



# **Orange County Transportation Authority**

## **Finance and Administration Committee Agenda**

### **Wednesday, May 28, 2025 at 10:30 a.m.**

Board Room, 550 South Main Street, Orange, California

#### **Committee Members**

Michael Hennessey, Chair  
Patrick Harper, Vice Chair  
Jamey M. Federico  
William Go  
Carlos A. Leon  
Vicente Sarmiento  
Mark Tettemer

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Orange County Transportation Authority (OCTA) Clerk of the Board's office at (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

#### **Agenda Descriptions**

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

#### **Public Availability of Agenda Materials**

All documents relative to the items referenced in this agenda are available for public inspection at [www.octa.net](http://www.octa.net) or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

#### **Meeting Access and Public Comments on Agenda Items**

Members of the public can either attend in-person or access live streaming of the Committee meetings by clicking this link: <https://octa.legistar.com/Calendar.aspx>

#### **In-Person Comment**

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of the Orange County Transportation Authority. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

# FINANCE AND ADMINISTRATION COMMITTEE MEETING AGENDA

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## Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

## Call to Order

## Pledge of Allegiance

Director Sarmiento

## Closed Session

There are no Closed Session items scheduled.

## Special Calendar

### 1. Investment Management Presentation - PFM Asset Management

Robert Davis/Andrew Oftelie

#### **Overview**

PFM Asset Management is one of four firms contracted by the Orange County Transportation Authority to oversee the Managed Investment Portfolio. Representatives from PFM Asset Management will provide an overview of their firm, share market insights, and present an update on Orange County Transportation Authority's portfolio.

#### **Attachments:**

[Presentation](#)

## Consent Calendar (Items 2 through 8)

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

### 2. Approval of Minutes

Clerk of the Board

#### **Recommendation (s)**

Approve the minutes of the May 12, 2025 Finance and Administration Committee meeting.

#### **Attachments:**

[Minutes](#)

## FINANCE AND ADMINISTRATION COMMITTEE MEETING AGENDA

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### 3. **Contracted Fixed-Route Services, Internal Audit Report No. 25-510**

Serena Ng/Janet Sutter

#### **Overview**

The Internal Audit Department of the Orange County Transportation Authority has completed an audit of contracted fixed-route services provided by Keolis Transit Services, LLC. Based on the audit, procurements and amendments were handled in accordance with procurement policies and procedures, and invoice review controls are in place and operating effectively. However, recommendations have been made to improve monitoring of contract performance standards and bond and insurance requirements.

#### **Recommendation(s)**

Direct staff to implement two recommendations provided in Contracted Fixed-Route Services, Internal Audit Report No. 25-510.

#### **Attachments:**

[Staff Report](#)

[Attachment A](#)

### 4. **91 Express Lanes Update for the Period Ending - March 31, 2025**

Kirk Avila

#### **Overview**

The Orange County Transportation Authority has owned and managed the operations of the 91 Express Lanes since January 2003. Since then, traffic volumes and toll revenues have fluctuated with changes in the economy and the added capacity to the State Route 91 corridor. Over the last quarter, over 5.2 million trips were made on the 91 Express Lanes in Orange County. This report focuses on the operational and financial activities for the period ending March 31, 2025.

#### **Recommendation(s)**

Receive and file as an information item.

#### **Attachments:**

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

## FINANCE AND ADMINISTRATION COMMITTEE MEETING AGENDA

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### 5. Amendment to the 91 Express Lanes Riverside County Transportation Commission / Orange County Transportation Authority Facility Agreement

Kirk Avila

#### **Overview**

The 91 Express Lanes Riverside County Transportation Commission / Orange County Transportation Authority Facility Agreement prescribes the funding transfers between the two agencies for costs incurred for the rent and any shared operational expenses in relation to the 91 Express Lanes. An amendment is needed to account for the reimbursement of anticipated shared operating costs incurred by the Riverside County Transportation Commission for the period July 1, 2025, through June 30, 2026.

#### **Recommendation(s)**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3828 between the Orange County Transportation Authority and the Riverside County Transportation Commission, in the amount of \$584,138, for the reimbursement of shared operational expenses through June 30, 2026.

#### **Attachments:**

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

### 6. Resolution to Establish the Orange County Transportation Authority General Fund Appropriations Limit for Fiscal Year 2025-26

Sam Kaur/Andrew Oftelie

#### **Overview**

The State Constitution requires that each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit for the following year pursuant to Article XIII B.

#### **Recommendation(s)**

Adopt Orange County Transportation Authority Resolution No. 2025-031 to establish the Orange County Transportation Authority General Fund appropriations limit at \$16,211,341, for fiscal year 2025-26.

#### **Attachments:**

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)



## FINANCE AND ADMINISTRATION COMMITTEE MEETING AGENDA

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### 7. Resolution to Establish the Orange County Local Transportation Authority/Measure M2 Appropriations Limit for Fiscal Year 2025-26

Sam Kaur/Andrew Oftelie

#### **Overview**

The State Constitution requires that each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit for the following year pursuant to Article XIII B.

#### **Recommendation(s)**

Adopt Orange County Local Transportation Authority/Measure M2 Resolution No. 2025-030 to establish the Orange County Local Transportation Authority/Measure M2 appropriations limit at \$2,449,984,516, for fiscal year 2025-26.

#### **Attachments:**

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

### 8. Annual Insurance Program Renewal

Greg Bych/Maggie McJilton

#### **Overview**

The Orange County Transportation Authority holds an Excess Workers' Compensation Insurance Policy with Safety National Insurance Company and a Property Insurance Policy with Zurich Insurance Company. The policies are scheduled to expire on June 30, 2025, and renewals are necessary to maintain coverage.

#### **Recommendation(s)**

- A. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A59005, in an amount not to exceed \$716,580, to Marsh Risk and Insurance Services, Inc., to purchase excess workers' compensation insurance on behalf of the Orange County Transportation Authority for the policy period of July 1, 2025, to June 30, 2026.
- B. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A59025, in an amount not to exceed \$1,200,000, to Marsh Risk and Insurance Services, Inc., to purchase property insurance on behalf of the Orange County Transportation Authority for the renewal of the coverage for the period of July 1, 2025, to June 30, 2026.

#### **Attachments:**

[Staff Report](#)

## FINANCE AND ADMINISTRATION COMMITTEE MEETING AGENDA

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### Regular Calendar

**9. 405 Express Lanes Update for the Period Ending March 31, 2025**

Kirk Avila

**Overview**

The Orange County Transportation Authority oversees the operations of the 405 Express Lanes, which commenced operations on December 1, 2023. Over the last quarter, there were approximately 16.1 million transactions and 4.2 million trips generated on the 405 Express Lanes. This report focuses on the operational and financial activities for the period ending March 31, 2025.

**Recommendation(s)**

Receive and file as an information item.

**Attachments:**

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Presentation](#)

**10. Preview to the Public Hearing on Orange County Transportation Authority's Fiscal Year 2025-26 Budget and Personnel and Salary Resolution**

Victor Velasquez/Andrew Oftelie

**Overview**

The Orange County Transportation Authority Fiscal Year 2025-26 Proposed Budget presents a balanced plan of sources and uses of funds while providing for the current and future transportation needs of Orange County. The Board of Directors may approve the Orange County Transportation Authority Fiscal Year 2025-26 Proposed Budget following the public hearing to be held at the Board of Directors' meeting on June 9, 2025, at the following Board of Directors' meeting on June 23, 2025, or in a special meeting convened at their discretion, on or before June 30, 2025. The Board of Directors is also asked to approve the Personnel and Salary Resolution as part of the budget approval process.

