginning of optimized service) through August 2026. As of August, the Orange County Line has the highest revenue per train, while the Antelope Valley Line has the lowest.

Operating Results for Metrolink

Operating Revenue through August was $11.1M, over FY26 Actual by $409K or 3.8%. Operating Expenses were $56.4M, $2.5M over the FY26 Actual, or 4.6%. Overall Net Loss was $45.3M, greater than FY26 Actuals by $2.1M or 4.8%. Expenses may contain accruals. The Metrolink year-to-date Operating Statement through August 31, 2026, is attached for further review.

Arrow Service

Ridership

Through August 2026, Arrow Service ridership totaled 27K boardings compared to 19K boardings in FY26, an increase of 42%. Both base and subsidized ridership increased over the prior year. The increase is driven largely by a very successful Free College Student program, which is subsidized by SBCTA.

Fare Revenue
Through August 2026, Arrow Service fare revenue totaled $47K compared to $36K in FY26, an increase of approximately $11K, or 31%.

Operating Results
Operating Revenue for August 2026 for Arrow Service was $91K, over FY26 Actuals by $14K or 17.4%. Expenses were $2.8M, $105K over FY26 Actuals (3.9%). Expenses may include accruals. Support required is $2.7M, over FY26 Actuals $92K or 3.5%. The Arrow Service year-to-date Operating Statement through August 31, 2026, is attached for further review.

Next Steps

Staff will continue to provide monthly reports of Financial Performance to the Board of Directors.

Prepared by:	Tom Schamber, Chief Financial Officer
Approved by:	Tom Schamber, Chief Financial Officer

Attachment(s)

Attachment A - Metrolink Operating Statement
Attachment B - Arrow Operating Statement
Attachment C - Ridership by Month by Line
Presentation - August 2026 Financial Results

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
PRELIMINARY OPERATING STATEMENT
FOR THE TWO MONTHS ENDING AUGUST 31, 2026

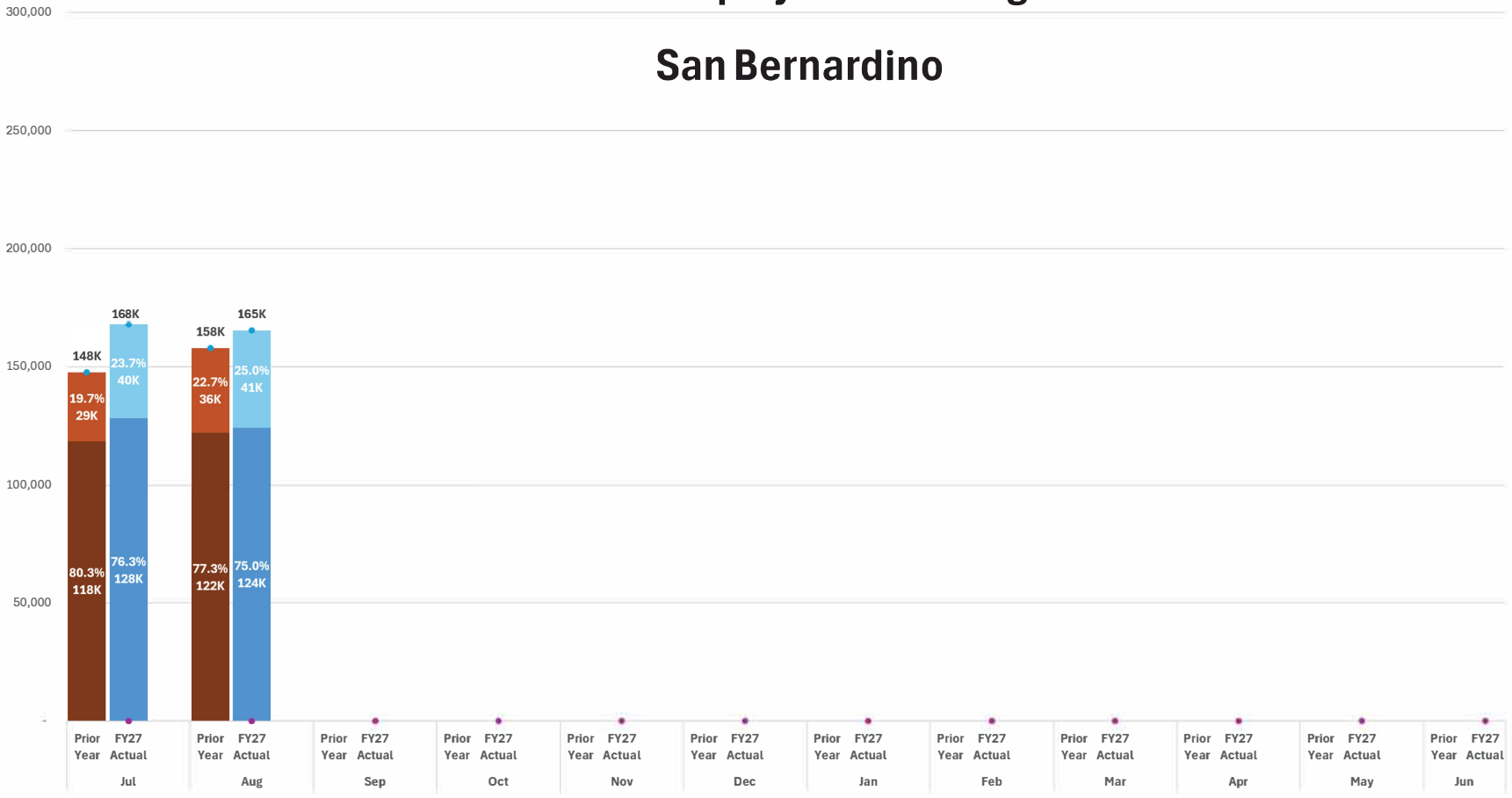
	FY26 ACTUAL	FY27 ACTUAL	VARIANCE FROM PRIOR YEAR ACTUAL	
			AMOUNT	%
Operation Revenue				
Farebox Revenue	6,155,763	6,571,157	415,394	6.7%
SB Line Fare Reduction	62,333	53,514	(8,819)	(14.1%)
Mobility 4 All	108,909	152,889	43,980	40.4%
Student Youth Discount Grant	377,555	474,682	97,127	25.7%
Other Train Subsidies	448,036	461,477	13,441	3.0%
Subtotal Fare Revenues	**7,152,597**	**7,713,719**	**561,122**	**7.8%**
Dispatching	441,923	411,111	(30,812)	(7.0%)
Other Revenues	827,237	609,420	(217,817)	(26.3%)
MOW Revenues	2,279,590	2,375,862	96,272	4.2%
Total Operating Revenues	**10,701,346**	**11,110,112**	**408,766**	**3.8%**
Student Adventure Pass Member Support	**0**	**0**	**0**	**0**
Operating Expenses				
Operations & Services				
Train Operators	8,602,631	9,752,967	1,150,336	13.4%
Train Dispatch	1,008,799	1,044,735	35,936	3.6%
Equipment Maintenance	5,369,894	5,527,173	157,279	2.9%
Materials	2,584,227	2,622,396	38,169	1.5%
Fuel	5,502,117	5,170,588	(331,529)	(6.0%)
Non-Sched Rolling Stock Repairs	0	0	0	N/A
Operating Facilities Maintenance	685,230	755,064	69,834	10.2%
Other Operating Train Services	87,405	436,549	349,144	399.5%
Security - LA Sheriffs	2,040,044	2,203,247	163,203	8.0%
Security - SB Sheriffs	545,500	626,965	81,465	14.9%
Security - Guards	942,003	1,077,442	135,439	14.4%
Public Safety Program	600	600	0	0.0%
Passenger Relations	285,275	301,489	16,215	5.7%
TVM Maint/Revenue Collection	839,241	778,805	(60,436)	(7.2%)
Marketing	529,880	193,825	(336,054)	(63.4%)
Media & External Communications	4,250	22,292	18,042	424.5%
Utilities / Leases	369,481	444,397	74,916	20.3%
Transfers to Other Operators	576,742	499,739	(77,002)	(13.4%)
Amtrak Transfers	117,460	207,794	90,334	76.9%
Station Maintenance	813,177	819,973	6,796	0.8%
Rail Agreements	1,198,553	1,187,817	(10,736)	(0.9%)
Subtotal Operations & Services	**32,102,507**	**33,673,859**	**1,571,352**	**4.9%**
Maintenance-of-Way				
MoW - Line Segments	7,837,808	8,682,012	844,204	10.8%
MoW Labor & Benefits	838,851	807,483	(31,368)	(3.7%)
Overhead MoW Expenses*	962,908	942,451	(20,457)	(2.1%)
METRO Outside 20'	355,162	253,432	(101,730)	(28.6%)
MoW - Extraordinary Maintenance	87,263	146,474	59,211	67.9%
Subtotal Maintenance-of-Way	**10,081,992**	**10,831,852**	**749,860**	**7.4%**
Administration & Services				
Ops Salaries & Benefits	3,024,789	2,944,196	(80,593)	(2.7%)
Ops Non-Labor Expenses	1,557,241	1,184,899	(372,342)	(23.9%)
Indirect Administrative Expenses	4,034,356	4,312,938	278,582	6.9%
Ops Professional Services	119,644	82,054	(37,590)	(31.4%)
Subtotal Administration & Services	**8,736,031**	**8,524,086**	**(211,944)**	**(2.4%)**
Contingency	13,400	0	(13,400)	(100.0%)
Insurance Expense (Recoveries)				
Liability/Property/Auto/Misc	2,688,079	2,841,723	153,644	5.7%
Net Claims / SI	(13,763)	57,500	71,263	(517.8%)
Claims Administration	280,000	460,555	180,555	64.5%
Subtotal Insurance Expense (Recoverie	**2,954,316**	**3,359,778**	**405,462**	**13.7%**
Ordinary Operating Expense	**53,888,245**	**56,389,576**	**2,501,331**	**4.6%**
Mega Events	44,457	44,983	526	1.2%
Extraodinary Expense	**44,457**	**44,983**	**526**	**1.2%**
Total Expense	**53,932,702**	**56,434,559**	**2,501,857**	**4.6%**
Net Loss	**(43,231,356)**	**(45,324,447)**	**(2,093,091)**	**4.8%**

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

	FY26 ACTUAL	FY27 ACTUAL	VARIANCE FROM PRIOR YEAR ACTUAL	
			AMOUNT	%
Operation Revenue				
Farebox Revenue	33,217	34,040	823	2.5%
CPP College Pass Program	0	5,806		
Mobility 4 All	771	1,452	681	88.3%
Student Youth Discount Grant	2,692	5,925	3,233	120.1%
Subtotal Fare Revenues	**36,680**	**47,222**	**10,542**	**28.7%**
MOW Revenues	41,041	44,030	2,989	7.3%
Total Operating Revenues	**77,721**	**91,252**	**13,532**	**17.4%**
Operating Expenses				
Operations & Services				
Train Operators	607,129	689,906	82,777	13.6%
Train Dispatch Fee	30,520	30,114	(406)	(1.3%)
Equipment Maintenance	627,802	681,473	53,671	8.5%
Materials	76,194	60,617	(15,577)	(20.4%)
Fuel	79,618	74,177	(5,442)	(6.8%)
Operating Facilities Maintenance	(1,959)	30,039	31,998	(1,633.5%)
Security - SB Sheriffs	459,343	435,688	(23,656)	(5.1%)
Security - Guards	46,000	49,680	3,680	8.0%
Public Safety Program	0	0	0	N/A
Passenger Relations	3,104	2,242	(862)	(27.8%)
TVM Maint/Revenue Collection	15,710	14,856	(854)	(5.4%)
Marketing	72,000	0	(72,000)	(100.0%)
Utilities / Leases	42,828	63,752	20,924	48.9%
Transfers to Other Operators	0	1,485	1,485	N/A
Subtotal Operations & Services	**2,058,290**	**2,134,028**	**75,738**	**3.7%**
Maintenance-of-Way				
Maintenance-of-Way Fee	**297,444**	**347,552**	**50,108**	**16.8%**
Administration & Services				
Ops Salaries & Benefits	94,068	115,657	21,589	23.0%
Ops Non-Labor Expenses	86,110	39,555	(46,556)	(54.1%)
Indirect Administrative Expenses	153,148	156,484	3,336	2.2%
Ops Professional Services	7,844	0	(7,844)	(100.0%)
Subtotal Administration & Services	**341,171**	**311,695**	**(29,476)**	**(8.6%)**
Insurance Expense (Recoveries)				
Liability/Property/Auto/Misc	8,705	17,410	8,705	100.0%
Net Claims / SI	0	0	0	N/A
Claims Administration	0	0	0	N/A
Subtotal Insurance Expense (Recoveries)	**8,705**	**17,410**	**8,705**	**100.0%**
Ordinary Operating Expense	**2,705,610**	**2,810,685**	**105,075**	**3.9%**
Mini Bundle Mobilization	0	0	0	N/A
Total Expenses with Mobilization	**2,705,610**	**2,810,685**	**105,075**	**3.9%**
Total Expense	**2,705,610**	**2,810,685**	**105,075**	**3.9%**
Net Loss	**(2,627,889)**	**(2,719,432)**	**(91,543)**	**3.5%**

FY27 Ridership by month - August 2026

San Bernardino



Upper portion of Bar = Subsidy Ridership
Lower Portion of Bar = Farebox Ridership

METROLINK

FY27 Ridership by month - August 2026

Ventura



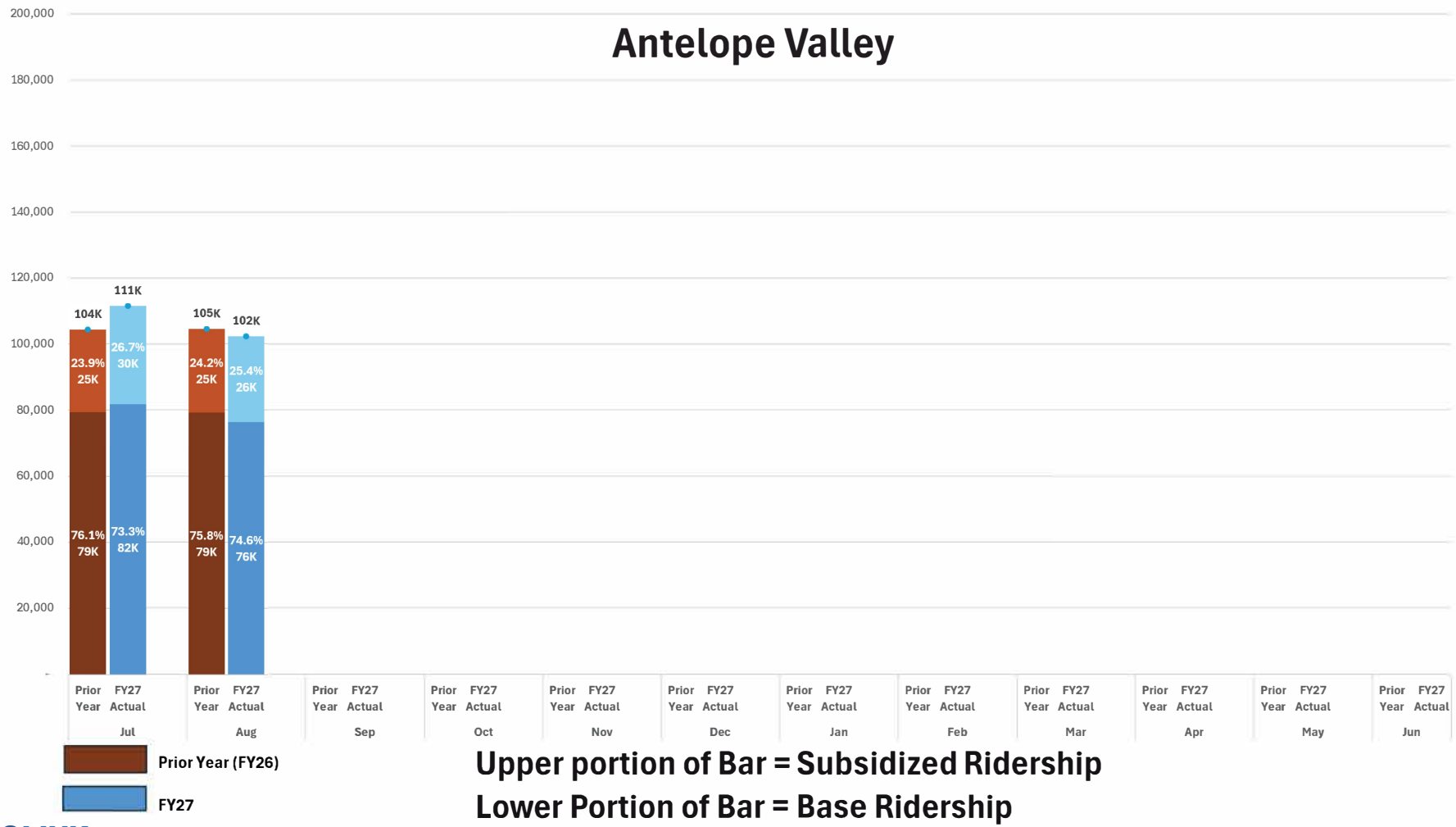
Upper portion of Bar = Subsidized Ridership