**Recommendation(s)**

- A. Approve by Resolution the Orange County Transportation Authority's Fiscal Year 2025-26 Budget.
- B. Approve the Personnel and Salary Resolution for fiscal year 2025-26.
- C. Authorize the Chief Executive Officer, or his designee, to negotiate and execute the software and hardware licensing, maintenance, and emergency support purchase orders, and/or agreements.
- D. Approve the fiscal year 2025-26 Orange County Transportation Authority member agency contribution to the Southern California Regional Rail Authority operating subsidy, in an amount up to \$51,972,543, contingent upon all other member

## **FINANCE AND ADMINISTRATION COMMITTEE MEETING AGENDA**

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agencies agreeing to their respective operating subsidy contributions. In addition, approve the capital and rehabilitation expenditure budgets contingent upon all member agencies' approval of their respective capital and rehabilitation budgets. The Orange County Transportation Authority's budget for capital expenditures is \$3,084,444 and for rehabilitation expenditures is \$32,455,508.

### ***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

[Presentation](#)

[Handout](#)

### **Discussion Items**

- 11. Public Comments**
- 12. Chief Executive Officer's Report**
- 13. Committee Members' Reports**
- 14. Adjournment**

The next regularly scheduled meeting of this Committee will be held:

**10:30 a.m. on Wednesday, June 11, 2025**

OCTA Headquarters  
Board Room  
550 South Main Street  
Orange, California

# Orange County Transportation Authority

## Investment Management Presentation

May 28, 2025

Monique Spyke, Managing Director

Chris Harris, CFA, CAIA, Head of  
Portfolio Strategies Group

# Presenter Bios



## Monique Spyke

Monique Spyke joined PFM Asset Management in 2003 and serves as a client liaison for Western region clients, where her primary focus is the development and implementation of investment strategies for operating funds and bond proceeds related accounts.

Monique has substantial experience drafting investment policies and indenture and resolution provisions governing permitted investments. She has served as a client manager for billions of assets under management and advisement. Her clients include municipalities, non-profit corporations, hospitals, universities and colleges. Monique has conducted numerous training workshops for clients and is a frequent lecturer on bond proceeds reinvestment-related matters.



## Christopher Harris, CFA, CAIA

Chris joined PFM Asset Management in 2008 and works in the Harrisburg office. He is the head of the Portfolio Strategies Group and the head of the Structured Products Group.

As the head of the Portfolio Strategies Group, Chris focuses on the investment strategy development process for many large and strategically important client relationships. He is also a member of the Fixed Income Investment Committee and Credit Risk Management Committee.



## Structure of Organizational Support and Resources

### U.S. Bancorp

- Parent company of U.S. Bank, N.A.
- 70k+ employees and \$678b in assets

### U.S. Bank, N.A.

- Among the largest commercial banks in the U.S. by assets

### U.S. Bancorp Asset Management, Inc.

- Institutionally focused Registered Investment Adviser
- Fixed income and multi-asset solutions for institutional investors
- \$394b in assets under management\*

### PFM Asset Management

- A division of U.S. Bancorp Asset Management, Inc.
- 40+ years of providing public sector investment solutions



# At a Glance

## Built to Serve the Public Sector

We serve state and local governments, public pensions, higher education, other post employment benefit trusts (OPEB), and public insurance and captives

- Public sector investment and relationship management teams experienced in the specific investment codes & needs of public sector clients
- Strong performance track record, transparent reporting and commitment to client education

## Our Solutions

- Local Government Investment Pools (LGIPs)
- Fixed Income Strategies
  - Cash & Enhanced Cash
  - Short & Intermediate Duration
  - Core Aggregate
- Outsourced Chief Investment Officer (OCIO)
- Specialized Solutions
  - Structured Products
  - Arbitrage Rebate

# \$197b

**in Public Sector Assets Under Management**

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# 40+

**Years Serving the Public Sector**

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# 700+

**Public Sector Clients**

*Totals as of 12/31/2024.*

# Fixed Income Investment Resources

## Portfolio Management Leadership

### Ken Schiebel, CFA

CIO – Public Sector  
Management and OCIO  
Strategies

### Greg Haendel, CFA

Head of Core Fixed Income

### Jeff Rowe, CFA

Head of Liquidity Products

Portfolio Management

### Robert Cheddar, CFA

Co-Head of Short & Intermediate  
Fixed Income (Credit)

### James Sims, CFA

Co-Head of Short & Intermediate  
Fixed Income (Securitized)

## Credit Research Group

- Preserve Principal
- Manage Approved Lists
- Generate Alpha

## Investment Services Group

Trading Support | Trade Settlement | Data Management

## Portfolio Strategies Group

Portfolio Construction | Investment Analytics & Attribution  
Structured Products Group

# 45+

Investment professionals\*

# 20+

Average Years Experience\*

## Sector Specialists & Investment Strategies

### Sectors:

- Agencies
- Asset-Backed Securities
- Certificates of Deposits
- Commercial Paper
- Corporates
- Mortgage-Backed Securities
- Municipals
- Repurchase Agreements
- Supranationals
- Treasuries

### Portfolio Types:

- Money Market Funds and Securities Lending
- Local Government Investment Pools
- Fixed Maturity TERM Investments
- Cash & Enhanced Cash
- Short & Intermediate Duration
- Core Aggregate Fixed Income
- Structured/Escrow
- Asset/Liability Matched

## Investment Resources and Tools

Proprietary Models | Bloomberg AIM | TradeWeb | MarketAxess  
S&P Global | CreditSights | Sustainability

As of 10/1/2024.

\*Investment professionals include fixed income portfolio managers, traders, credit research, portfolio strategy teams of U.S. Bancorp Asset Management, Inc. including those serving public sector strategies as PFM Asset Management. Average years of industry experience.



# Market Overview and Portfolio Strategy



# Tariffs Have Broad Economic Implications

## Tariff Implications



### Inflation

*Fed staff research<sup>1</sup> suggests each 10% increase in the effective tariff rate leads to a 0.8% increase in inflation*



### Economic Impact

*Fed staff research<sup>1</sup> suggests each 10% increase in the effective tariff rate leads to a 1.4% decrease in GDP*