Lower Portion of Bar = Base Ridership

METROLINK

FY27 Ridership by month - August 2026

Antelope Valley

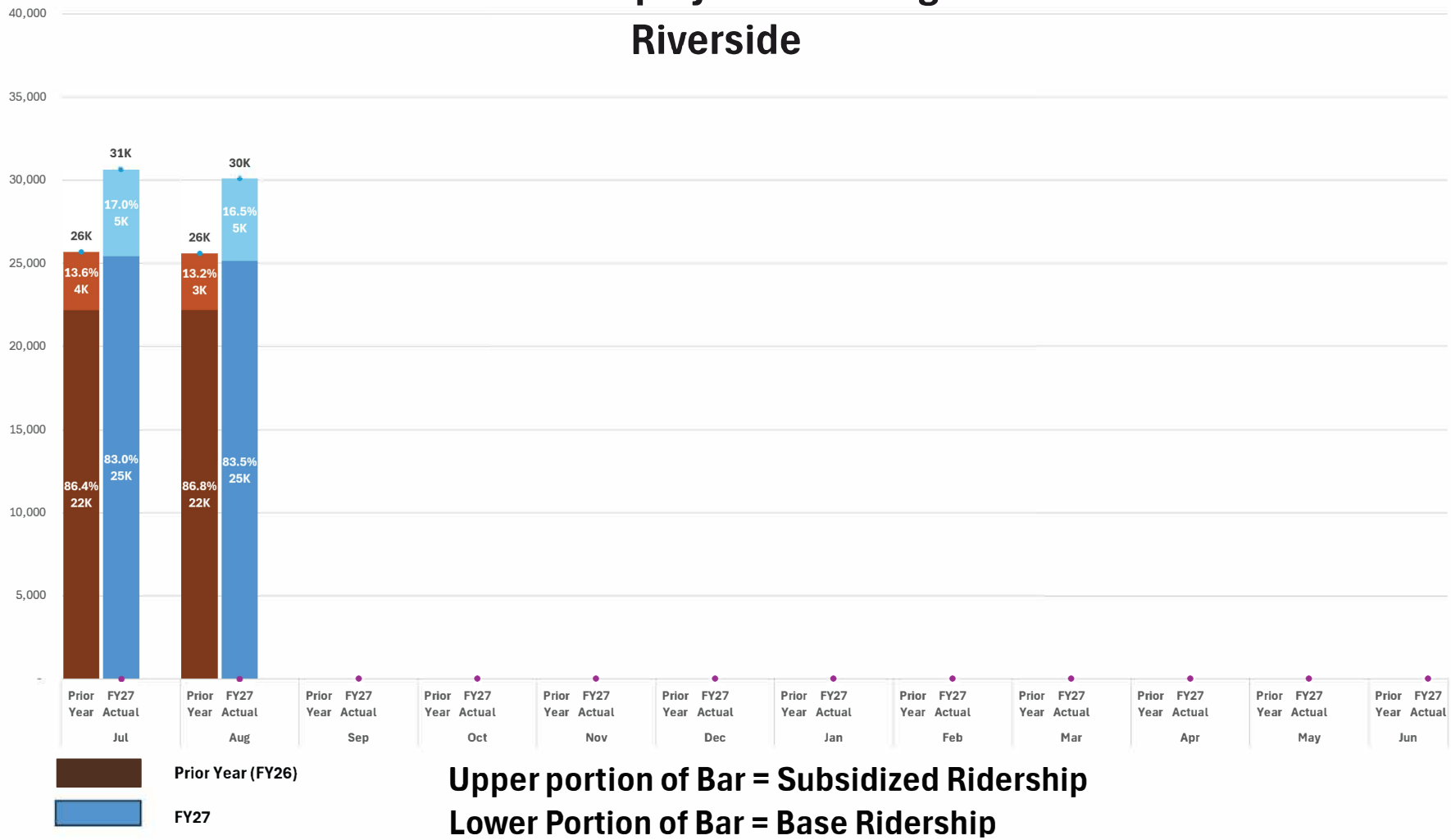


Upper portion of Bar = Subsidized Ridership

Lower Portion of Bar = Base Ridership

METROLINK

FY27 Ridership by month - August 2026
Riverside

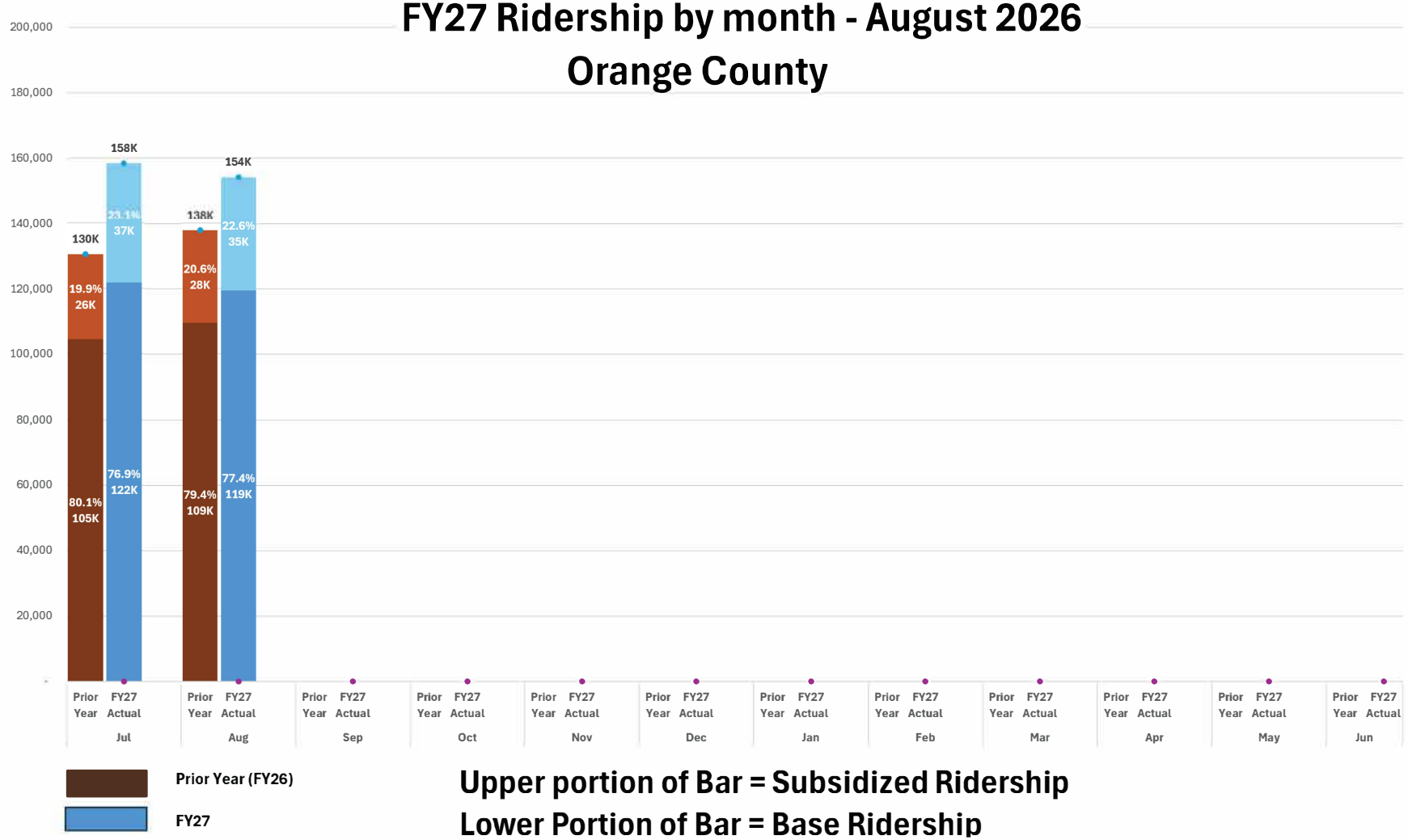


Upper portion of Bar = Subsidized Ridership

Lower Portion of Bar = Base Ridership

METROLINK

FY27 Ridership by month - August 2026
Orange County



Prior Year (FY26)

FY27

Upper portion of Bar = Subsidized Ridership

Lower Portion of Bar = Base Ridership

METROLINK

FY27 Ridership by month - August 2026
Inland-Empire/OC



Prior Year (FY25)

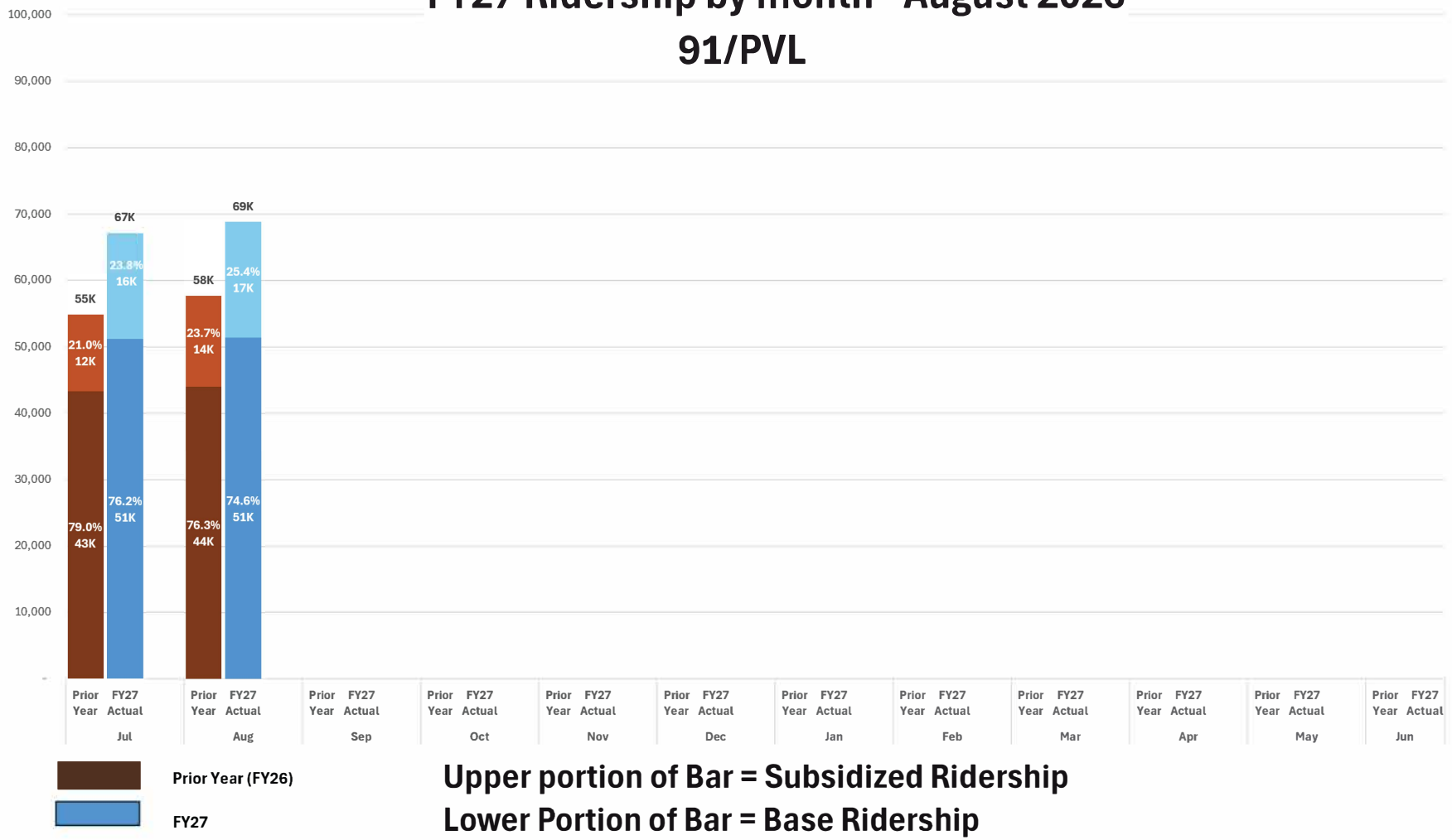
FY26

Upper portion of Bar = Subsidized Ridership

Lower Portion of Bar = Base Ridership

METROLINK

FY27 Ridership by month - August 2026
91/PVL



Upper portion of Bar = Subsidized Ridership

Lower Portion of Bar = Base Ridership

METROLINK



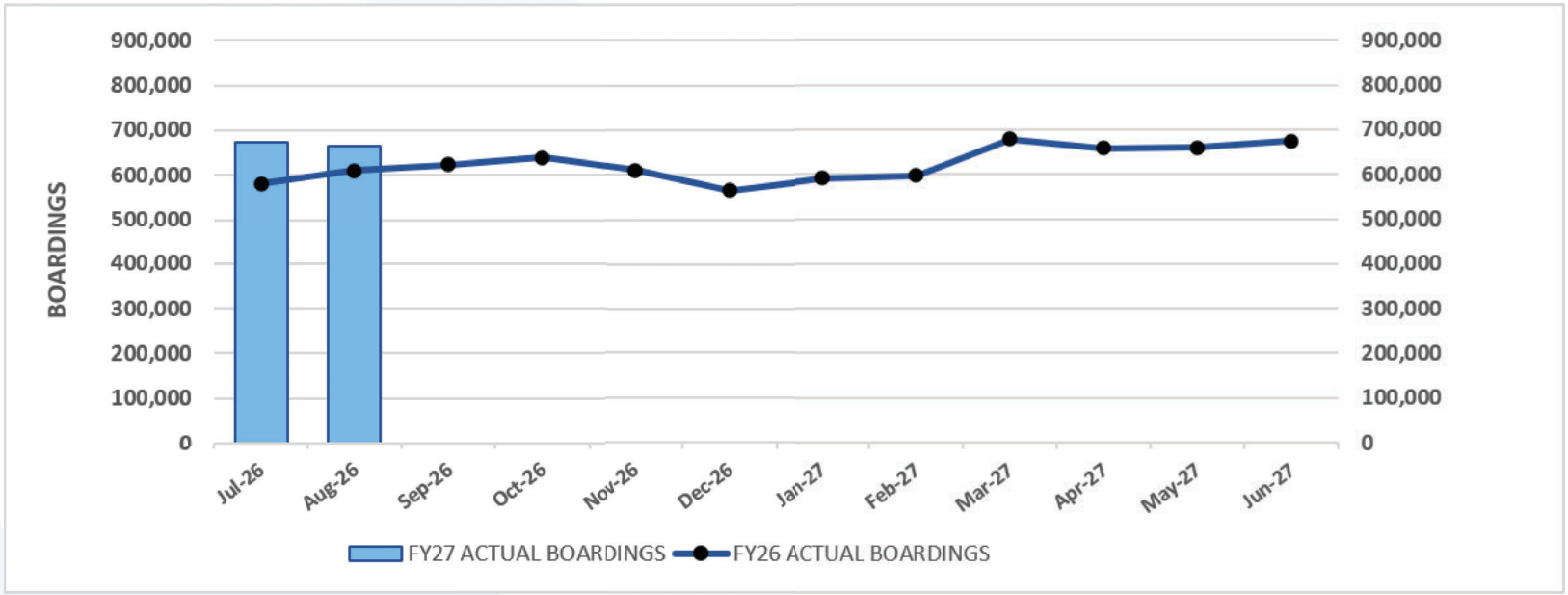


METROLINK

August 2026 Financial Results

Receive and file.

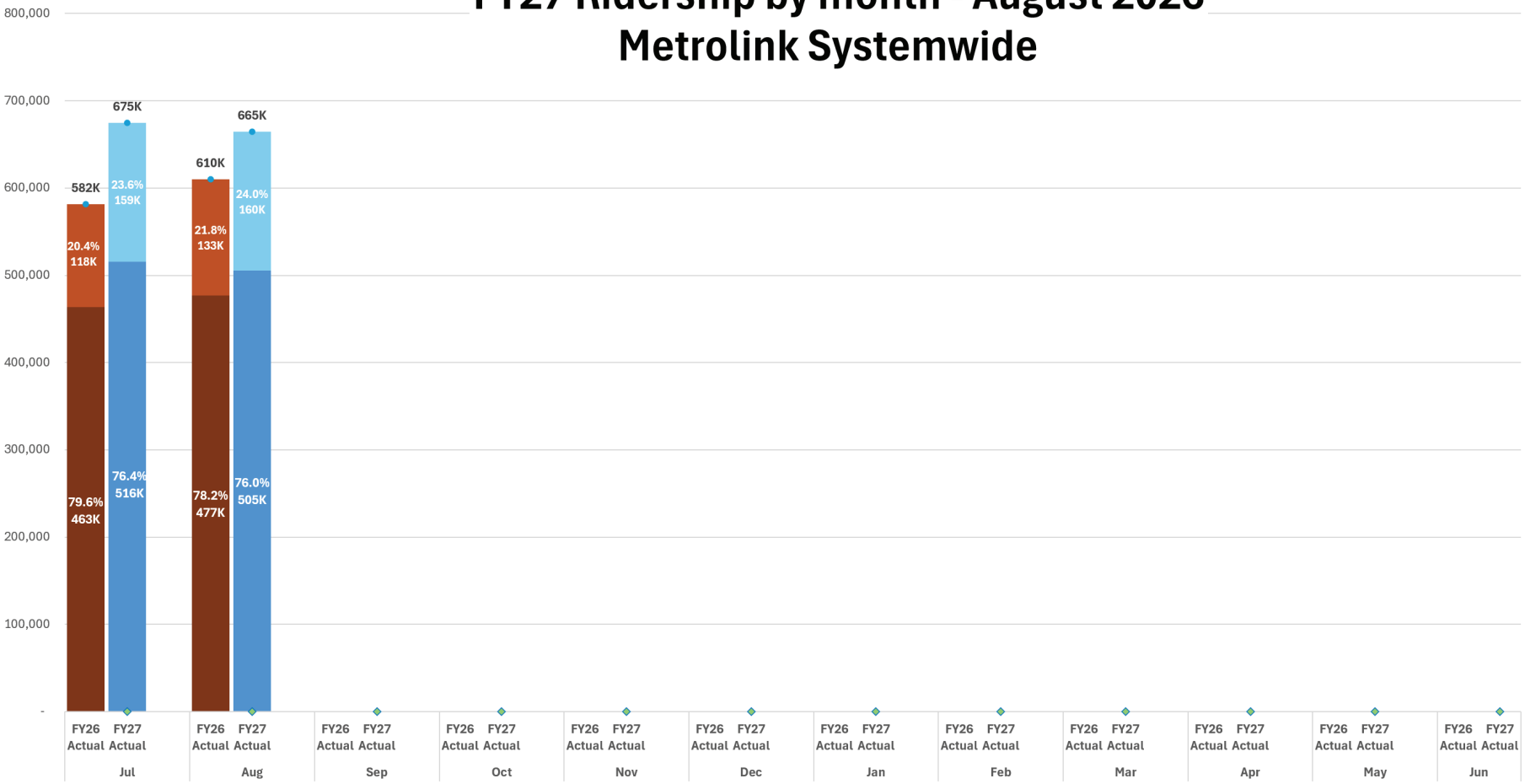
Systemwide FY27 Actual & Comparison to Prior Year Ridership (base & subsidized)



PERIOD	FY26 BOARDINGS	FY27 ACTUAL BOARDINGS	INCREASE/ (DECREASE) FROM FY26 NUMBER	%
JULY	581,688	674,642	92,954	16.0%
AUGUST	609,942	664,796	54,854	9.0%
Fiscal Year to Date	**1,191,630**	**1,339,438**	**147,808**	**12.4%**