### Tariff Revenues

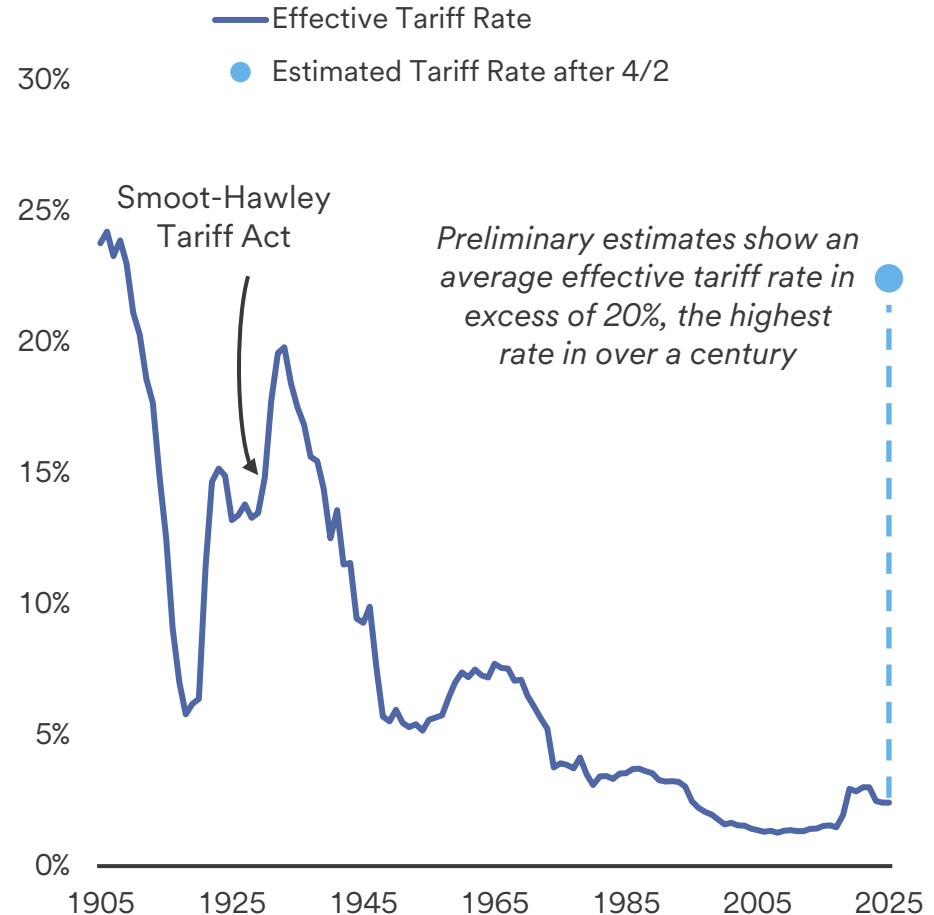
*Each \$100 billion of tariffs paid by the consumer is approximately equal to a 0.4% increase in income taxes*



### Consumer Spending

*Price increases and uncertainty could directly impact consumer confidence and spending habits*

## Effective Tariff Rate

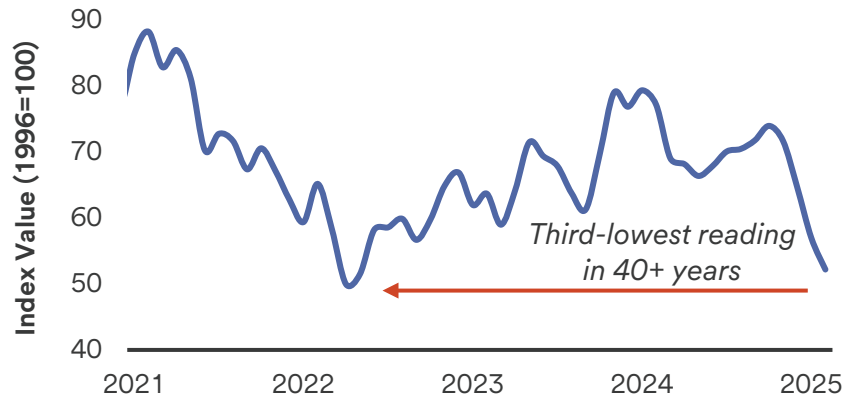


Source: PFMAM calculations, Bloomberg Finance L.P., Bureau of Economic Analysis. As of April 2025.

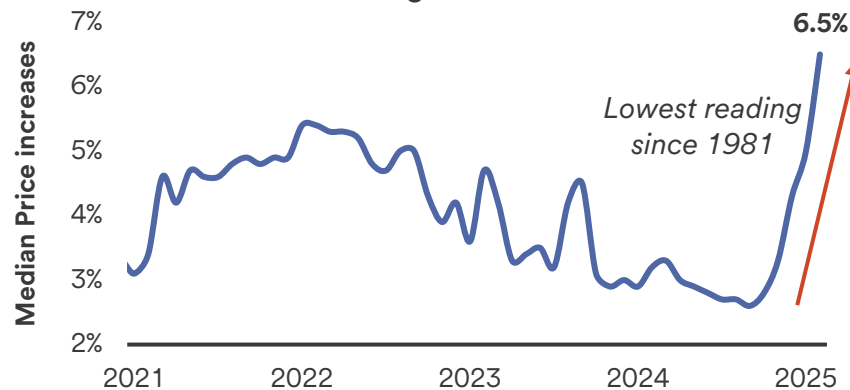
1. Federal Reserve: [Tealbook A, September 2018](#).

# Policy Changes Increase Consumer Uncertainty

## Consumer Sentiment Index

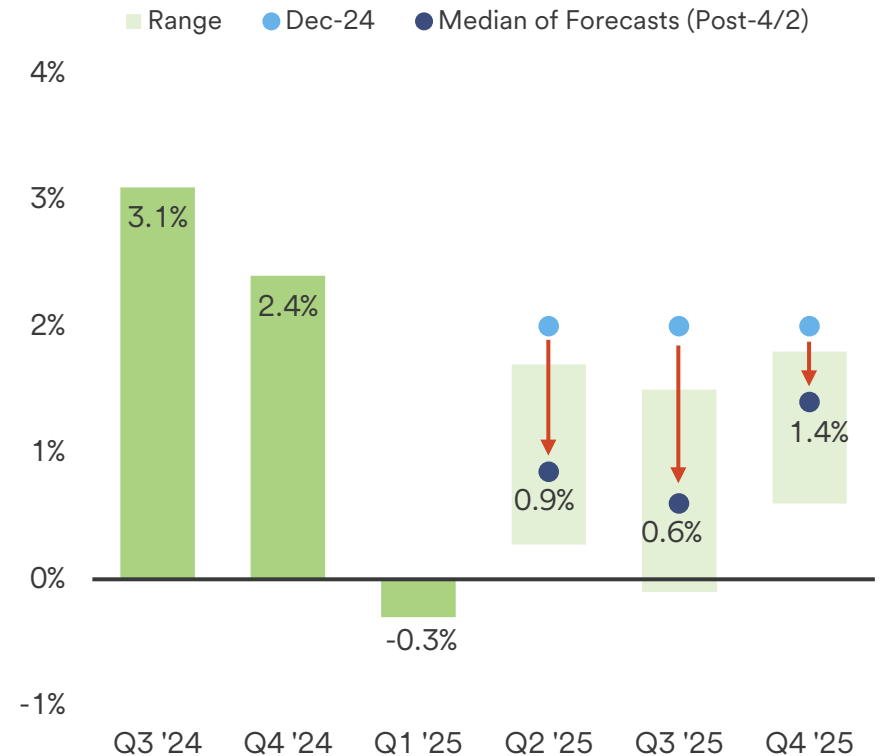


## Expected Change in Prices During Next Year



## U.S. GDP Forecasts

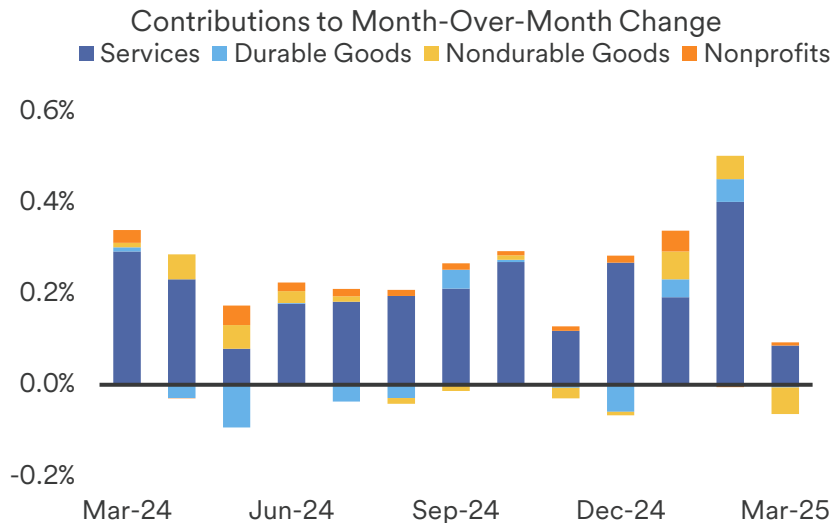
Annualized Rate



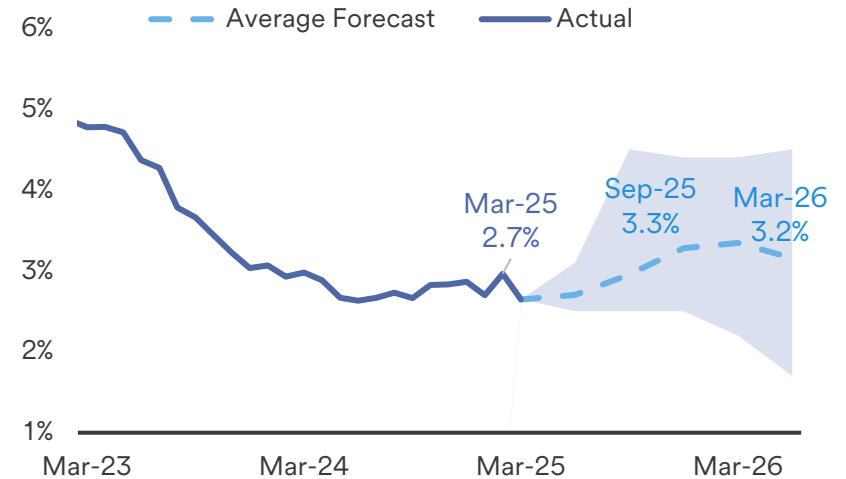
Net exports subtracted -4.8% from 25Q1 GDP while inventories added 2.3%. Final sales to private domestic purchasers remained steady. Government spending fell -1.4%.

# Tariffs Complicate the Fed's Job

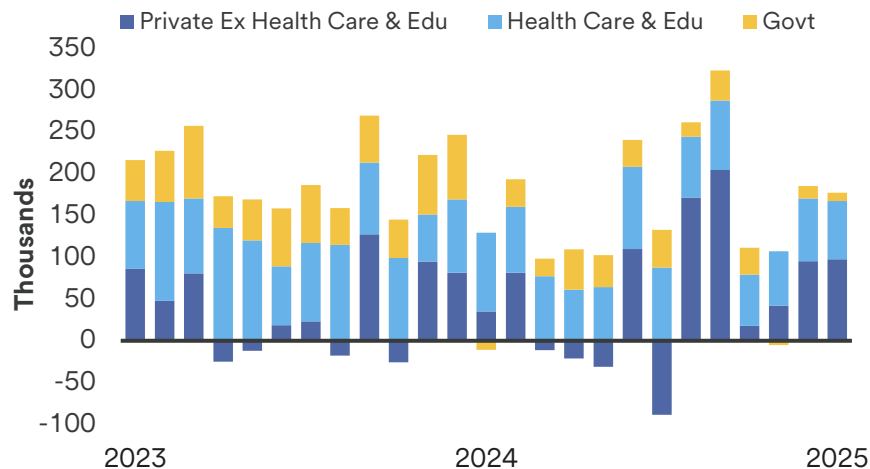
## Core PCE Inflation



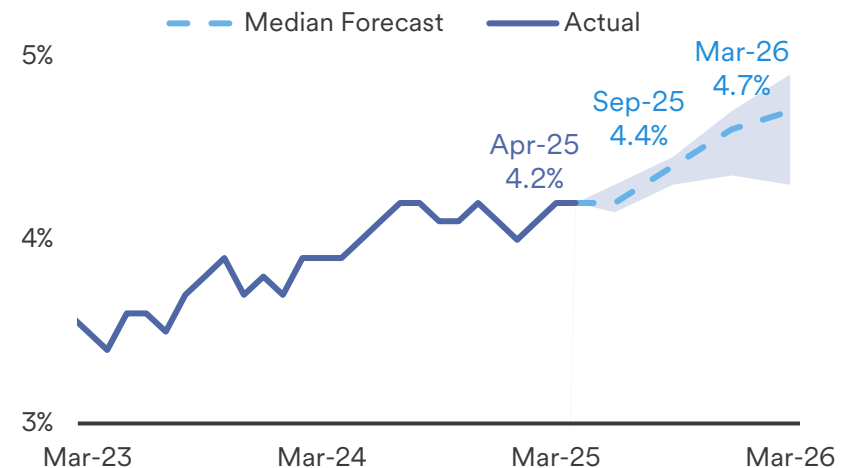
## Core PCE Inflation (YoY)