METROLINK

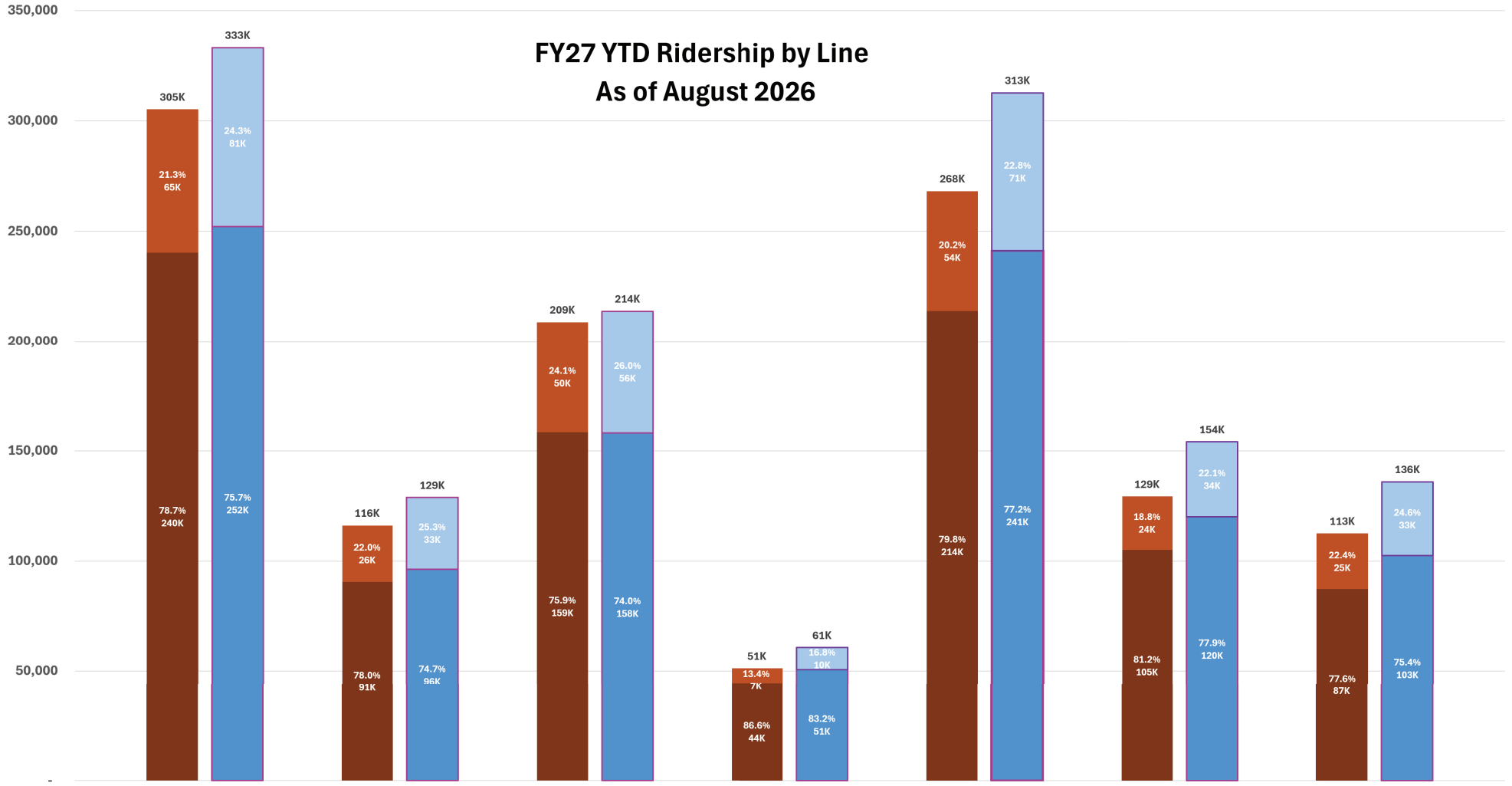
FY27 Ridership by month - August 2026
Metrolink Systemwide



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

METROLINK

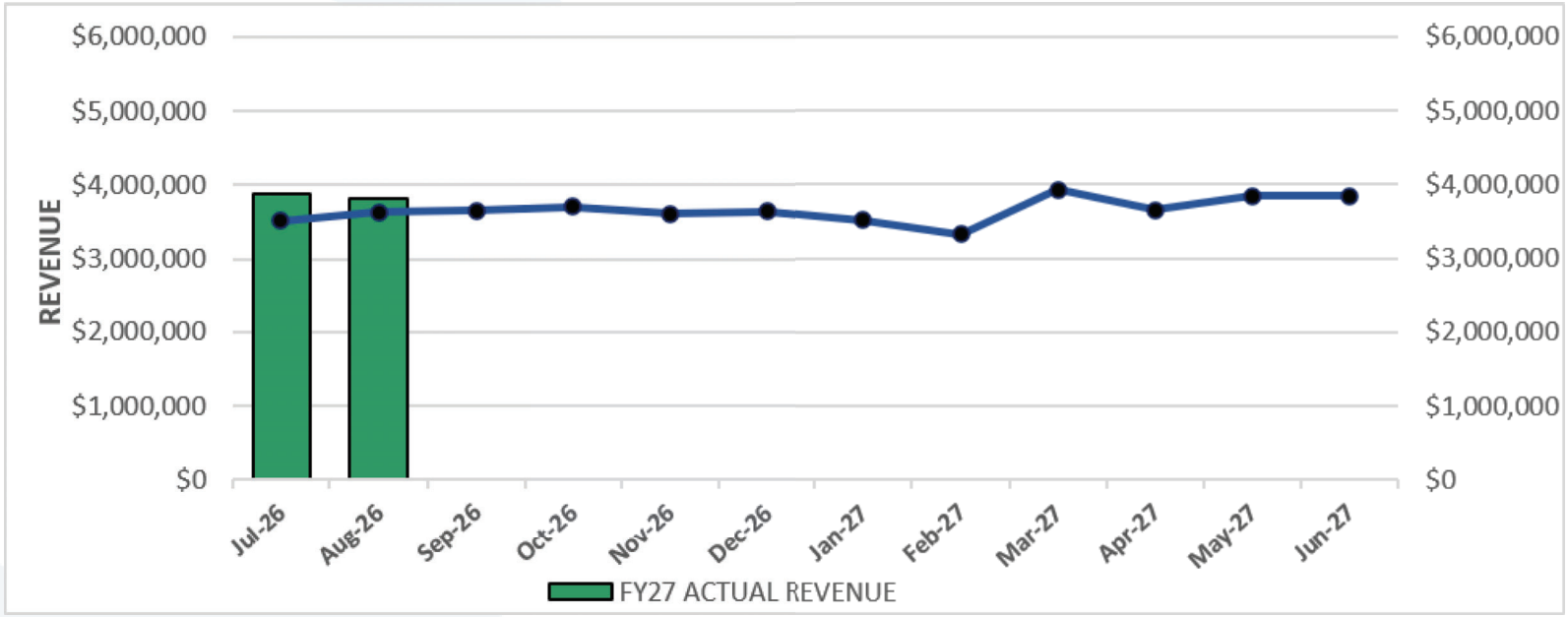
FY27 YTD Ridership by Line
As of August 2026



METROLINK

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

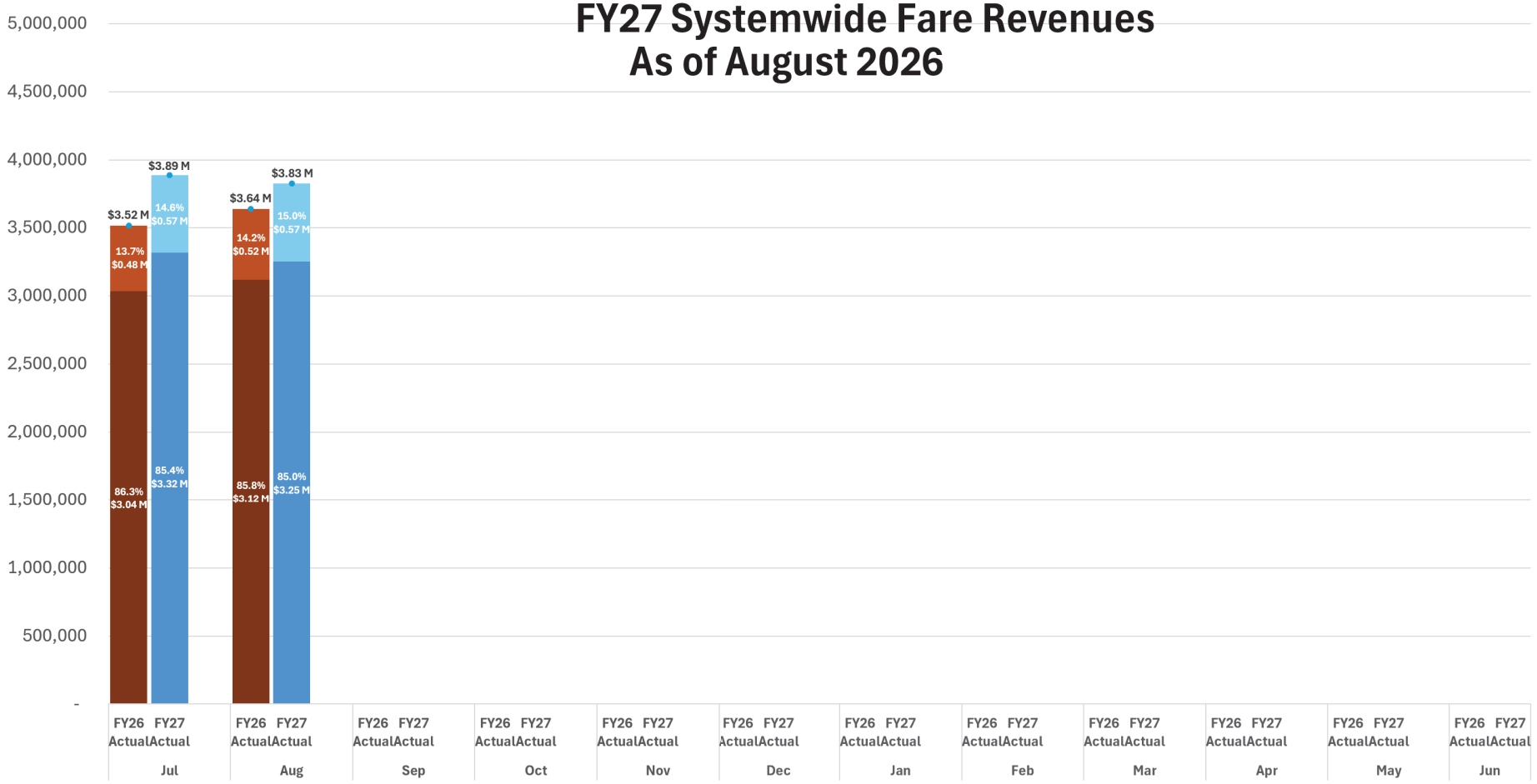
Systemwide FY27 Actual & Comparison to Prior Year Revenue (base & subsidized)



PERIOD	FY26 REVENUE	FY27 ACTUAL REVENUE	INCREASE/ (DECREASE) FROM FY26 $	INCREASE/ (DECREASE) FROM FY26 %	AVERAGE FARE INCLUDING SUBSIDIES FY26	AVERAGE FARE INCLUDING SUBSIDIES FY27
JULY	3,515,246	3,887,054	371,808	10.6%	6.04	5.76
AUGUST	3,637,351	3,826,664	189,313	5.2%	5.96	5.76
Fiscal Year to Date	**$ 7,152,597**	**$ 7,713,719**	**$ 561,122**	**7.8%**	**$ 6.00**	**$ 5.76**

METROLINK

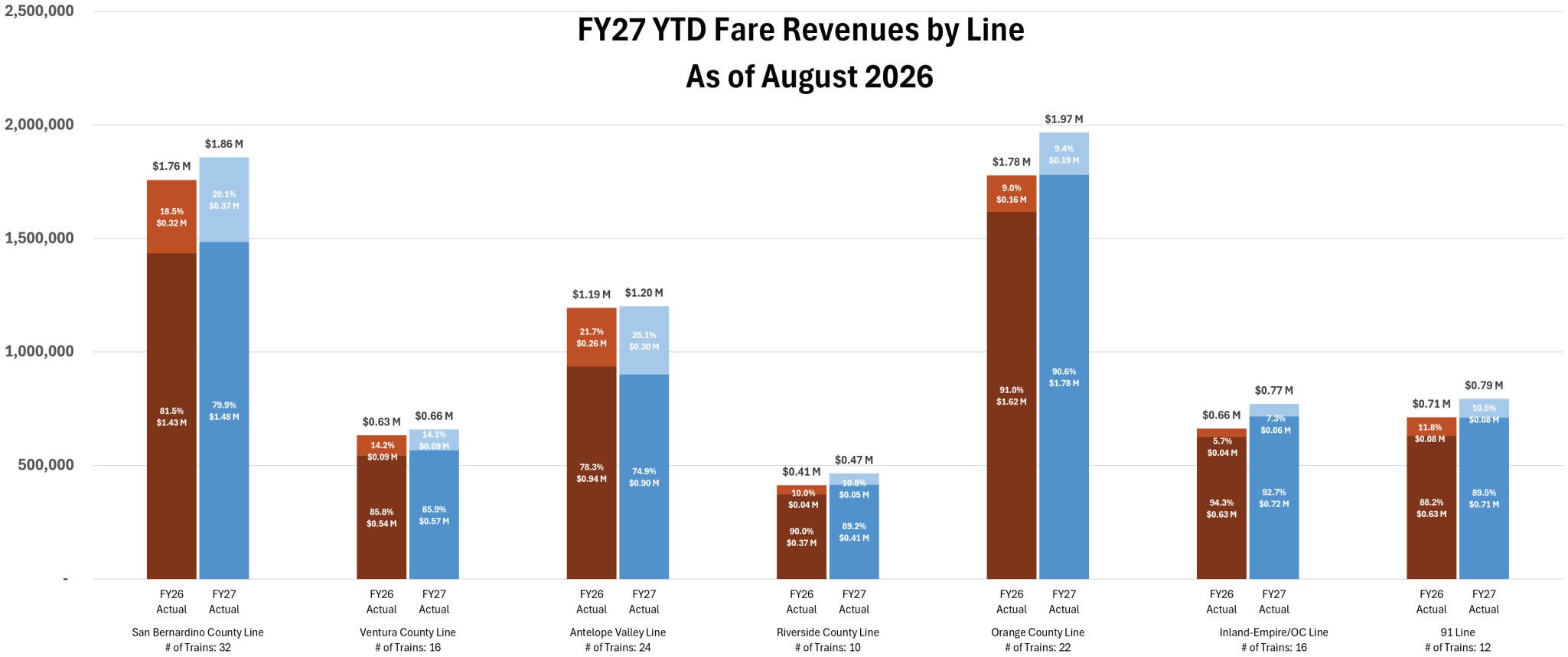
FY27 Systemwide Fare Revenues
As of August 2026



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

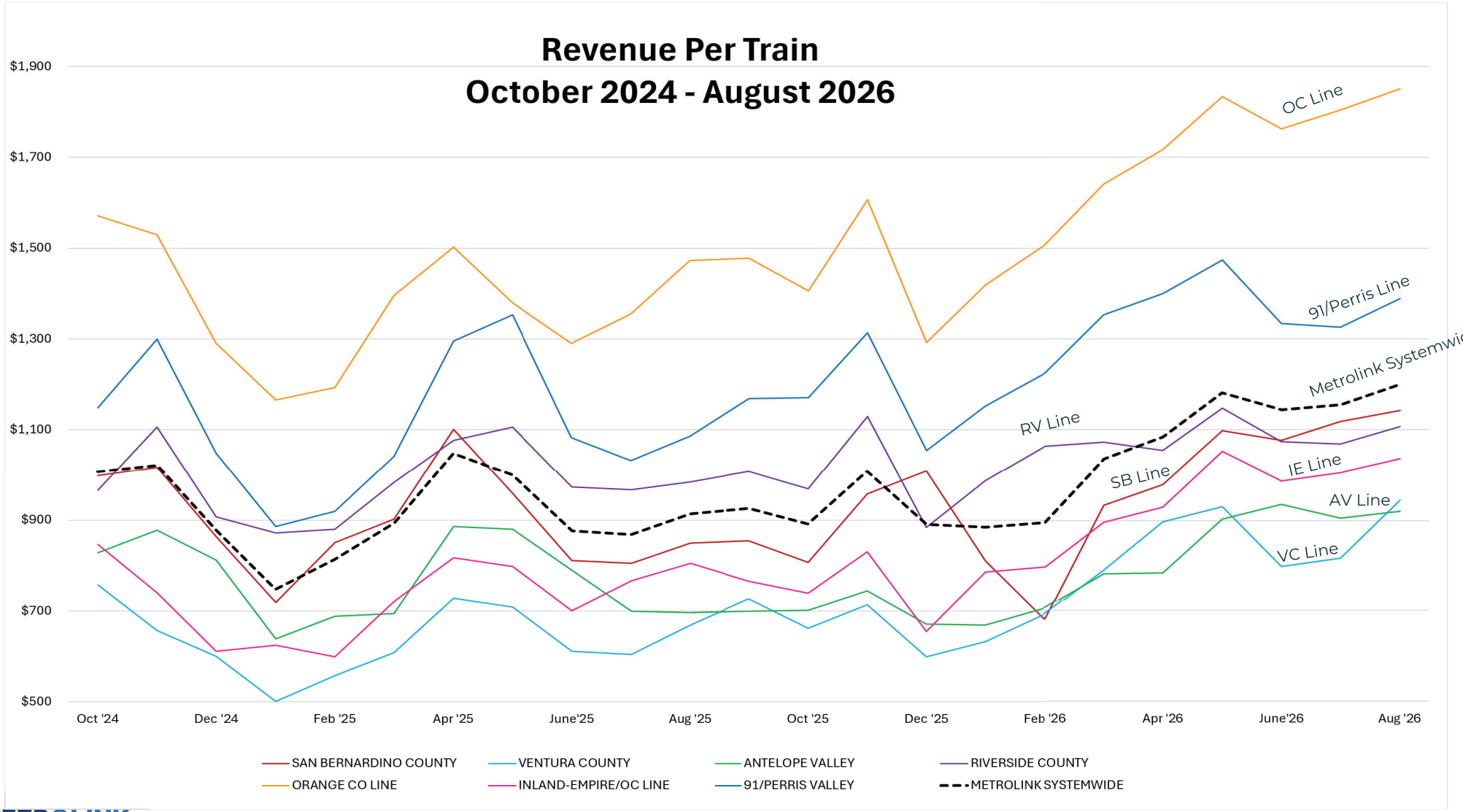
METROLINK

FY27 YTD Fare Revenues by Line
As of August 2026



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

METROLINK


Revenue Per Train
October 2024 - August 2026
$1,900
$1,700
$1,500
$1,300
$1,100
$900
$700
$500
Oct '24
Dec '24
Feb '25
Apr '25
June'25
Aug '25
Oct '25
Dec '25
Feb '26
Apr '26
June'26
Aug '26
OC Line
91/Perris Line
Metrolink Systemwide
RV Line
SB Line
IE Line
AV Line
VC Line
SAN BERNARDINO COUNTY
VENTURA COUNTY
ANTELOPE VALLEY
RIVERSIDE COUNTY
ORANGE CO LINE
INLAND-EMPIRE/OC LINE
91/PERRIS VALLEY
METROLINK SYSTEMWIDE