## Monthly Change In Nonfarm Payrolls



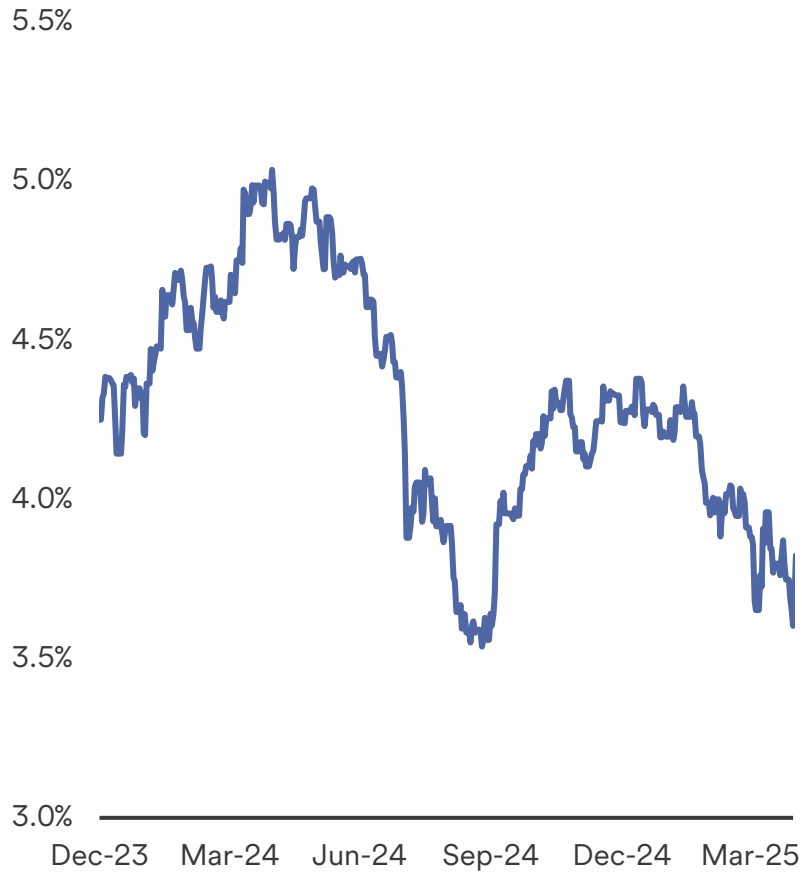
## Unemployment Rate



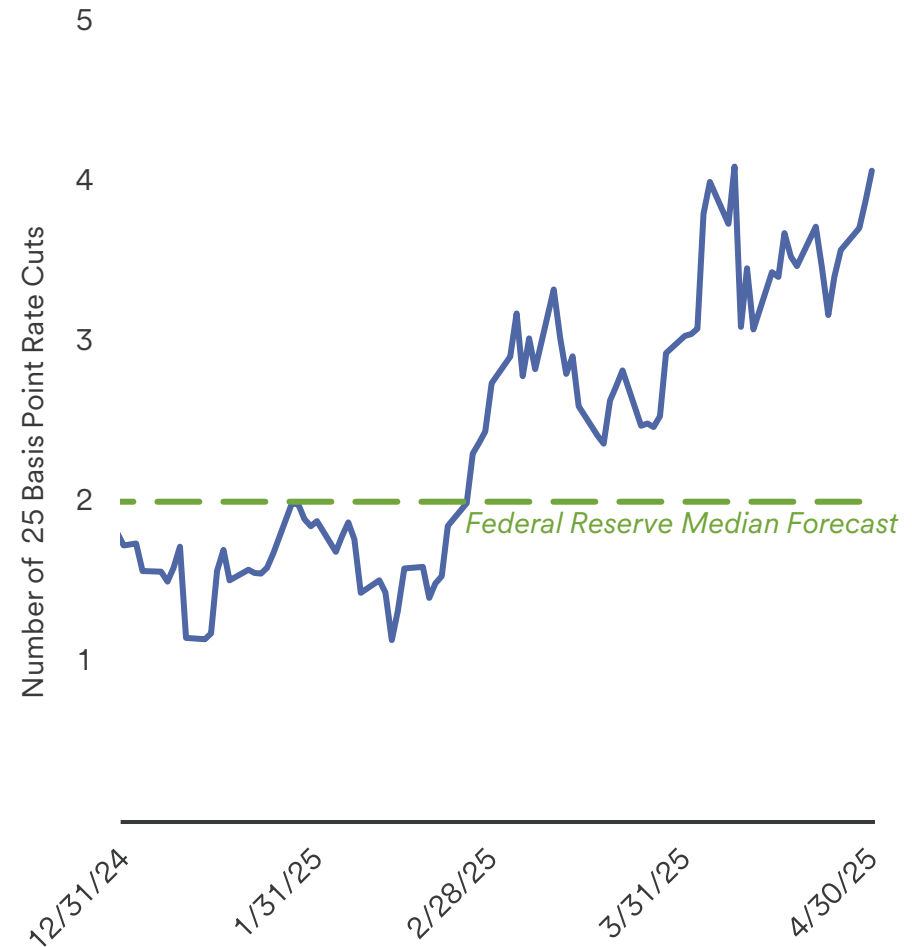
Source: Bureau of Economic Analysis and Bloomberg Finance L.P. as of March 2025 (top). Bureau of Labor Statistics and Bloomberg Finance L.P. as of April 2025 (bottom). Survey responses after April 2, 2025, included in median and forecast range. Forecast range shown is the 75th and 25th percentile of responses (right).

# Treasury Yields Lower On Tariff Concerns

**2-Year U.S. Treasury Yield**  
December 31, 2023 – April 30, 2025



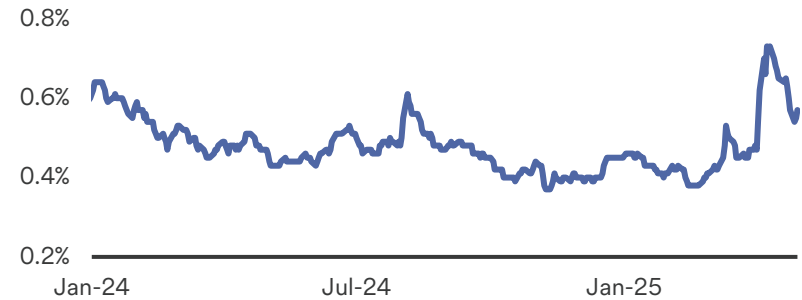
**Number of Implied 25 Bps Rate Cuts in 2025**



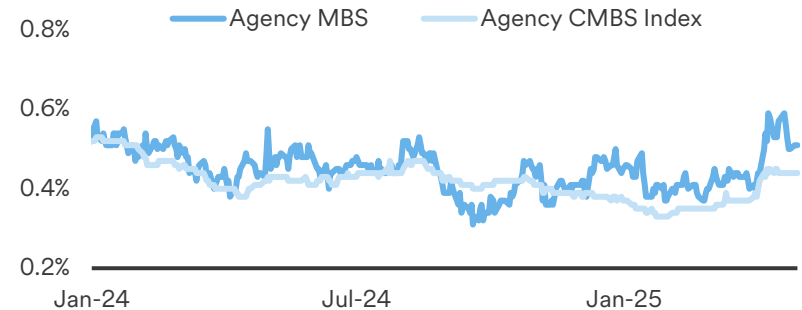
# Fixed-Income Sector Outlook – 1Q 25

	Rich	Fair	Cheap
<i>Treasury Securities</i>	●	○	○
<i>Agencies/Supranationals</i>	●	○	○
<i>Agency CMBS</i>	○	○	●
<i>Asset-Backed Securities</i>	○	○	●
<i>Credit</i>	○	●	○

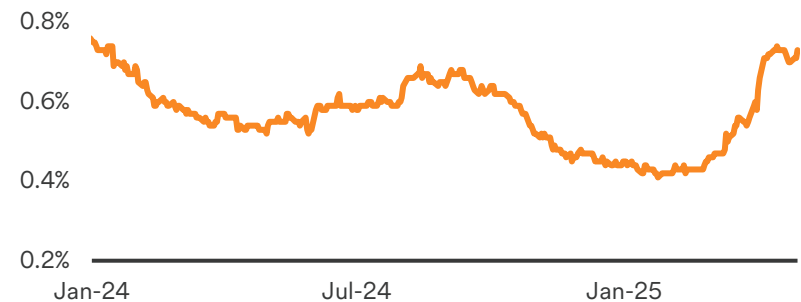
1-3 Yr. AAA-A Corp Spreads



Mortgage-Backed Securities Yield Spreads



Asset-Backed Securities AAA Yield Spreads



Source: ICE BofA 1-3 year Indices via Bloomberg, MarketAxess and PFMAM as of 4/30/2025. Spreads on ABS and MBS are option-adjusted spreads of 0-5 year indices based on weighted average life; spreads on agencies are relative to comparable maturity Treasuries. CMBS is Commercial Mortgage-Backed Securities.

# Portfolio Review



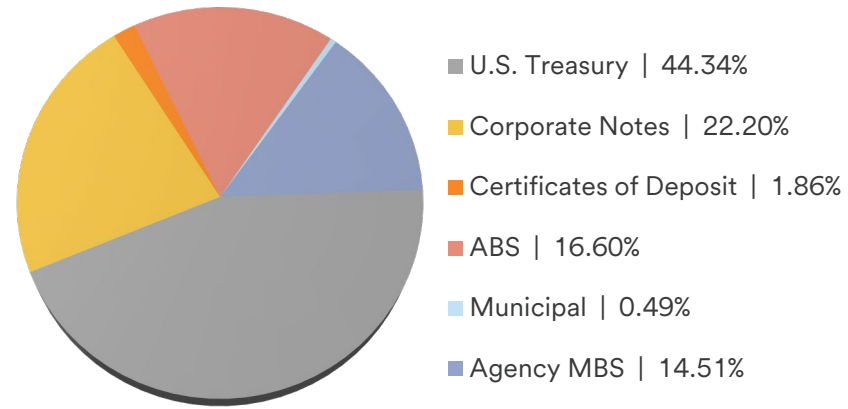
# Consolidated Portfolio Summary

As of 4/30/2025

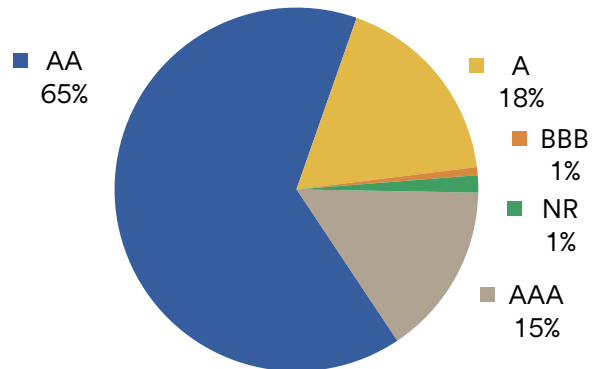
## Account Statistics<sup>1</sup>

Total Market Value	\$587,668,344
Effective Duration	1.94 years
Yield at Cost	4.46%
Yield at Market	4.03%
Portfolio Credit Quality	AA

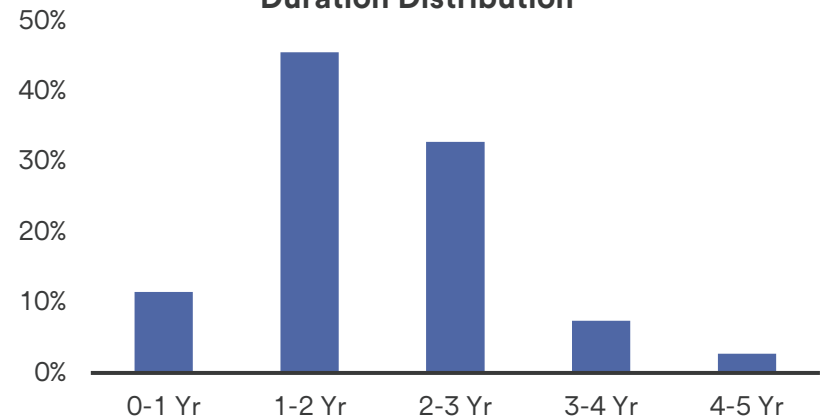
## Sector Allocation



## Credit Quality



## Duration Distribution



S&P Ratings, or Moody's equivalent if not rated by S&P

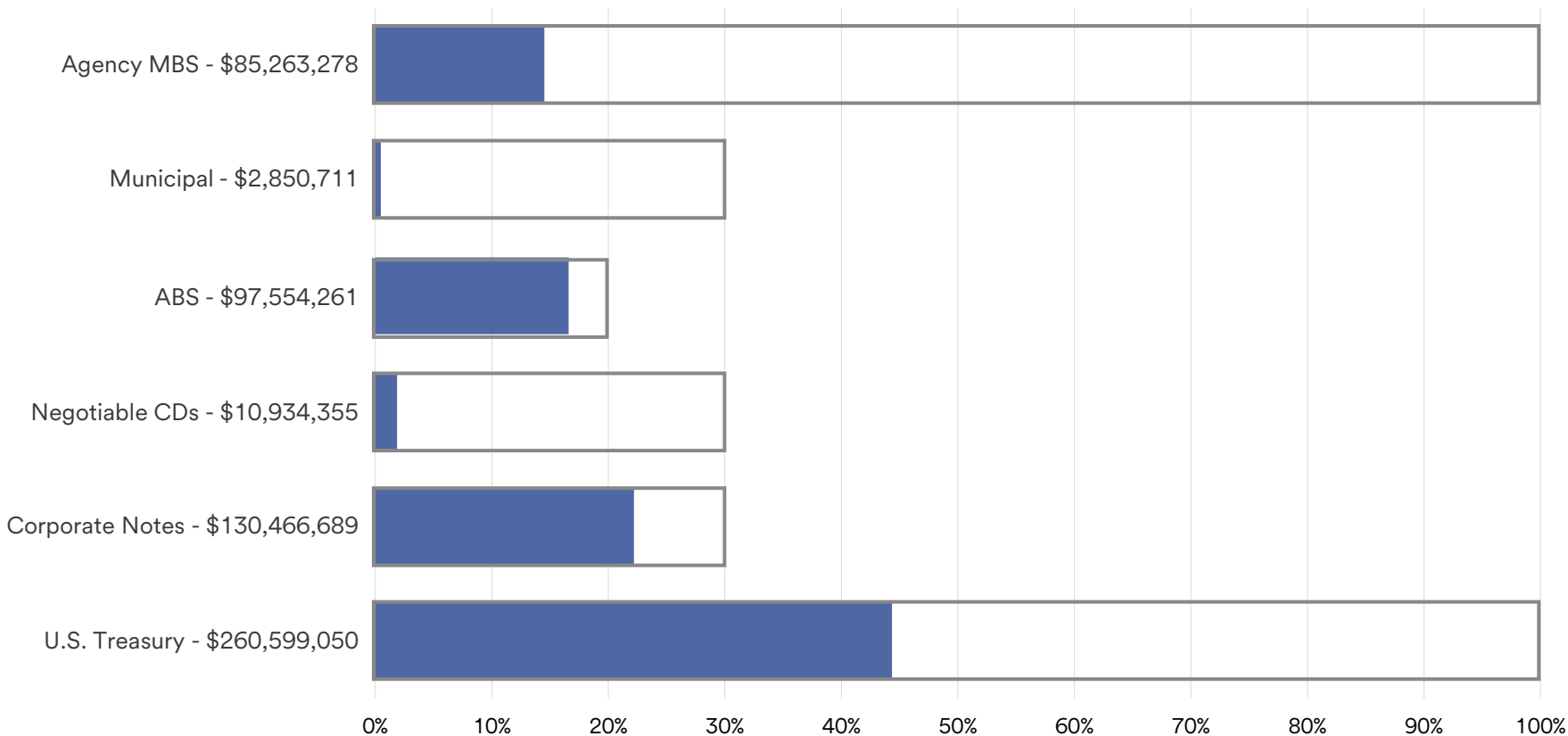
1. Market Values include accrued interest and money market fund balances as of April 30, 2025. Maturity Distribution and sector allocation excludes money market fund balances. Please see important disclosures.
2. An average of each security's credit rating was assigned a numeric value and adjusted for its relative weighting in the portfolio.