METROLINK



YTD Financial Results through August 2026

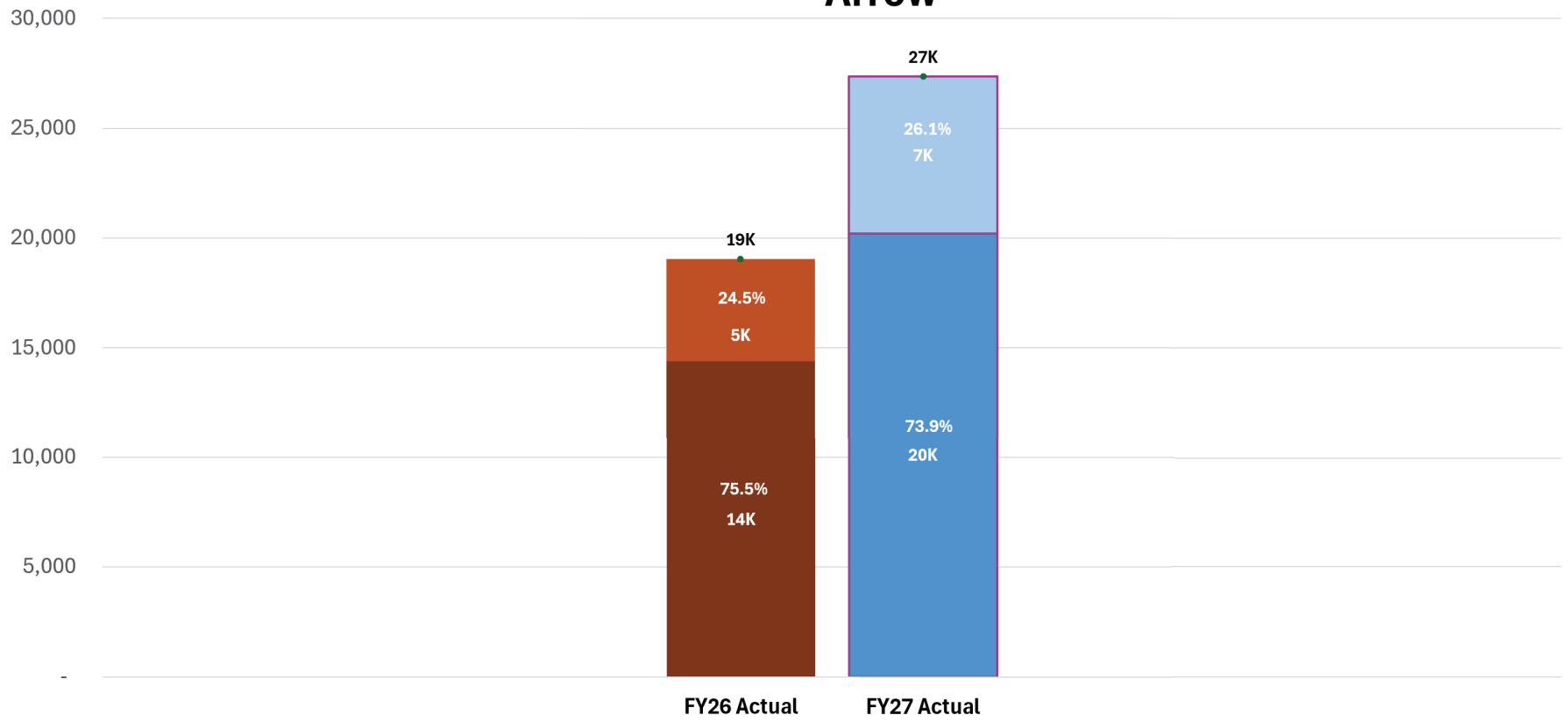
- Operating Revenue – $11.1M
  - $409K above FY26 actual | +3.8%
- Operating Expenses – $56.4M
  - $2.5M above FY26 actual | +4.6%
- Net Loss – $45.3M
  - $2.1M greater than FY26 actual | +4.8%

Arrow Service



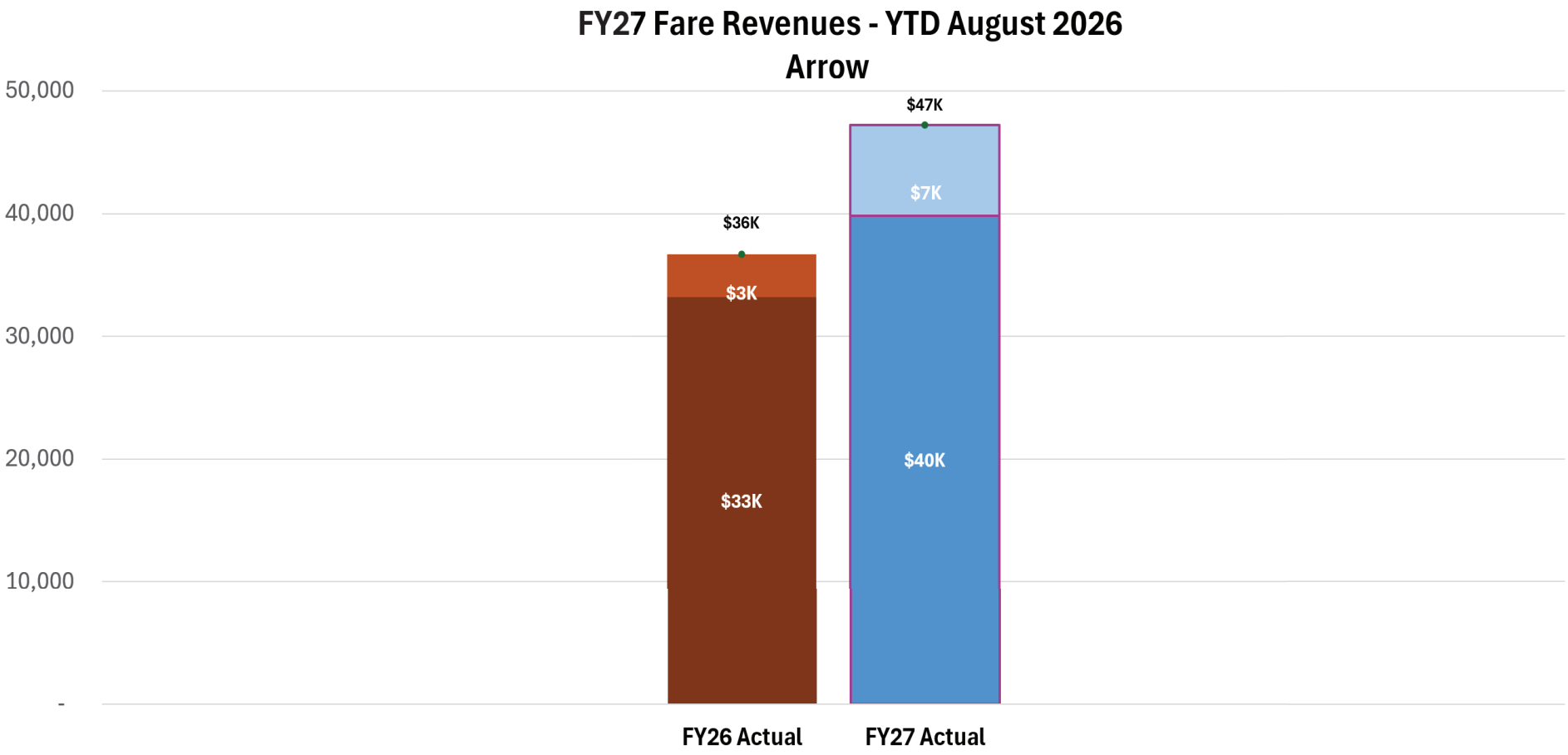
METROLINK

FY27 Ridership - YTD August 2026
Arrow



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

METROLINK



Upper portion of Bar = Subsidy Revenue
Lower Portion of Bar = Farebox Revenue

METROLINK



YTD Arrow Financial Results through August 2026

- Operating Revenue – $91K
  - $14K above FY26 actual | +17.4%
- Operating Expenses – $2.8M
  - $105K above FY26 actual | +3.9%
- Net Loss – $2.7M
  - $92K greater than FY26 actual | +3.5%


METROLINK
Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-296-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Paul Hubler, Chief Strategy Officer**
SUBJECT:	**Grants Quarterly Update - 1st Quarter, FY 2027**

Issue

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

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing our over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. Seeking external grant funding helps to ensure reliable funding sources for maintaining the railroad in a state of good repair and adding capacity for increased reliability and future growth while reducing reliance on Member Agency contributions.

Background

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

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

Discussion

Grant Activity Summary for July 1 to September 30, 2026

Acquired (4)	*Reprogrammed (3)*	*Closed (1)*
$84,269,615	$296,876	$25,000,000

The Authority currently manages 37 active federal grants totaling $729.3 million, 25 active state grants totaling $1.3 billion, and 3 active regional grants totaling $146.9 million for a total portfolio of $2.1 billion.

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

Grant Activity Discussion

Acquisition

The Federal Transit Administration (FTA) awarded Metrolink funding under three grants: 1) $62,425,285 to support our FY26 rehabilitation and new capital budget, 2) $16,244,330 for preventive maintenance, and 3) $4,000,000 for the Sequoia Grade Crossing Improvements Project. A grant with the Federal Railroad Administration in the amount of $1,600,000 was also executed to support WCNSS grade crossing improvements.

Reprogramming

Reprogramming of projects from previously approved Rehabilitation and Capital Program budgets occurs when projects are completed with savings or when deferred or canceled projects cannot utilize the funds in a timely manner. Three reprogramming transactions were completed during the quarter, comprised of $264,326 in local funds, and $32,550 in federal funds for a total of $296,876.

Closure

Staff closed one FTA grant that supported operations of the Arrow Service in the amount of $25,000,000.

Next Steps

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

Prepared by: Jennifer Farinas, Manager, Grants

Approved by: Paul Hubler, Chief Strategy Officer

Attachment(s)

Attachment A - Federal Grants
Attachment B - State Grants
Attachment C - Regional Grants
Presentation - Grants Summary FY27 Q1

APPENDIX A				
FEDERAL GRANTS				
GRANT PROGRAM	CURRENT PRIMARY GRANT USE	TOTAL GRANT AMOUNT	AMOUNT INVOICED	REMAINING BALANCE September 30, 2026
Section 5309	Orange Sub Signal Rehab	$ 5,258,845	5,235,590	$ 23,255
Section 5309	Non-Revenue Vehicles & Equipment, Orange Sub Signal Rehab	$ 46,258,740	46,211,753	$ 46,987
Section 5309	Signal and communication improvements and locomotive replacement	$ 8,891,620	8,869,278	$ 22,342
Section 5309	Locomotive replacement and rail car overhaul	$ 21,228,712	21,210,822	$ 17,890
Section 5337	Locomotive replacement and rail car overhaul	$ 31,591,144	31,489,707	$ 101,437
Section 5307	Locomotive replacement	$ 12,106,922	12,005,477	$ 101,445
Section 5307	Locomotive replacement and PTC	$ 7,001,915	6,935,959	$ 65,956
Section 5307	Locomotive replacement, signal and communication improvements	$ 8,173,372	8,173,372	$ -
Section 5337 & 5307	FY 2017 Metrolink System Rehabilitation & Fare Collection System Upgrade	$ 84,770,455	73,264,789	$ 11,505,666
Section 5337	5337 - Metrolink High Priority State of Good Repair, including slope stabilization and tie replacement on the Orange Subdivision	$ 8,867,332	8,631,275	$ 236,057
Section 5307	San Fernando Road Bike Path Signal Implementation	$ 5,312,000	4,981,139	$ 330,861
Section 5337	FY21 Metrolink Rehabilitation	$ 19,022,852	13,197,044	$ 5,825,808
Section 5337	San Juan Creek Bridge Replacement	$ 37,333,117	37,328,184	$ 4,933
Section 5337	FY22 Metrolink Rehabilitation	$ 20,484,439	16,927,372	$ 3,557,067
Section 5337	FY23 Metrolink Rehabilitation	$ 48,195,523	24,791,555	$ 23,403,968
Community Project Funding / Congressionally Directed Spending	Antelope Valley Line State of Good Repair	$ 3,000,000	2,664,055	$ 335,945
Section 5307 & 5337	FY26 Preventive Maintenance	$ 16,244,330	16,244,330	$ -
Section 5307 & 5337	FY26 Metrolink Rehabilitation	$ 62,425,285	-	$ 62,425,285
Community Project Funding / Congressionally Directed Spending	Sequoia Avenue Grade Crossing Safety Improvements	$ 4,000,000	-	$ 4,000,000
FRA CRISI	Upscaling Key PTC Onboard and Wayside Components	$ 9,944,000	9,667,717	$ 276,283
FRA CRISI	Leveraging PTC to Increase Capacity and Reduce Headways and Alternative Vendor Analysis	$ 3,150,000	2,013,338	$ 1,136,662
FRA CRISI	Burbank Corridor Speed & Safety Improvements	$ 10,746,091	1,088,865	$ 9,657,226
FRA CRISI	Burbank Corridor Speed & Safety Improvements (Supplemental)	$ 7,634,757	-	$ 7,634,757
FRA Fed-State Partnership	Rehabilitation of Four Rural Bridges	$ 6,750,000	290,257	$ 6,459,743
FRA Fed-State Partnership	Pacific Surfliner Corridor Rehabilitation and Service Reliability	$ 31,800,000	657,581	$ 31,142,419
FRA CRISI	Fullerton Junction Interlocking Project	$ 30,000,000	-	$ 30,000,000
FHWA Commuter Authority Rail Safety Improvements	Rail-Highway Crossing Improvements City of El Monte	$ 14,771,250	-	$ 14,771,250
FHWA Commuter Authority Rail Safety Improvements	3 Rail-Highway Crossing Improvements Cities of Simi Valley & Los Angeles	$ 12,525,834	-	$ 12,525,834

APPENDIX A				
FEDERAL GRANTS				
GRANT PROGRAM	**CURRENT PRIMARY GRANT USE**	**TOTAL GRANT AMOUNT**	**AMOUNT INVOICED**	**REMAINING BALANCE September 30, 2026**
USDOT Strengthening Mobility and Revolutionizing Transportation (SMART)	Intrusion Detection Planning/Prototyping	$ 1,300,000	1,641	$ 1,298,359
Community Project Funding / Congressionally Directed Spending	Wireless Crossing Nearside Station Stop (WCNSS) Installation	$ 1,600,000	-	$ 1,600,000
Community Project Funding / Congressionally Directed Spending	Track Intrusion and Positive Train Control	$ 1,000,000	-	$ 1,000,000
Surface Transportation Block Grant	San Clemente Emergency Track Stabilization	$ 1,500,000	77,770	$ 1,422,230
Section 5337	FY23 Metrolink Rehabilitation (RCTC Share)	$ 7,824,945	4,369,236	$ 3,455,709
Section 5307	FY23 Metrolink Rehabilitation (RCTC Share)	$ 1,932,605	348,035	$ 1,584,570
Section 5307 and 5337	FY24 Metrolink Rehabilitation	$ 65,287,356	16,976,913	$ 48,310,443
CMAQ	Locomotive Replacement	$ 2,120,750	12,825	$ 2,107,925
Section 5307 and 5337	FY25 Metrolink Rehabilitation	$ 69,217,239	5,084,584	$ 64,132,655
TOTAL		**$ 729,271,430**	**$ 378,750,462**	**$ 350,520,968**

APPENDIX B				
STATE GRANTS				
GRANT PROGRAM	**CURRENT PRIMARY GRANT USE**	**TOTAL GRANT AMOUNT**	**AMOUNT INVOICED**	**REMAINING BALANCE September 30, 2026**
Prop 1A High Speed Rail Commuter Rail Connectivity	Rail Car Overhaul	20,207,000	20,009,879	197,121
State Cap and Trade Low Carbon Transportation Operations Program	Mobility-4-All Program / Student Adventure Pass	3,996,765	3,996,765	-
State Rail Assistance Program (FY18-20)	Track and signal upgrades at Los Angeles Union Station	11,083,638	10,500,000	583,638
State Rail Assistance Program (FY21-25)	Track and signal upgrades at Los Angeles Union Station	17,618,760	16,312,586	1,306,174
State Rail Assistance Program (FY21-25)	Mobility-4-All	1,150,000	-	1,150,000
State Rail Assistance Program (FY21-25)	Track Intrusion System and Positive Train Control	250,000	-	250,000
State Transit and Intercity Rail Program (Cycle 3, 2018)	SCORE Phase 1 Projects Led by Metrolink	403,919,000	129,261,771	274,657,229
State Transit and Intercity Rail Program (Cycle 3, 2018)	SCORE Phase 1 Projects Led by Member Agencies	471,789,000	N/A*	471,789,000
State Transit and Intercity Rail Program (Cycle 4, 2020)	Antelope Valley Line Capital & Service Improvements Led by Metrolink	62,200,000	1,065,975	61,134,025
State Transit and Intercity Rail Program (Cycle 4, 2020)	Antelope Valley Line Capital & Service Improvements Led by Metro	44,850,000	N/A*	44,850,000
State Transit and Intercity Rail Program (Cycle 5, 2022)	Perris Valley Line Capacity Improvements Led by RCTC	25,042,000	N/A*	25,042,000
FHWA Section 130	Palmdale Avenue P Safety Improvements	1,652,000	279,077	1,372,923
FHWA Section 130	Lancaster Avenue K Safety Improvements	1,077,000	264,909	812,091
FHWA Section 130	Lancaster Avenue J Safety Improvements	1,720,000	276,873	1,443,127
FHWA Section 130	Lancaster Avenue M Safety Improvements	990,000	266,435	723,565
FHWA Section 130	Palmdale Avenue R Safety Improvements	540,000	89,219	450,781
FHWA Section 130	50LR305- SECTION 130- NEWHALL AVE	682,500	27,878	654,622
State Transit and Intercity Rail Program (Cycle 6, 2023 Existing Projects)	El Monte Siding & Station Improvements; Fullerton Junction Reconfiguration & Fullerton to Esperanza 3rd Track; Simi Valley Double Track	106,900,000	-	106,900,000
State Transit and Intercity Rail Program (Cycle 6, 2023 New Projects)	Locomotive Modernization Study, Pilot and Implementation	10,000,000	687,536	9,312,464
State Transit and Intercity Rail Program (Cycle 7, 2024 New Projects)	Eastern Maintenance Facility Development	44,796,000	-	44,796,000
State Cap and Trade Low Carbon Transportation Operations Program	Student Youth Discount	4,205,343	3,111,948	1,093,395
TIRCP	Coastal Rail Infrastructure Resiliency (Emergency)	4,992,000	4,992,000	-
TCEP	Coastal Rail Infrastructure Resiliency (Emergency)	4,992,000	1,162,037	3,829,963
TIRCP	Coastal Rail Infrastructure Resiliency (Area 3 Management Support)	2,745,000	1,749,492	995,508
TCEP	Coastal Rail Infrastructure Resiliency (Area 3 Management Support)	296,000		296,000
TOTAL		**1,247,694,006**	**194,054,380**	**1,053,639,626**

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

APPENDIX C				
REGIONAL GRANTS				
GRANT PROGRAM	**CURRENT PRIMARY GRANT USE**	**TOTAL GRANT AMOUNT**	**AMOUNT INVOICED**	**REMAINING BALANCE September 30, 2026**
AQMD Carl Moyer FY23	Zero-Emission Locomotives	59,297,258	-	59,297,258
AQMD Carl Moyer FY23	Tier 4 Locomotives*	87,447,233	-	87,447,233
FIFA World Cup	Los Angeles World Cup 2026 Safety and Security	157,882	61,775	96,107
TOTAL		**146,902,373**	**61,775**	**146,840,598**

* Contingent Award



METROLINK

Grants Quarterly Update

1st Quarter, Fiscal Year 2027



Grants Quarterly Update

From July 1 to September 30, 2026

- $84.270 million acquired
  - 3 FTA grants for Preventive Maintenance, Rehab/Capital, and Sequoia Grade Crossing and 1 FRA grant for WCNSS grade crossing improvements
- $.297 million in reprogrammed funds for 3 projects
- 1 grant closed supporting Arrow operations
- $2.1 billion total portfolio



METROLINK

Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-341-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Tom Schamber, Chief Financial Officer**
SUBJECT:	**Quarterly Report of Contracts Awarded and Executed Under the Chief Executive Officer's Authority - FY27 Q1**

Issue

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

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. Increasing the CEO's authority to $500,000 has allowed for the expedited award of contracts.

Background

On July 26, 2019, the Board authorized the CEO to execute Contracts with third parties up to $500,000. Upon its approval of the Revised Policies the Board also requested that the CEO

provide a quarterly report to the Board with a list of contracts awarded under the CEO's new authority level and between $250,000 and $500,000. This requirement is included in Section 3 of the Revised Policies.

This report meets these Board report requirements for the First Quarter of FY 2027, which covers July 1, 2026 through September 30, 2026.

Discussion

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

Contract Number	Entity	Amount	Description	Award Date	Procurement method
EP256-27	KB Signaling	$495,000.00	New Parts, and Repair & Return Services	8/6/26	Single Source
SP668-27	Costin Public Outreach Group	$457,000.00	Rancho & Marengo Siding Extension Construction Communication Support	9/9/26	Contract Award

Next Steps

Staff will continue to report on a quarterly basis the contracts awarded and executed by the CEO. The next update will cover activity from October 1 through December 31, 2026.

Prepared by: Salima Mulji, Business Analyst I
Cynthia D. Minix, Director, Contracts and Procurement, and Materials Management

Approved by: Tom Schamber, Chief Financial Officer

Attachment(s)

Presentation - FY27 Q1 Quarterly Report of Contracts

METROLINK

Quarterly Report of Contracts Awarded First Quarter of FY27

Receive and file.





Background

- Per Board direction, the CEO is authorized to execute Contracts with third parties up to $500,000.
- Each quarter the CEO provides a quarterly report for awards of contracts between $250,000 - $500,000.
- This report covers the two agreements awarded in Q1 of FY27.

In FY27 Q1, the CEO awarded the following agreements:

Contract Number	Entity	Amount	Description	Award Date	Procurement method
EP256-27	KB Signaling	$495,000	New Parts, and Repair & Return Services	8/6/26	Single Source
SP668-27	Costin Public Outreach Group	$457,000	Rancho & Marengo Siding Extension Construction Communication Support	9/9/26	Contract Award


METROLINK
Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-338-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Alberto Lara, Chief People Officer**
SUBJECT:	**Quarterly Compensation Report - FY 2027 Q1**

Issue

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

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

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

Background

In accordance with the HR Policy No. 2.1, Wage and Salary Administration – Salary Program Administration, the Board requires the Chief People Officer to report all salary placements for new hires, promotions, demotions, reclassifications, and other changes in employee compensation to the Board on a quarterly basis.

Discussion

There were 58 compensation transactions that occurred during the first quarter of fiscal year 2027, July 1, 2026, through September 30, 2026. The compensation transactions are summarized below and in Attachment A, and described in detail in Attachment B:

New Hires - 5
Additional Pay Temporary - 4
ATU Salary Increases - 47
Return from Acting Pay - 2
Total - 58

In addition, there were 4 Separations (attrition rate 1.4%), and the position vacancy rate was 5.3%.

Next Steps

Human Resources will continue reporting compensation transactions on a quarterly basis. The next quarterly compensation report for the second quarter of the fiscal year 2027 will be presented at the January Board Meeting.

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

Attachment(s)

Attachment A - Compensation Summary FY27 Q1
Attachment B - Compensation Report FY27 Q1
Presentation - Compensation Report Q1 FY27

ATTACHMENT A

COMPENSATION REPORT SUMMARY - FIRST QUARTER QUARTER FY27 - 7/1/2026 THROUGH 9/30/2026

Category based on H.R. Policy 2.1 Requirements	Total Number
Salary Placement for New Hire	5
Other Changes In Compensation	
Additional Pay - Temporary	4
ATU Salary Increase	47
Return From Acting/Additional Pay	2
TOTAL TRANSACTIONS	**58**

ATTACHMENT B - COMPENSATION REPORT
FIRST QUARTER FY 27

	POSITION/CLASSIFICATION	EFFECTIVE DATE	TYPE OF SALARY PLACEMENT	SALARY RATE (Bi-Weekly/ Hourly Rate)	PERCENT ADJUSTMENT
A.New Hire					
1	Contract & Compliance Administrator	07/21/2026	New Hire	$3,846.16	NA
2	Compliance Officer I	08/04/2026	New Hire	$4,230.77	NA
3	Railroad Civil Engineer II	09/15/2026	New Hire	$4,615.39	NA
4	Customer Relations Representative	09/27/2026	New Hire	$24.14	NA
5	Senior Manager, Mission-Critical Technology	09/29/2026	New Hire	$7,108.52	NA
B.Other Changes In Compensation					
1	Director, Customer Experience	07/13/2026	Additional Pay - Temporary	$8,959.17	10%
2	Business Analyst I	07/15/2026	Additional Pay - Temporary	$4,149.54	10%
3	Senior Finance Analyst	08/10/2026	Additional Pay - Temporary	$5,622.95	10%
4	Business Analyst II	09/21/2026	Additional Pay - Temporary	$4,280.79	5%
5	Communications Coordinator	07/05/2026	ATU Salary Increase	$29.80	3%
6	Communications Coordinator	07/05/2026	ATU Salary Increase	$35.76	3%
7	Communications Coordinator	07/05/2026	ATU Salary Increase	$29.80	3%
8	Communications Coordinator	07/05/2026	ATU Salary Increase	$29.80	3%
9	Communications Coordinator	07/05/2026	ATU Salary Increase	$31.79	3%
10	Communications Coordinator	07/05/2026	ATU Salary Increase	$39.74	3%
11	Communications Coordinator	07/05/2026	ATU Salary Increase	$39.74	3%
12	Customer Relations Representative	07/05/2026	ATU Salary Increase	$28.97	3%
13	Customer Relations Representative	07/05/2026	ATU Salary Increase	$32.19	3%
14	Customer Relations Representative	07/05/2026	ATU Salary Increase	$25.75	3%
15	Customer Relations Representative	07/05/2026	ATU Salary Increase	$25.75	3%
16	Customer Relations Representative	07/05/2026	ATU Salary Increase	$24.14	3%
17	Customer Relations Representative	07/05/2026	ATU Salary Increase	$32.19	3%
18	Customer Relations Representative	07/05/2026	ATU Salary Increase	$28.97	3%
19	Customer Relations Representative	07/05/2026	ATU Salary Increase	$30.58	3%
20	Customer Relations Representative	07/05/2026	ATU Salary Increase	$32.19	3%
21	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%
22	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%

	POSITION/CLASSIFICATION	EFFECTIVE DATE	TYPE OF SALARY PLACEMENT	SALARY RATE (Bi-Weekly/ Hourly Rate)	PERCENT ADJUSTMENT
23	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%
24	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$53.71	3%
25	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%
26	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%
27	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$44.23	3%
28	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%
29	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%
30	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%
31	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%
32	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%
33	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%
34	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%
35	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%
36	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%
37	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%
38	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$41.07	3%
39	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%
40	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%
41	Rail Traffic Controller	07/05/2026	ATU Salary Increase	$63.19	3%
42	Rail Traffic Coordinator	07/05/2026	ATU Salary Increase	$74.31	3%
43	Rail Traffic Coordinator	07/05/2026	ATU Salary Increase	$74.31	3%
44	Rail Traffic Coordinator	07/05/2026	ATU Salary Increase	$74.31	3%
45	Rail Traffic Coordinator	07/05/2026	ATU Salary Increase	$74.31	3%
46	Rail Traffic Coordinator	07/05/2026	ATU Salary Increase	$70.59	3%
47	Rail Traffic Coordinator	07/05/2026	ATU Salary Increase	$74.31	3%
48	Senior Customer Relations Representative	07/05/2026	ATU Salary Increase	$35.76	3%
49	Senior Customer Relations Representative	07/05/2026	ATU Salary Increase	$35.76	3%
50	Rail Traffic Controller	08/16/2026	ATU Salary Increase	$44.23	7.69%
51	Customer Relations Representative	08/30/2026	ATU Salary Increase	$30.58	5.56%
52	Management Analyst II	07/19/2026	Return From Acting/Additional Pay	$4,097.40	-9.09%
53	Business Analyst I	08/16/2026	Return From Acting/Additional Pay	$3,222.30	-4.76%





METROLINK

Quarterly Compensation Report 1st Quarter FY27
July 1, 2026 – September 30, 2026

Receive and file.



Recommendation

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.



First Quarter FY27 Compensation Transactions

New Hires	5
Additional Pay Temporary	4
ATU Salary Increases	47
Return From Acting Pay	2
Total	**58**



METROLINK

Thank you.

METROLINK

metrolinktrains.com/meeting

ITEM ID:	**2026-320-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Justin Fornelli, Chief, Program Delivery**
SUBJECT:	**Capital Program Quarterly Status Report**

Issue

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

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 customer experience, including items such as new sidings, expansion of maintenance facilities, 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's 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 expenditure and project status through June 30, 2026.

Discussion

Since the last Capital Program Status Update in June 2026, multiple key accomplishments were achieved, as follows:

SCORE Program:

- Awarded the construction contract for the Marengo Siding Extension and Rancho Cucamonga Siding Extension projects on the San Gabriel Sub.
- Started environmental clearance activities on Fullerton Interlocker with the 30% design.
- Continued negotiations with the City of El Monte on the Purchase & Sale Agreement on the El Monte Siding and Station Improvements project.
- Started 60% design on the Lilac to Sycamore Double Track Project.
- Negotiating contract with BNSF to start preliminary design on the Riverside Downtown Crossover project.
- Started procurement of design consultant for Katherine and Tampa at-grade crossings on the Ventura Sub.
- Continued negotiations with Union Pacific over the utility fiber-optic relocation for the Simi Valley Double Track Project

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. The Authority has also been conducting a robust risk analysis and assessment of the costs associated with labor and material to find efficiencies. Specifically, the Authority is working with Metro to pursue grant funding opportunities to bridge some of the gaps for projects on the Antelope Valley Line.

State of Good Repair Program:

- On-Board Train Control Systems Rehabilitation:
    - Train Management Computer Upgrade: 132 out of 140 units have been upgraded. Estimate time of completion to upgrade remaining units is December 2026. Due to this being an industry-wide upgrade, the vendor is experiencing parts shortages and limited supply availability.
    - Global Positioning System Upgrade: The DMU and ZEMU fleets have been fully updated with the new GPS modules, and no issues have been reported to date. A Limited Notice to Proceed has been issued to Alstom to install the new GPS system on two additional units. This initial installation will be used to establish an average installation time for remaining units.
    - Next Gen Data Radio: Purchase order has been issued, deliveries scheduled for mid-2027. Four radios have already been delivered and are being used for R&D activities.

- Rolling Stock State of Good Repair:
    - Rotem HVAC Overhaul: 160 of 184 HVAC units overhauled; 69 of 92 control panels overhauled.
    - Bombardier HVAC Overhaul: Initial order of 180 units overhauled; Additional order of 87 HVACs to be overhauled has been placed and 59 of 87 units overhauled.
    - Cab Car DVR & Camera Replacement: Board approved procurement in February 2026. Notice to Proceed issued and expected completion date is October 2027, meeting the regulatory deadline of October 2027.
    - MP36 Locomotive Overhaul & Repair – procurement process completed; NTP issued in April 2026. Four locomotives shipped to contractor facility in St. Louis for repair.

SoGR Track, Structures, & Signal Projects by Line:

- Antelope Valley Line
    - Signal – Design 100% complete for CP Portal, CP Ravenna, CP Kocian & CP Harold. Working with UPRR for CP Harold.
    - FY 24 Track Rehab – Construction in progress, expected to complete by Dec. 2026
    - Rainbow Glenn Dr and E Barrel Springs design in process. Expected completion by Mar. 2027

- Ventura County Line
    - Pacific Surfliner Corridor Rehabilitation and Reliability Project: Bid Awarded at September Board meeting. Construction Work is anticipated to be completed before Spring 2028.

- Three crossing rehab locations at Woodley Ave, Clybourn Ave and Vineland Ave are expected to be completed by Aug 2027
- FY25 Quimisa Drive Signal Rehabilitation - 100% design complete. Construction completion anticipated by Dec 2028.

- Orange County Line
  - FY20 Culverts Rehabilitation Project - Coastal Development Permit with California Coastal Commission special conditions satisfied. Construction CTO for Olive MP 5.4 is fully executed. Kickoff meeting was held on Sept. 1. Expected completion by Dec 2027.
  - Signal construction at various locations is in progress with anticipated construction completion date of Dec 2027 due to long material lead-time.
  - FY23-24 Orange Sub Track rehab project - NTP issued Feb 2026. Materials are being ordered. Reviewing submittals and planning Absolute Work Windows (AWW).
  - Calafia culvert re-establishment project - staff is finalizing the permitting with the California Coastal Commission (CCC). Verizon is applying for Right of Entry permit with Agency. Awaiting 100% design submittal from consultant. The CCC hearing was held on October 7, 2026, and the Board approved the item.
  - FY23 and FY24 Track - C3160 track project is in progress. Materials are being ordered. Reviewing submittals and planning AWW. First Absolute Work Windows (AWW) in November 2026.

- San Bernardino Line
  - FY20 Signal Design (Smart Crossing) - a design revision was issued to add a third communication path at Campus Ave to comply with SCRRA standards, and construction will be completed by December 2027; CP Bassett cutover has been rescheduled to the September AWW.
  - FY22 Culvert Design - The 60% design has been reviewed, and SCRRA is currently reviewing the revised 60% plans. Bridge load ratings and environmental clearance efforts are currently underway.
  - FY22 Crossing Rehab - Merced Ave material procurement completed; awaiting delivery to begin construction. Hamburger Lane RFP issued; proposal pending. Construction completion anticipated by Dec. 2027.
  - FY24 Track Rehabilitation - design is on hold at the 60% level pending coordination with contracts department to transition to a design-build delivery approach. RFP is anticipated in early 2027, combined with the FY25 Track Rehabilitation program.
  - FY25 Signal: three grade crossings are under design expected to be completed by June 2027.

- Perris Valley Line
  - FY21 Drainage Improvements - NEPA-CE addressing FTA comments cultural technical memo. Once environmental clearance is secured, 90% design will advance.
  - FY25 Signal - RFP issued for design replacement of 11 crossing data recorders and five exit gate management systems; awaiting proposal from the contractor. Issued design and construction CTOs to design and upgrade two VHLC locations, planned cutover December 2026.
  - FY25 Track Rehab - Contractor currently procuring materials and permits work expected to be completed by December 2027.

- River Subdivision
  - Arroyo Seco Bridge - 100% design completed and RFP issued for construction. There is a significant increase in cost associated for constriction. Additional funding will be required to complete construction. A request for additional funding is included in the FY27 capital budget request.
  - FY19 Signal Rehabilitation Cutovers for CP Capitol and CP Dayton were delayed due to cancellation of AWW to accommodate World Cup service. CP Dayton was completed in September 2026, and CP Capitol is rescheduled for completion in October 2026.
  - FY24 Signal Design CTO issued for CP Dayton Phase 2. Design completion is expected by Dec 2026 and construction CTO to follow in early 2027.
  - FY24 Track Diamond Replacement: performed source laydown with manufacturer, material scheduled delivery September 2026, with construction Scheduled for October 2026.
  - FY25 Track Rehab: Construction JO142-25 issued material procurement and permitting underway, with completion scheduled for Dec. 2027.

San Juan Creek Bridge:

- Rail operations have been moved onto the new bridge, the old structure has been demolished, and the foundations for the second future bridge structure have been completed. Flatiron has restored the channel, removed water diversions, and restored channel access.
- Work in the creek is completed. Flatiron will continue OCTA and Orange County Public Works (OCPW) sheet pile wall installation from the top of the creek.
- A separate item is on the October 2026 Board agenda to increase the contract authority amount to accommodate betterments requested by the OCPW.
- Construction is expected to be completed by February 2027 and the project closeout by June 2027.

Attachment A provides an overview of the Authority's project portfolio as well as more detailed status by project type.

Quarter Ended June 30, 2026, 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)

PROJECT CATEGORY	BUDGET	EXPENDED	BALANCE
Capital PTC / CRISI Grants (Communications)	$ 13,076	$7,881	$ 5,194
Track, Structures, & Signals	$ 89,848	$ 56,863	$ 32,985
SCORE (SCRRA)	$ 914,741	$ 131,211	$ 783,530

F125 Locomotive Procurement (Rolling Stock)	$119,681	$ 116,898	$ 2,782
Miscellaneous Capital Equipment (Facilities)	$ 29,387	$ 1,408	$ 27,979
Other (IT)	$ 16,603	$ 9,241	$ 7,361
TOTAL	**$ 1,183,338**	**$ 323,504**	**$ 859,834**

Note: Numbers may not sum to total due to rounding.

SoGR Program
The adjusted currently funded SoGR Program budget for the period of FY2017-18 through FY2025-26 is $647 million (including reprogrammed projects of $19.6 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 June 30, 2026, the Authority completed and closed 154 SoGR Projects totaling $204 million in expenditures.

Table 2 summarizes the progress of SoGR Projects as of June 30, 2026. It should be noted that due to delays in processing all FTA funding applications, FY23 all share projects and FY26 projects are delayed in initiating.

Table 2. SoGR Project Status for Active and Completed Projects Fiscal Years 2017-18 to 2025-26 and Reprogrammed Projects ($K)

YEAR OF ADOPTION	[1]CURRENT BUDGET	[2]EXPENDED	BALANCE
FY2017-18	$40,684	$39,765	$918
FY2018-19	$59,600	$41,627	$17,973
FY2019-20	$51,606	$44,887	$6,719
FY2020-21	$41,853	$32,775	$9,078
FY2021-22	$61,253	$43,997	$17,256
FY2022-23	$86,727	$46,786	$39,941
FY2023-24	$123,636	$32,935	$90,701
FY2024-25	$162,127	$7,313	$154,813
FY2025-26	$500	$357	$142
Reprogrammed	$19,592	$7,112	$12,479
[3]Total	**$647,583**	**$297,557**	**$350,025**

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 December 2026.