# Sector Allocation Analytics

As of 4/30/2025

## Sector Allocation Analytics

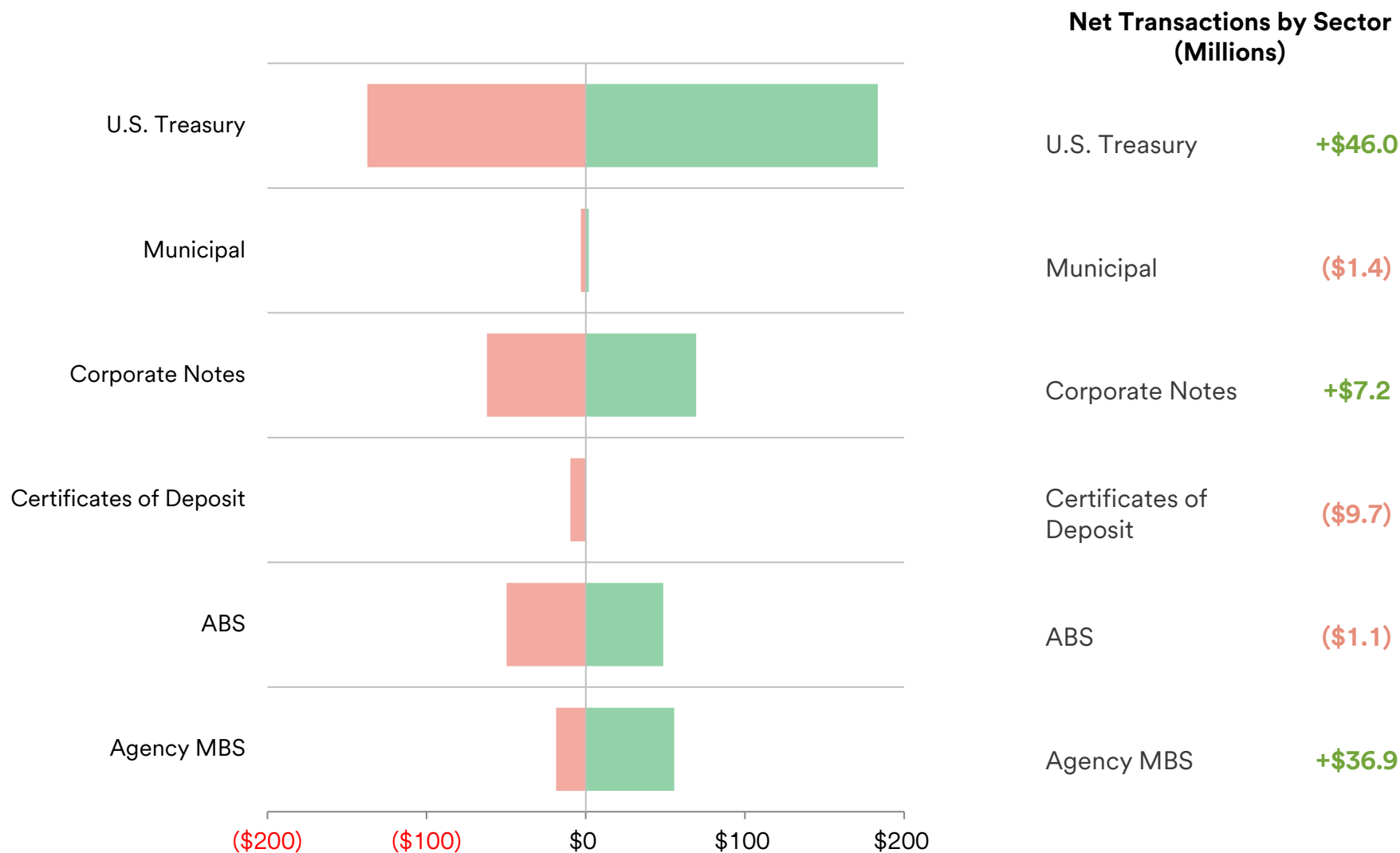


For informational/analytical purposes only and is not provided for compliance assurance. Includes accrued interest.

\*Sector Limit for Analysis is as derived from our interpretation of your most recent Investment Policy as provided.

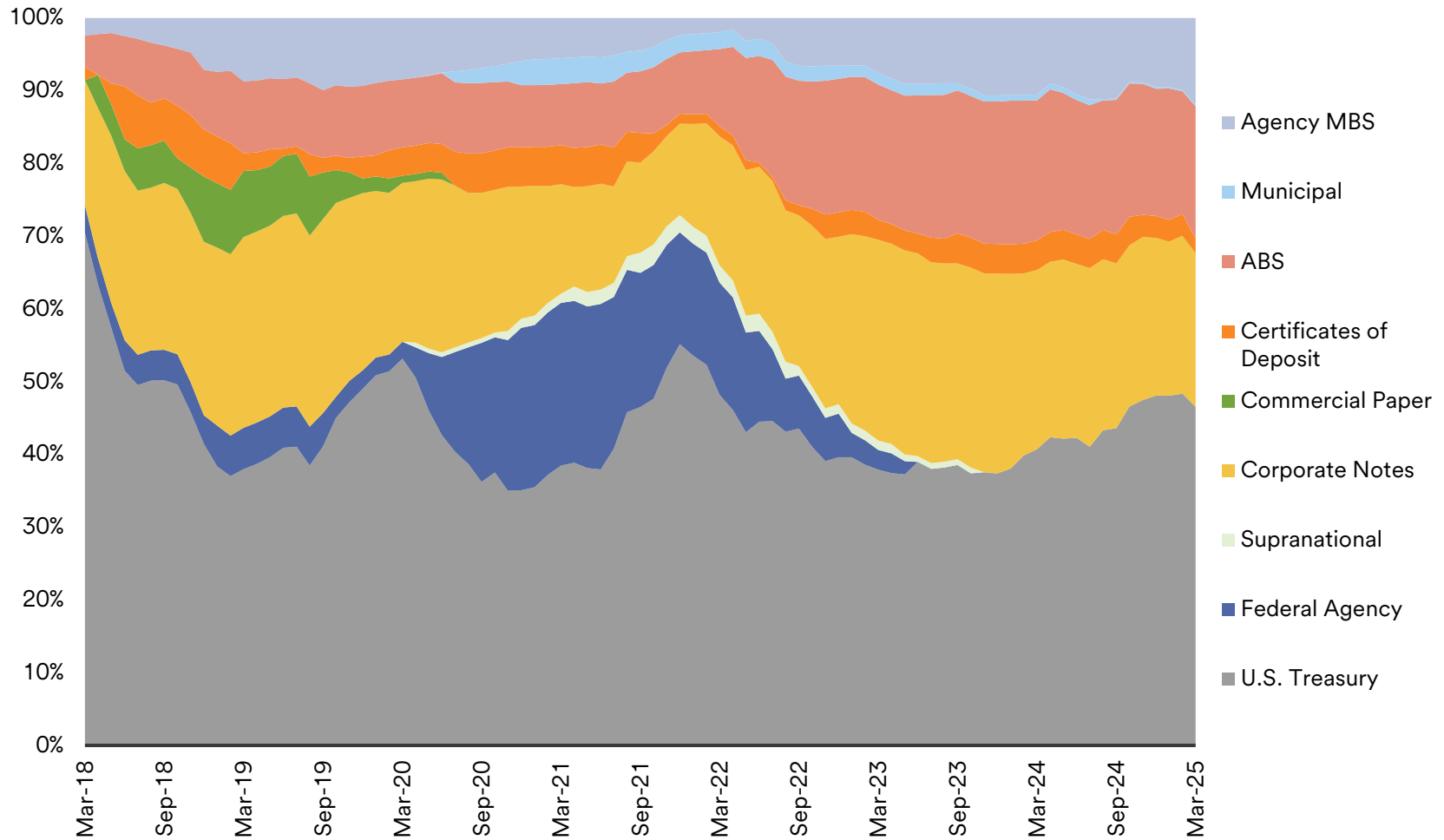
# Trade Recap

4/30/2024 through 4/30/2025



Based on total proceeds (principal and accrued interest) of buys, sells, maturities, and principal paydowns.