Prepared by:	Hasnain Mehdvi, Senior Management Analyst (Project Controls)
Approved by:	Justin Fornelli, Chief, Program Delivery

Attachment(s)

Attachment A - Capital Sheets Project Status June 2026
Presentation - Capital Program Status Report October 2026

METROLINK

Southern California Regional Rail Authority

NEW CAPITAL AND STATE OF GOOD REPAIR PROGRAM

PROJECT STATUS REPORT

Expenditures through June 30, 2026

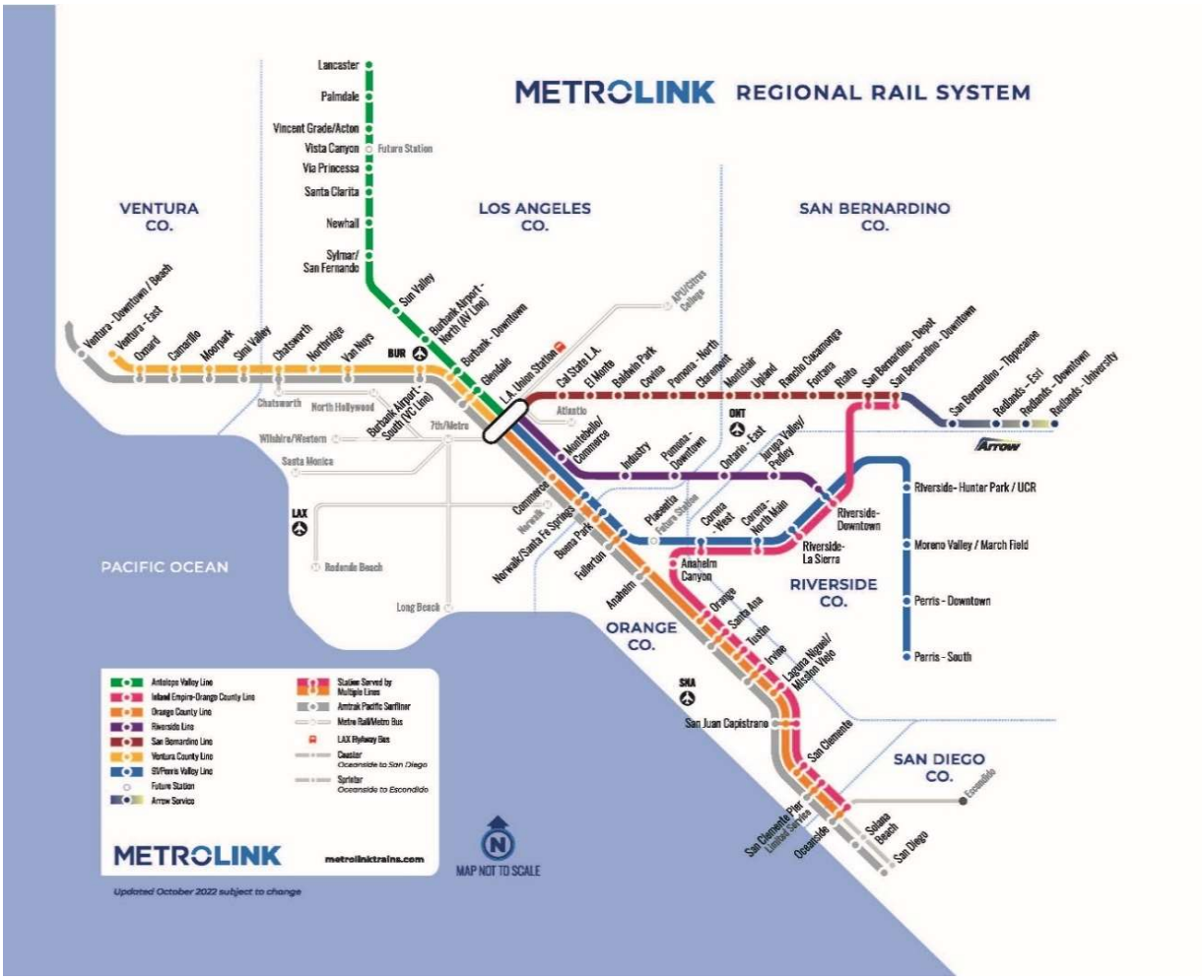
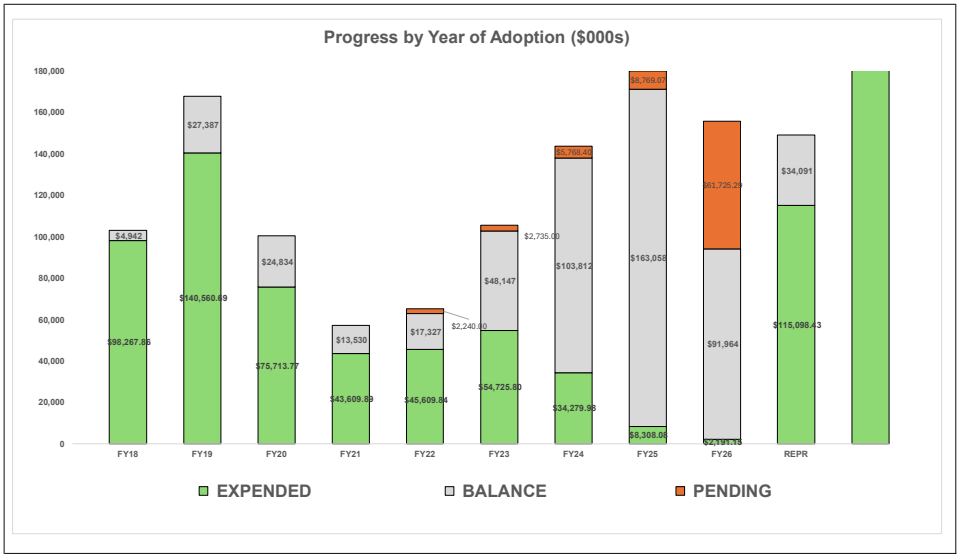
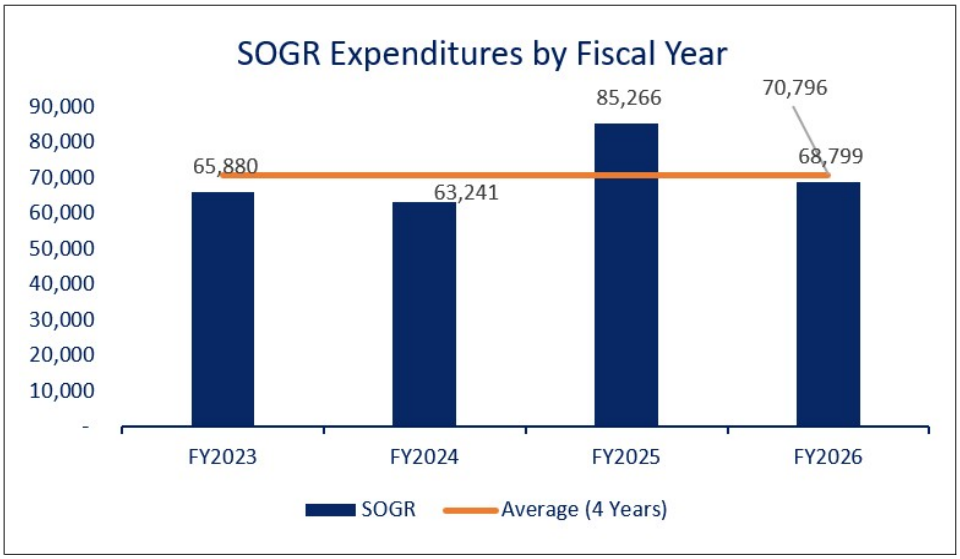


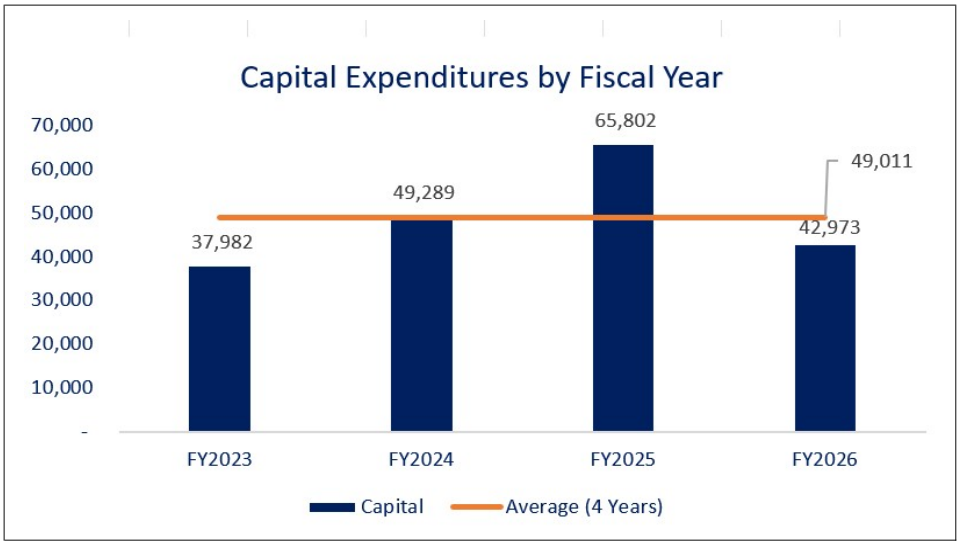
TABLE OF CONTENTS

Page No.	Project/Program Name	Subdivision(s)	Asset Type	Phase
3	**SCRRA Capital Projects Summary**			
	State of Good Repair (SoGR) Projects			
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
8	Perris Valley Line – Track, Structures, & Signals	Perris Valley	Track, Structures, & Signals	Multiple
9	River Corridor - Track, Structures, & Signals	River	Track, Structures, & Signals	Multiple
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
	Capital Projects			
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

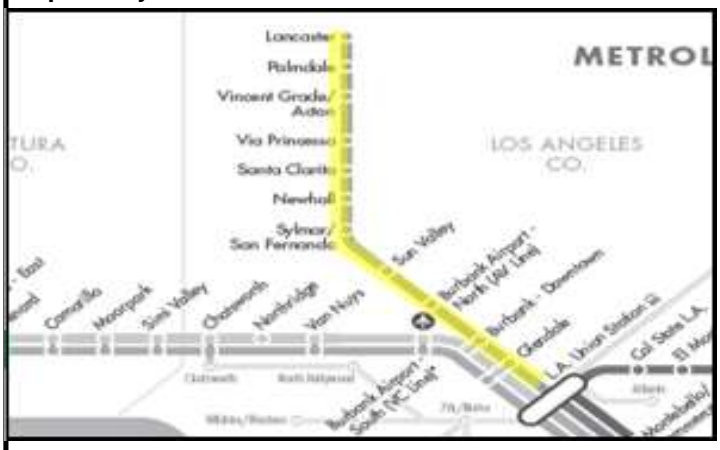
- The State of Good Repair portfolio consists of 201 active projects, with budgets totaling $649M
- The New Capital portfolio consists of 83 active projects, with budgets totaling $1.18B
- In addition, SCRRA staff manages 75 Third Party projects requiring extensive coordination with external agencies
- Expenses shown through FY2025-26 Quarter ending June 2026.

Type: State of Good Repair **Phase:** Construction

Subdivision: Antelope Valley Line **Asset Type:** Track, Structures, & Signals

Antelope Valley Line - Track, Structures & Signals

Map of Project:



Schedule Summary

Milestone	Actual/[Forecast]	
	Start	End
Reprogrammed	Aug-23	[Dec-26]
FY2018-19	Nov-18	[Dec-26]
FY2019-20	Nov-19	[Dec-26]
FY2021-22	Jul-22	[Dec-27]
FY2022-23	Apr-23	[Feb-28]
FY2023-24	May-24	[Jun-28]
FY2024-25	Nov-25	[Jun-27]

Budget Status ($000s)

Project Category	Budget	Expend
2019	750	670
2020	14,375	13,039
2022	15,595	10,840
2023	6,000	712
2024	16,498	1,771
2025	7,366	49
Reprogrammed	3,100	2,744
Total	**63,684**	**29,826**

Funding Sources ($000s)

Federal	7,000
Local	56,684
Total	**63,684**

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:

- 100% Design complete for Tunnel 25 tie/ballsat rehab (FY23)
- Valley Sub Structures design progressing to 30% next quarter. Field visit for load ratings complete.
- Signal design 100% complete for CP Portal, CP Ravenna, CP Kocian & CP Harold. Working with UPRR for CP Harold.
- FY22 Hot Box Detector upgrades completed on the AVL.
- FY24 Track Rehab Construction in-progress. Expected to complete by Dec 2026
- Rainbow Glenn Dr and E Barrel Springs design inprocess. Expected completion by Mar. 2027

Project Notes of Interest:

- FY2024-25 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.

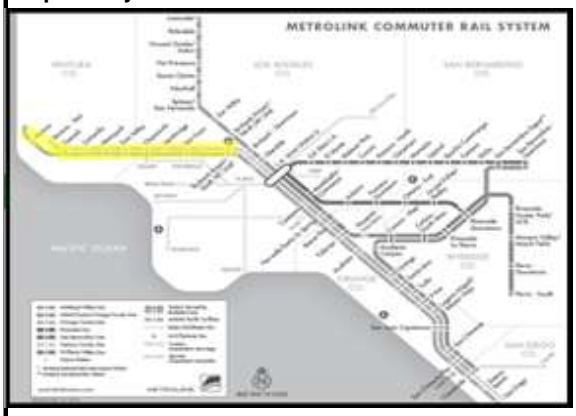
Project Manager: Aaron Azevedo
azevedoa@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: Ventura County Line **Asset Type:** Track, Structures, & Signals

Ventura County Line - Track, Structures & Signals

Map of Project:



Schedule Summary		
Milestone	Actual/[Forecast]	
	Start	End
FY2018-19	Nov-18	[Jun-27]
FY2019-20	Nov-19	[Dec-26]
FY2020-21	Jul-21	[Dec-26]
FY2021-22	Jul-22	[Dec-26]
FY2023-24	May-24	[Jun-28]
FY2024-25	Jun-25	[Jun-29]

Budget Status ($000s)		
Project Category	Budget	Expend
2019	13,136	3,765
2020	5,382	3,680
2021	3,746	1,239
2022	2,845	1,415
2024	11,486	1,097
2025	3,643	257
Total	**40,239**	**11,453**

Funding Sources ($000s)	
Federal	26,491
State	5,072
Local	8,676
Total	**40,239**

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:

- Construction RFP's issued for CP Topanga, CP Davis, CP Bernson, CP Strathern and First St Crossing. Due to limited available work windows work at all locations are planned to be completed by December 2027.
- Pacific Surfliner Corridor Rehabilitation and Reliability Project: Bid Award in Octobers board meeting . Construction Work is anticipated to be completed before Spring 2028.
- Arroyo Simi Bridge Scour Protection: budget overrun is close to a resolution, pending final funding allocation. It is expected to post the bid solicitation in September 2026. Construction is expected to begin during dry season 2027 and be completed prior to commencement of Olympics
- 3 crossing rehab locations at Woodley Ave, Clybourn Ave and Vineland Ave are expected to be completed by Aug 2027
- Ventura County Track Rehabiliation using FY24 funds are expected to be completed by Dec 2026
- FY25 Quimisa Drive Signal Rehabiliation - 100% design complete. Construction anticipated to be completed by Dec 2028

Project Notes of Interest:

- The Ventura Line is split between Ventura and LA Counties; projects are funded by appropriate Member Agency.

Project Risk:

- No risk items to report.

Safety:

- No safety items to report; however, homeless encampments are being monitored near proposed culvert replacement projects.

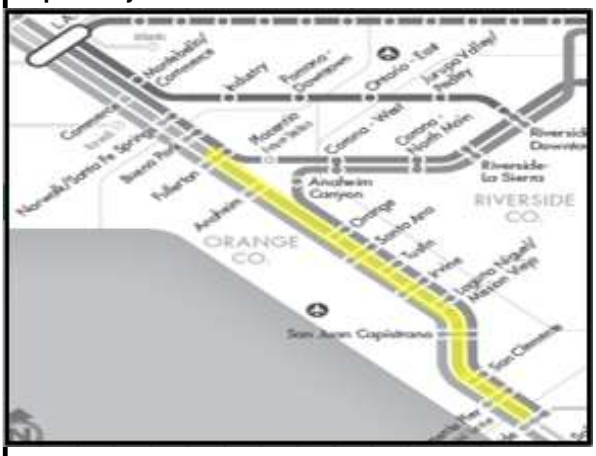
Project Manager: Aaron Azevedo
azevedoa@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: Orange County Line **Asset Type:** Track, Structures, & 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:

- Construction phase for CP Maple & CP La Palma in progress, scheduled for completion by June 2027.
- FY20 Culverts Rehabilitation Project. Coastal Development Permit with California Coastal Commission special conditions satisfied. Construction CTO for Olive 5.4 is fully executed. Kickoff meeting was held on 9/1/26. Expected completion by Dec2027.
- Signal construction at various locations are in progress with anticipated construction completion date of Dec 2027 due to long material lead-time.
- Calafia culvert re-establishment project staff is finalizing the permiting with California Coastal Commission. Verizon applying for ROE permit with Agency. Awaiting 100% design submittal from consultant. Hearing in October 2026 with CCC.
- C3160 track project in progress. Materials are being ordered. Reviewing submittals and planning AWW. First AWW in November 2026.

Schedule Summary

Milestone	Actual/[Forecast]	
	Start	End
Reprogrammed	May-20	[Dec-26]
FY2018-19	Apr-19	[Dec-26]
FY2019-20	Apr-20	[Dec-27]
FY2020-21	Jul-21	[Dec-27]
FY2021-22	Jul-22	[Jun-28]
FY2022-23	Mar-24	[Jun-27]
FY2023-24	Jul-24	[Jun-28]
FY2024-25	Nov-25	[Jun-28]

Budget Status ($000s)

Project Category	Budget	Expend
2019	2,691	2,572
2020	2,380	736
2021	2,941	1,303
2022	8,920	7,963
2023	9,364	2,648
2024	10,618	2,059
2025	14,562	81
Reprogrammed	1,361	1,223
Total	**52,837**	**18,586**

Funding Sources ($000s)

Federal	52,837
Total	**52,837**

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.

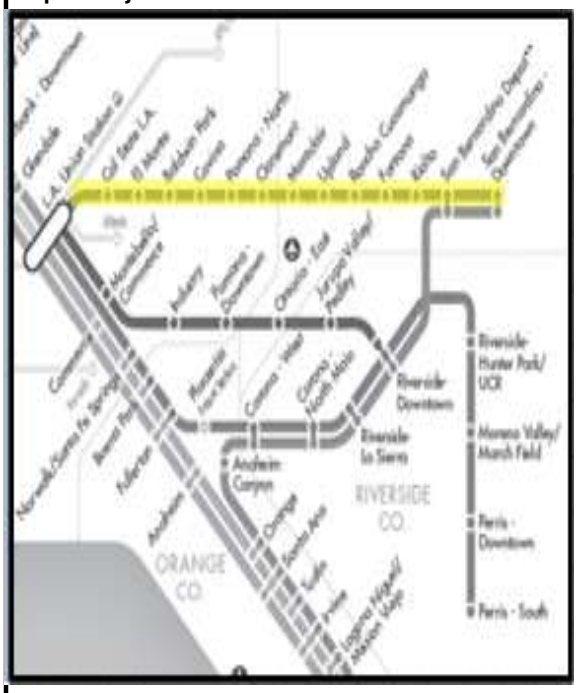
Project Manager: Aaron Azevedo
azevedoa@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: San Bernardino Line **Asset Type:** Track, Structures, & 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:

- FY20 Signal Design (WCNSS): a design revision was issued to add a third communication path at Campus Ave to comply with SCRRA standards, and construction will be completed by December 2027, and the CP Bassett cutover has been rescheduled to the September AWW.
- FY22 Culvert Design: The 60% design has been reviewed, and SCRRA currently reviewing the revised 60% plans. Bridge load ratings and environmental clearance efforts are currently underway.
- FY25: Signal 3 grade crossings are under design expected to be completed June 30th
- FY24 Track Rehabilitation design is on hold at the 60% level pending coordination with CPMM to transition to a design-build delivery approach. An RFP is anticipated in early 2027, combined with the FY25 Track Rehabilitation program.
- FY24 Signal Design CTO issued for CP Barranca house Barranca Ave crossing/meter upgrade. Design to be completed by Dec 2026. Construction CTO in 2027.
- Approval has been obtained to process the Big Dalton Wash project under a non-documented CE
- FY25: Signal 3 grade crossings are under design expected to be completed June 30th 2027, and construction task orders will issued soon after.

Schedule Summary

Milestone	Actual/[Forecast]	
	Start	End
FY2018-19	Apr-19	[Dec-26]
FY2019-20	Mar-20	[Dec-27]
FY2020-21	Jul-21	[Dec-27]
FY2021-22	Jul-22	[Dec-26]
FY2023-24	May-24	[Mar-28]
FY2024-25	Jul-25	[June-28]

Budget Status ($000s)

Project Category	Budget	Expend
2019	3,743	3,558
2020	16,067	15,044
2021	4,547	4,095
2022	11,448	7,057
2024	10,249	620
2025	14,817	118
Total	**60,871**	**30,492**

Funding Sources ($000s)

Federal	22,140
State	1,442
Local	37,288
Total	**60,871**

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 requires special inspections weekly until a permanent deck replacement solution is funded and completed. Bridge has a permanent speed restriction from 60MPH down to 40MPH, until bridge deck is replaced.

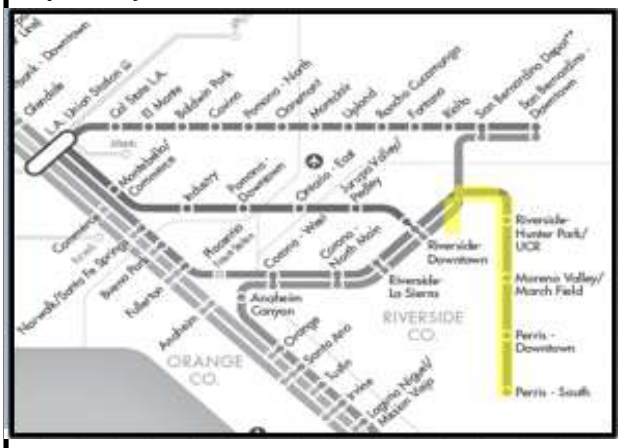
Project Manager: Aaron Azevedo
azevedoa@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: Perris Valley Line **Asset Type:** Track, Structures, & Signals

Perris 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 Cost.
- Reduce Train Accidents.

Project Status and Continuing Activities:

- FY21 NEPA-CE addressing FTA comments cultual technical memo, for the drainage improvement project. SCRRA waiting on environmental clearance before advancing to 90% design.
- FY25 Track Rehab: Contractor currently procuring materials and permits work expected to be completed by Dec 2027.
- FY25 Signal: RFP issued to design replacement of 11 crossing data recorders and 5 exit gate management systems; awaiting proposal from the contractor. Issued design and construction

Project Notes of Interest:

- 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.

Project Risk:

- RCTC is considering expanding the Scope of Work to address global issues outside of the Railroad Right of Way related to the project.

Safety:

- No safety items to report.

Schedule Summary

Milestone	Actual/[Forecast]	
	Start	End
FY2020-21	Jul-21	[Dec-27]
FY2021-22	Jul-22	[Dec-28]
FY2024-25	Mar-26	[Dec-29]

Budget Status ($000s)

Project Category	Budget	Expend
2021	4,572	2,753
2022	2,015	400
2025	3,496	67
Total	**10,082**	**3,220**

Funding Sources ($000s)

Federal	10,017
PBR	65
Total	**10,082**

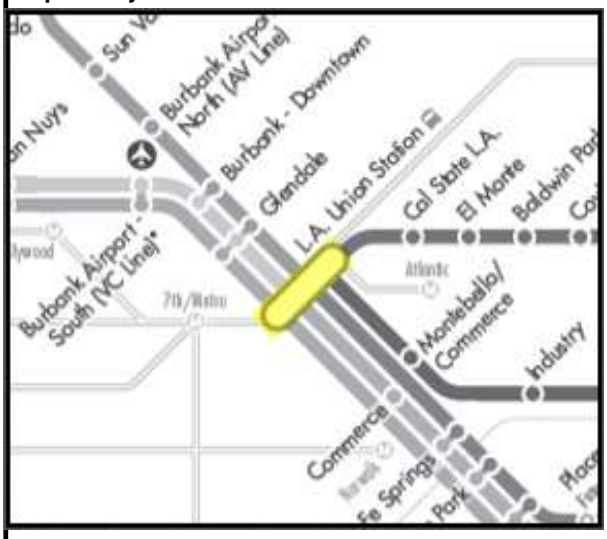
Project Manager: Aaron Azevedo
azevedoa@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: River **Asset Type:** Track, Structures, & Signals

River Subdivision - Track, Structures & Signals

Map of Project:



Schedule Summary		
Milestone	**Actual/[Forecast]**	
	Start	**End**
Reprogrammed	Jul-23	Dec-24
FY2018-19	Jul-19	[Dec-26]
FY2020-21	Jul-21	Dec-24
FY2022-23	Oct-23	[Jun-27]
FY2023-24	May-24	[Jun-28]
FY2024-25	May-25	[Dec-27]

Budget Status ($000s)		
Project Category	**Budget**	**Expend**
2019	6,036	5,463
2021	2,384	2,360
2023	6,900	340
2024	4,000	610
2025	7,796	147
Reprogrammed	2,663	2,600
Total	**29,779**	**11,520**

Funding Sources ($000s)	
Federal	13,949
Local	15,830
Total	**29,779**

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 completed. Additional funding required to complete construction, included in FY27 Capital/Rehab request.
- FY24 Track Diamond Replacement: performed source laydown with manufacturer, material scheduled delivery September 2026, with construction Scheduled for October 2026.
- FY25 Track Rehab: Construction JO142-25 issued material procurement and permitting underway, with completion scheduled for Dec. 2027.
- FY19 Signal Rehabilitation Cutovers: CP Capitol and CP Dayton were delayed due to cancellation of Absolute Work Windows (AWW) for World Cup. CP Dayton is completed in September 2026, and CP Capitol is rescheduled for October 2026.
- FY24 Signal Design CTO issued for CP Dayton. Design completion expected by Dec 2026 and a construction CTO to follow in early 2027.
- Issuance of the FY25 design CTO for Drainage Improvements and the Hydrology & Hydraulics design study is scheduled for June 2027.

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:

- Arroyo Seco bridge in urgent need of funding to replace the bridge deck. Staff is monitoring condition of bridge and may need to implement speed restrictions to reduce load impact until Construction can be completed.

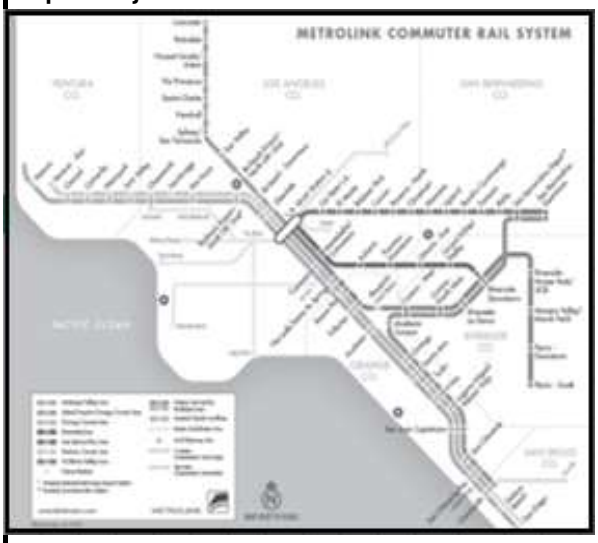
Project Manager: Aaron Azevedo
azevedoa@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: Systemwide **Asset Type:** Equipment

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
Delivery - 88th Car		[Mar-27]
Delivery - 94th Car		[Oct-27]
Closeout (CDRL & Cert of Comp)		[Oct-29]

Budget Status ($000s)		
Project Category	**Budget**	**Expend**
2018	40,684	39,766
2019	22,247	18,093
2023	30,000	29,664
2024	35,000	15,101
2025	53,758	313
Total	**181,690**	**102,936**

Federal	181,690
Total	**181,690**

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 - with (38) additional executed as option order 1. An additional (6) Gen-3 cars are executed as option order 2.

Project Benefit:

- Maintain State of Good Repair
- Reduce Operating Cost
- Grow and Retain Ridership
- Increase Service Reliability

Project Status and Continuing Activities:

- 77 cars delivered.
- 71 cars conditionally accepted and all are in service
- Base Order (50 cars) completed.

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 1 executed with $30M of FY23 and $35M of FY24 budget for additional 38 cars - total 88 cars.
- Option Order 2 executed with $26M of FY25 budget for additional 6 Cars - total 94 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.

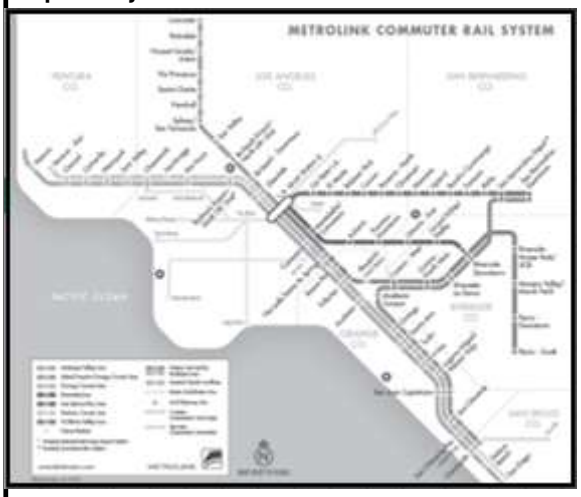
Project Manager: Christian Velez
velezc@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase: Multiple**

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-26]
FY2022-23	Apr-24	[Dec-26]
FY2023-24	Jul-24	[Jun-27]
FY2024-25	Jul-25	[Jun-27]

Budget Status ($000s)		
Project Category	**Budget**	**Expend**
2020	1,386	1,361
2022	2,425	2,269
2023	1,166	1,017
2024	1,795	1,277
2025	1,950	1,251
Total	**8,722**	**7,175**

Funding Sources ($000s)	
Federal	4,938
State	75
Local	3,709
Total	**8,722**

Project Scope Summary:

- Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog of Communication Systems. Annual rehab efforts inclide: 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: Conversion of ATCS to CTC-ITCM across all subdivisions completed.
- 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 completed.Punchlist is completed. Construction CTO in progress. Expected completion: approx 6 months.
- San Gabriel: Communication Fiber from San Bernardino to Rancho Cucamonga Station and VHF Radio Upgrade. CTO issued for the work. Construction in process, working on network integration - to begin next month
- Ventura: Const. of Fiber buildout from CP Las Posas, Moorpark Ave Xing, Moporpark CS & CP Colonia have been completed as of 11/25/25. Power distribution unit rehab are in-progress
- River: Communication shelter Pole Rehab completed June 2024. Rehab for Power, Video systems scope development. Router replacement to be completed.
- Orange Line: Fiber Installation to Intermediates Ph II 95% complete & Power distribution unit rehab are in-progress on all communication shelters.
- Perris Valley: Security Data Network WD inprogress, Estimated completion Dec 2026. Material procurement in progress. Build to begin in October 2026.

Project Notes of Interest:

- Projects are funded on an annual basis by Member Agency per line/county.
- FY25 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.

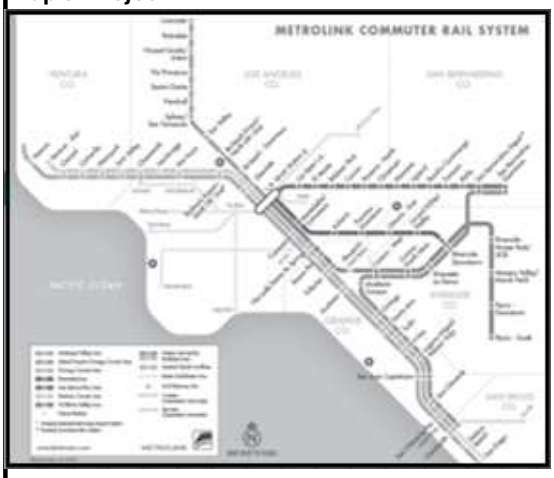
Project Manager: DeAndre Conley
conleyd@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: Systemwide **Asset Type:**PTC

On-Board Train Control Systems Rehabilitation

Map of Project:



Schedule Summary		
Milestone	Actual/[Forecast]	
	Start	End
FY2020-21	Jul-21	[Dec-26]
FY2021-22	Sep-22	[Jun-27]
FY2022-23	Apr-24	[Jun-27]
FY2023-24	Jul-24	[Jun-28]
FY2024-25	Jul-26	[Jun-28]

Budget Status ($000s)		
Project Category	Budget	Expend
2021	2,300	2,299
2022	2,500	1,262
2023	2,500	165
2024	2,500	376
2025	2,364	29
Total	**12,164**	**4,130**

Funding Sources ($000s)	
Federal	6,386
Local	5,778
Total	**12,164**

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: The DMU and ZEMU fleets have been fully updated with the new GPS modules, and no issues have been reported to date. A LNTP has been issued to Alstom to install the new GPS system on two additional units. This initial installation will be used to establish an average installation time for remaining units.
- TMC Upgrade: 132 of 140 units have been upgraded. Completion of the remaining units is estimated for December 2026. Due to this being an industry-wide upgrade, the vendor is experiencing parts shortages and limited supply availability.
- Next Gen Data Radio: Purchase order (PO) has been issued, deliveries scheduled for mid-2027. Four (04) radios have already been delivered and are being used for R&D activities.
- PTC Simulator Upgrades: Conducting weekly meetings to monitor the vendor's progress on the PTC simulator upgrades. Ensuring the vendor has all required documentation and technical information necessary to build the simulators in accordance with Metrolink specs. Project timeline is currently being developed to establish a target completion date and delivery schedule to Pomona.

Project Notes of Interest:

- An annual budget of $2.5M is typically alotted for On-Board Train Control Systems Rehabilitation iniatives.
- Next Generation Radios for locomotives are now available
- DMU and ZEMU unis are fully updated with new GPS modules
- Current Initiatives: 1) Upgrade currect 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 aquistion and shipping delays that are out of Metrolink control.

Safety:

- No known safety issues at this time.

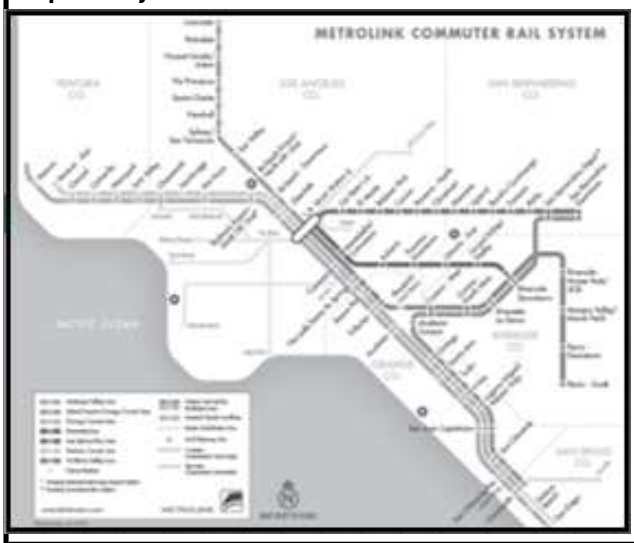
Project Manager: Jairo Rodriguez
rodriguezj@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: Systemwide **Asset Type:**PTC

Back-Office Train Control Systems Rehabilitation

Map of Project:



Schedule Summary		
Milestone	**Actual/[Forecast]**	
	Start	**End**
FY2018-19	Apr-19	Dec-24
FY2020-21	Jul-21	Oct-26
FY2021-22	Dec-22	[Dec-26]
FY2022-23	Mar-24	[Jun-27]
FY2023-24	Jul-24	[Jun-28]
FY2024-25	Jul-24	[Dec-28]

Budget Status ($000s)		
Project Category	Budget	**Expend**
2022	2,500	2,290
2023	2,500	2,020
2024	2,500	28
2025	2,833	8
Total	**10,333**	**4,345**

Funding Sources ($000s)	
Federal	5,425
Local	4,908
Total	**10,333**

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:

- FY21 Back Office project complete and closed out.
- Continued design phase of production rehab. (Servers have been overdue for replacement)
- Ongoing change configuration management and back office PM support for rehab projects. Exp. completion Dec 27
- Continued support for rehab of train control back office with PTC Network Engineering Administrator
- Continuing to plan for FY25 purchases and rehab of back office production equipment
- Working with contracts to procure and eplace current PTC office dashboard. Expected completion June 27

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.

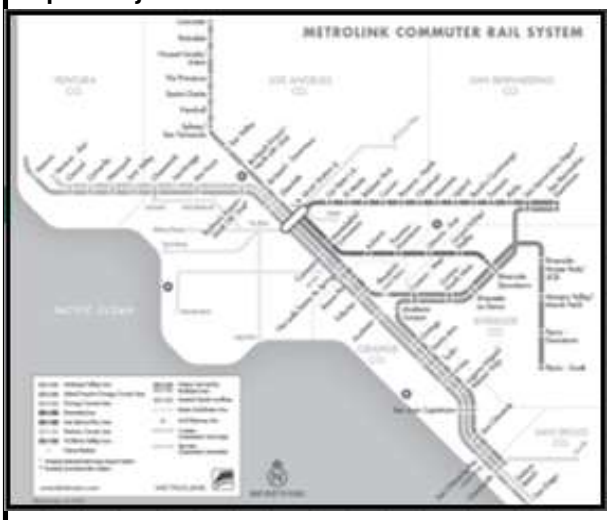
Project Manager: Sasank Kuditipudi
kuditipudis@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: Systemwide **Asset Type:** Equipment

Rolling Stock State of Good Repair

Map of Project:



Schedule Summary		
Milestone	**Actual/[Forecast]**	
	Start	**End**
FY2018-19	Apr-19	[Dec-26]
FY2019-20	Apr-20	[Jul-26]
FY2020-21	Sep-21	[Oct-27]
FY2021-22	Dec-22	[Jun-27]
FY2022-23	Mar-24	[Dec-30]
FY2023-24	Jul-24	[Jun-31]
FY2024-25	Aug-25	[Aug-28]

Budget Status ($000s)		
Project Category	**Budget**	**Expend**
2019	6,226	2,886
2020	3,041	2,870
2021	8,246	7,619
2022	2,200	1,556
2023	14,540	3,414
2024	15,385	3,106
2025	29,877	582
2026	500	357
Reprogrammed	11,958	97
Total	**91,973**	**22,487**

Funding Sources ($000s)	
Federal	33,114
State	6,559
*Local	52,300
Total	**91,973**

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: 160 of 184 HVAC units overhauled; 69 of 92 control panels overhauled.
- Bombardier HVAC Overhaul: Initial order of 180 units overhauled; Additional order of 87 HVAC's to be overhauled has been placed and 59 of 87 units overhauled
- Rotem Emergency Window Gasket Replacement: 811 out of 2400 gaskets delivered.
- Rotem Door Overhaul: 1) End-Door System Replacement - 122/137 cars completed; 2) Data Logger - SOW to be rolled into Railcar Overhaul project. Closed.
- Passenger Seat Enhancement - Base order deliveries completed
- Oxnard Accident & OOS Railcar Rehab - Contract executed. Kick-off meeting held. Contractor inspecting OOS cars.
- MP36 Locomotive Overhaul & Repair - NTP issued in April. 4 locomotives in St. Louis contractor facility.
  Cab Car DVR & Camera Replacement: Board approved procurement in Feb. 2026. NTP issued and expected completion date is Oct. 2027, meeting the regulatory deadline of Oct. 2027.

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.

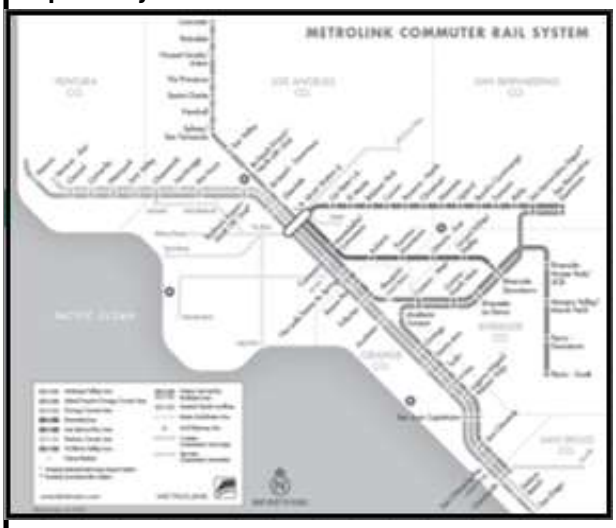
Project Manager: Neil Brown
browna@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: State of Good Repair **Phase:** Construction

Subdivision: Systemwide **Asset Type:** Track & 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	[Dec-26]
FY2022-23 - Systemwide	Mar-24	[Dec-27]
FY2023-24 - Systemwide	Jul-24	[Dec-28]
FY2024-25 - Systemwide	Jul-25	[Dec-29]

Budget Status ($000s)		
Project Category	**Budget**	**Expend**
2022	3,500	3,389
2023	3,500	3,234
2024	3,500	3,364
2025	7,311	1,129
Total	**17,811**	**11,116**

Funding Sources ($000s)	
Federal	8,690
Local	9,121
Total	**17,811**

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 rail grinding completed Dec 2024 (Valley and Ventura Subdivisions). Next grinding: Winter 26-27.
- Track surfacing continues systemwide.
- Executed a Work Directive for ballast and pump cleaning in Tunnels on the Valley and Ventura subdivisions

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
ausuef@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

Type: New Capital | **Phase:** Environmental/Design/Construction

Line(s): Systemwide | **Asset Type:** Multiple

Southern California Optimized Rail Expansion (SCORE) Phase 1 - SCRRA Implemented Projects

Map of Project:



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(1)**	**Expend**
Design/Design Support	79,870	41,932
Materials	2,255	263
Construction	357,566	22,608
Maintenance	3,484	829
Third Party (RR Work Order)	204,575	137
Prof. Services (CM, PM, Othe	141,915	41,542
MIS	311	101
Rolling Stock	7,700	0
Agency	72,705	23,800
Project Reserve	44,360	-
Total	**914,741**	**131,212**

(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 (2)	$102,576
State (3)	$707,928
Local (4)	$104,237
Other	$0
Total (5)	**$914,741**

(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

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:

- Starting environment clearance on Fullerton Interlocker and proceeding with the 30% design.
- Continuing negotiations with the City of El Monte on the Purchase & Sale Agreement on the El Monte Siding project.
- Started NEPA clearance on Balboa and Canyon on the AVL
- Contract Awarded for the San Gabriel Sub projects (Marengo Siding and Rancho Cucamonga Siding)
- Continuing procurement of design consultant for Kathrine and Tampa crossing on the Ventura Sub.
- Concluded negotiations with Union Pacific over the fiber relocation issue continue for Simi Valley Double Track Project
- Continuing design on El Monte Siding and Station Improvements, Chatsworth Underpass, Simi Valley Double Track and Lilac to Sycamore.

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 Program.
- $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

  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 ROW 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.
- **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.
- **Third Party Agreements -** Risk of delays for stakeholder agreements/approvals for multiple projects spanning ROW, utilities, work orders and design approvals.

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

Program Manager Maria Leible
leiblem@scrra.net

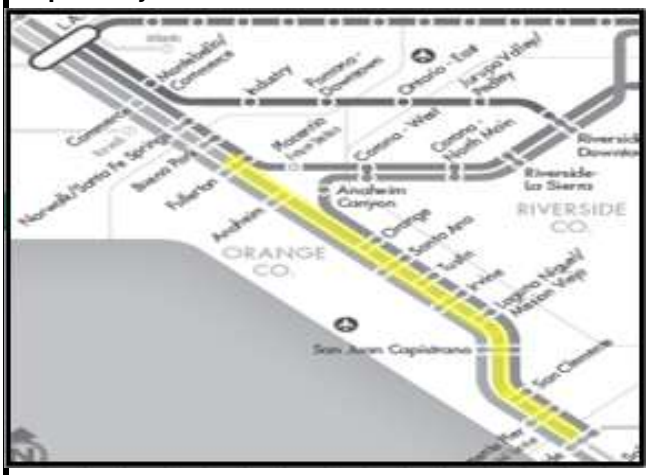
Public Affairs Contact Kevin Alvarado
AlvaradoK@scrra.net

Type: New Capital **Phase:** Construction

Subdivision: Orange County Line **Asset Type:** Track, Structures, & 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 SCRRA), 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

Schedule Summary

Milestone	Actual/[Forecast]	
	Start	End
Environmental Approval	Apr-19	Jan-20
Design (SCRRA Lead)	Dec-15	May-20
ROW Acquisition (OCTA Lead)	Dec-22	May-23
Construction Bid & Award (SCRRA)	Jul-23	Dec-23
Construction (SCRRA)	Dec-23	[Feb-27]
Closeout	[Jul-26]	[July-27]

Project Status and Continuing Activities:

- Planning to go to the board in October 2026 to increase the contract authority amount to $53M approximately.
- Flatiron restored channel, removed water diversion, restore liner and channel access
- Work in the creek is done. Flatiron will continue OCTA and OCPW sheet pile installation from the top of the creek.

Budget Status ($000s)

Project Category	Budget	Expend
Design and Design Support	1,457	1,126
Construction (Incl. Flagging)	50,235	43,535
Maintenance	2,449	2,443
Prof. Services (CM, PM, Other)	6,908	5,144
Agency	669	607
Total	**61,719**	**52,856**

Funding Sources ($000s)

Federal	37,106
State	24,613
Total	**61,719**

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 SCRRA and OCTA.
- The LOSSAN rail corridor serves Metrolink commuter trains (operated by SCRRA), 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:

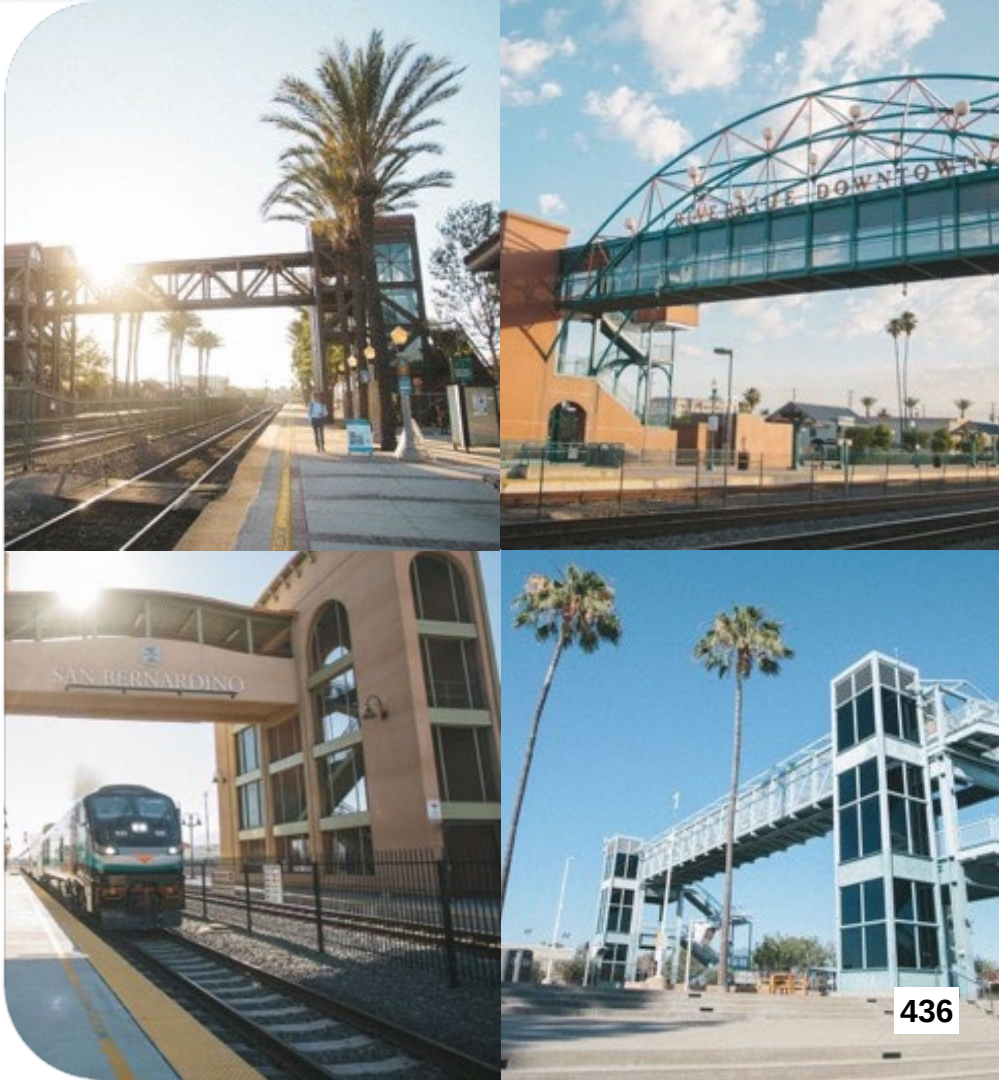
- None so far.

Project Manager: Aaron Azevedo
azevedoa@scrra.net
Public Affairs Contact: Meredith Yeoman
YeomanM@scrra.net

METROLINK

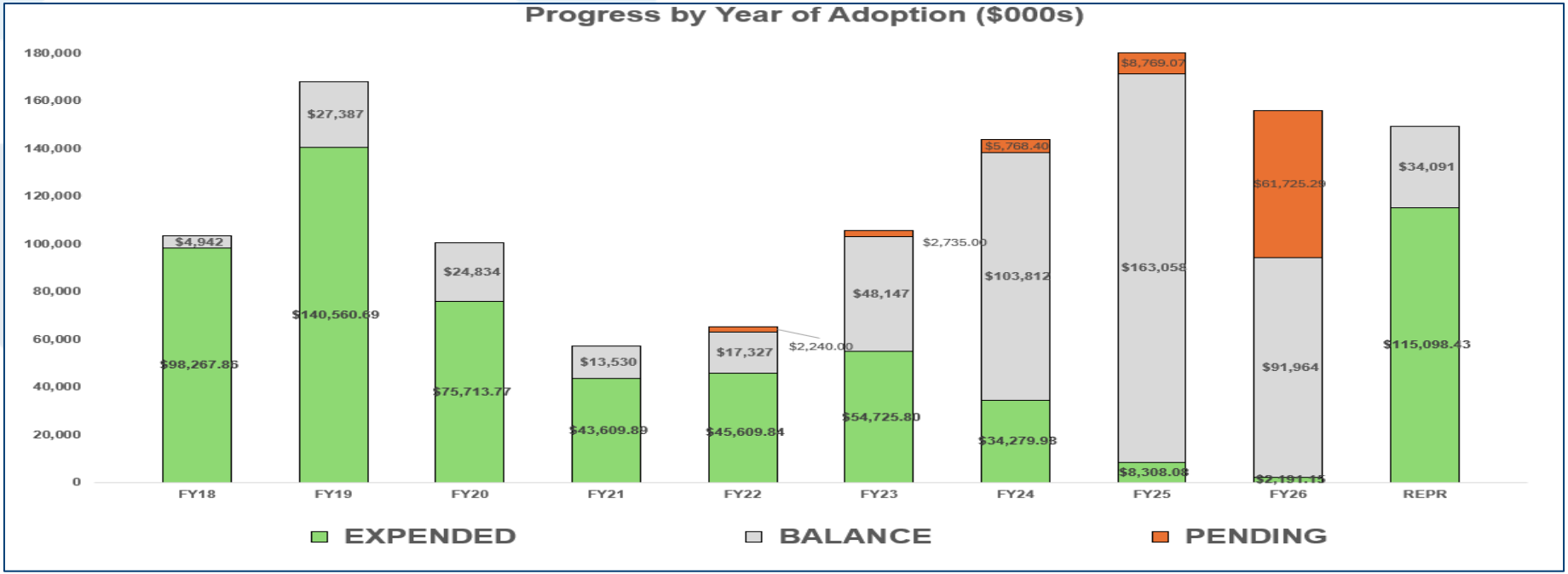
Capital Program Status Report

Receive and file.



Capital Program Status Overview

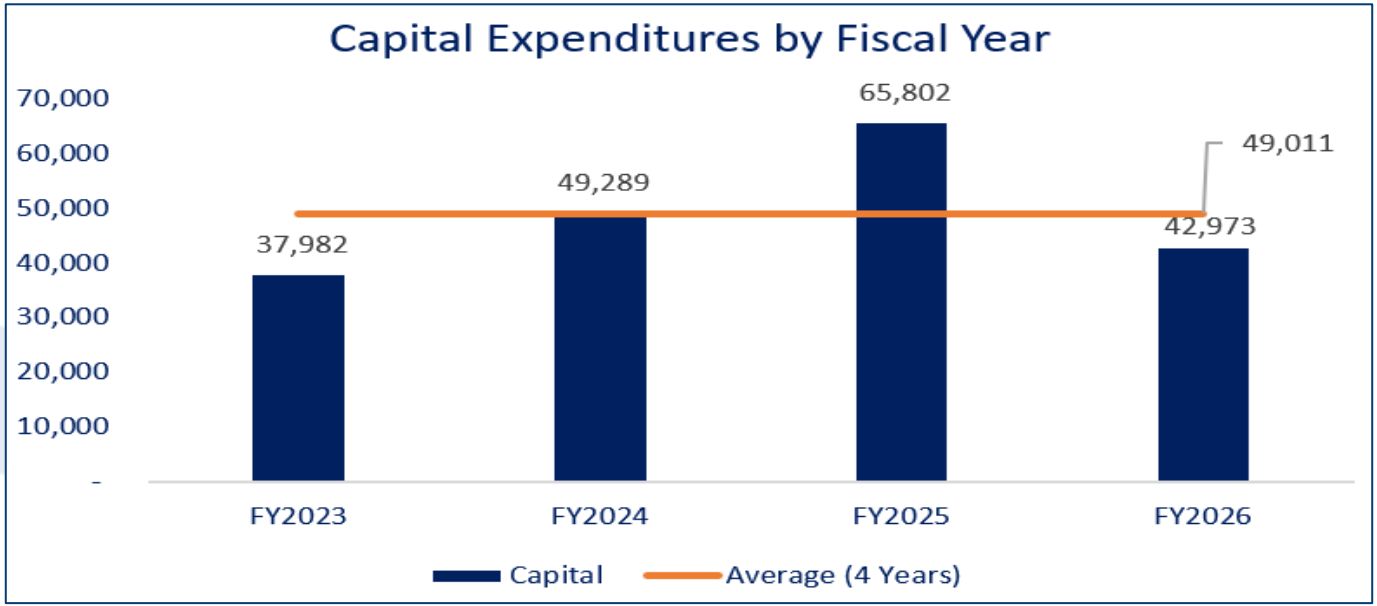
- $1.15B allocated from FY18 thru FY26 as part of annual capital budgets
- $618M expended thru June 30, 2026



METROLINK

Capital Program Status – New Capital & SCORE

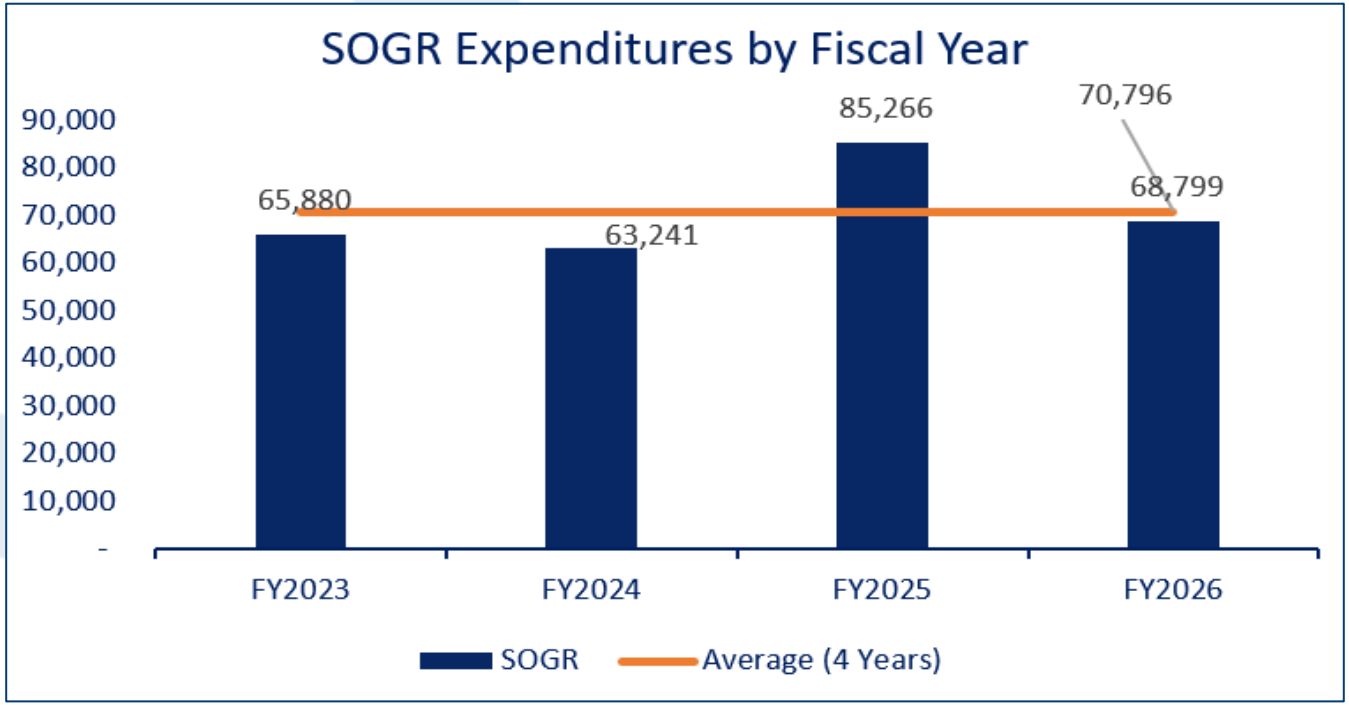
- Budget for New Capital Program is $1.18B; of which $323M is spent across 83 active projects.
- This includes 33 active projects part of the SCORE program.



METROLINK

Capital Program Status – State of Good Repair

State of Good Repair Budget is $649M out of which $297M is spent across 201 active projects



METROLINK

Progress Pictures – San Juan Creek Bridge



Driving Sheet Piles



Paving Concrete Slope

METROLINK


METROLINK
Thank you.