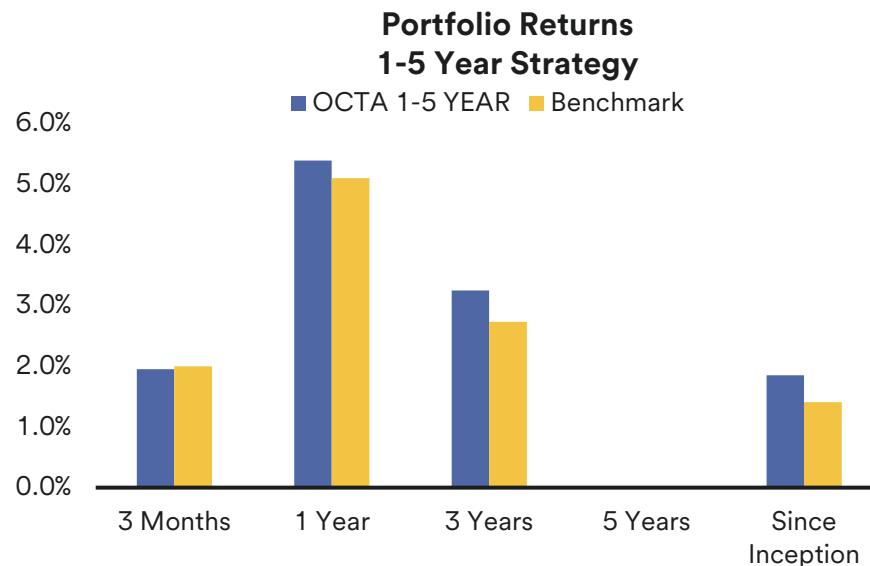
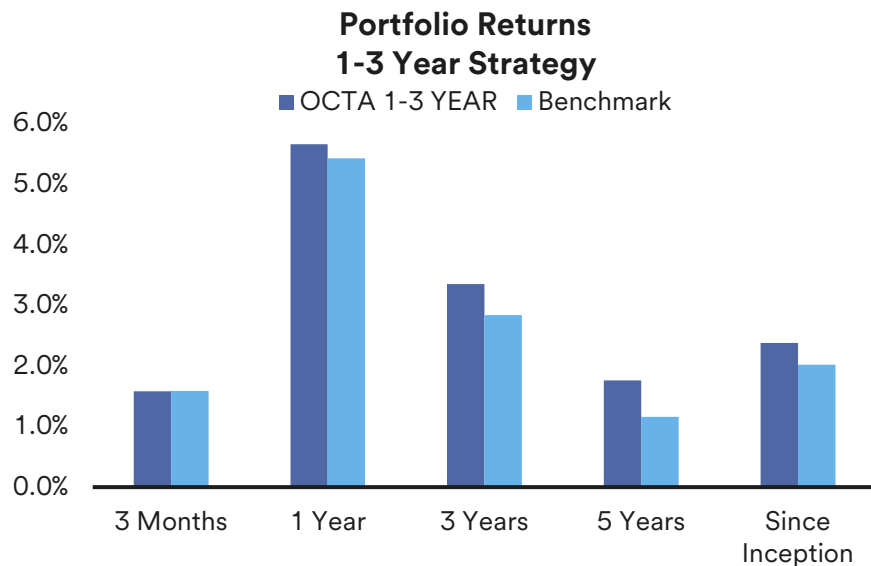
# Historical Sector Allocation



Only includes investments held within the separately managed accounts

# Portfolio Performance

As of 3/31/2025



Total Return	3 Months	1 Year	3 Years	5 Years	Since Inception
<b>OCTA 1-3 YEAR</b>	1.58%	5.66%	3.35%	1.76%	2.38%
<b>Benchmark</b>	1.59%	5.43%	2.84%	1.16%	2.02%
<b>OCTA 1-5 YEAR</b>	1.95%	5.39%	3.25%	-	1.85%
<b>Benchmark</b>	2.00%	5.10%	2.73%	-	1.41%
<b>Difference (1-3 Year)</b>	-0.01%	+0.23%	+0.51%	+0.60%	+0.36%
<b>Difference (1-5 Year)</b>	-0.05%	+0.29%	+0.52%	-	+0.44%

1. Performance inception date for the 1-3 Year Portfolio is June 30, 2018. Performance inception date for the 1-5 Year Portfolio is June 30, 2021.  
2. Returns for periods one year or less are presented on a periodic basis. Returns for periods greater than one year are presented on an annualized basis.  
3. The benchmark for the 1-3 Year Portfolio is the ICE BofAML 1-3 Year U.S. Treasury Index. The 1-5 Year Portfolio's benchmark is currently the ICE BofAML 1-5 Year U.S. Treasury Index, prior to 9/30/2024 it was the ICE BofAML 1-3 Year U.S. Treasury Index. Source: Bloomberg Financial LP.

# Disclosures

*The views expressed within this material constitute the perspective and judgment of U.S. Bancorp Asset Management, Inc. at the time of distribution and are subject to change. Any forecast, projection, or prediction of the market, the economy, economic trends, and equity or fixed-income markets are based upon current opinion as of the date of issue and are also subject to change. Opinions and data presented are not necessarily indicative of future events or expected performance. Information contained herein is based on data obtained from recognized statistical services, issuer reports or communications, or other sources, believed to be reliable. No representation is made as to its accuracy or completeness.*

*PFM Asset Management serves clients in the public sector and is a division of U.S. Bancorp Asset Management, Inc., which is the legal entity providing investment advisory services. U.S. Bancorp Asset Management, Inc. is a registered investment adviser, a direct subsidiary of U.S. Bank N.A. and an indirect subsidiary of U.S. Bancorp. U.S. Bank N.A. is not responsible for and does not guarantee the products, services, or performance of U.S. Bancorp Asset Management, Inc.*

**NOT FDIC INSURED : NO BANK GUARANTEE : MAY LOSE VALUE**



**Committee Members Present**

Michael Hennessey, Chair  
Patrick Harper, Vice Chair  
Jamey M. Federico  
William Go  
Carlos A. Leon  
Mark Tettemer

**Staff Present**

Darrell E. Johnson, Chief Executive Officer  
Jennifer L. Bergener, Deputy Chief Executive Officer  
Sahara Meisenheimer, Clerk of the Board Specialist  
Gina Ramirez, Assistant Clerk of the Board  
Andrea West, Clerk of the Board  
James Donich, General Counsel  
OCTA Staff

**Committee Members Absent**

Vicente Sarmiento

**Call to Order**

The May 14, 2025 regular meeting of the Finance and Administration (F&A) Committee was called to order by Committee Chair Hennessey at 10:31 a.m.

**Special Calendar****1. Taxable Sale Forecast - MuniServices**

Andy Oftelie, Chief Financial Officer, provided opening comments and introduced Tom Adams, from MuniServices, who provided a PowerPoint presentation.

Following a discussion, no action was taken on this item.

**Consent Calendar (Items 2 through 8)****2. Approval of Minutes**

A motion was made by Director Leon, seconded by Director Tettemer, and declared passed by those present to approve the minutes of the April 23, 2025 Finance and Administration Committee meeting.

**3. Real Estate Administration, Internal Audit Report No. 25-506**

Committee Chair Hennessey pulled this item for questions and requested that staff research property management software options.

A motion was made by Committee Chair Hennessey, seconded by Committee Vice Chair Harper, and declared passed by those present to direct staff to implement five recommendations provided in Real Estate Administration, Internal Audit Report No. 25-506.



**4. Transportation Development Act, Triennial Performance Audits**

A motion was made by Director Leon, seconded by Director Tettemer, and declared passed by those present to:

- A. Receive and file the Triennial Performance Audit of the OCTA as the Regional Transportation Planning Entity, fiscal year 2021-22 to fiscal year 2023-24, as an information item.
- B. Receive and file the Triennial Performance Audit of the Orange County Transit District, fiscal year 2021-22 to fiscal year 2023-24, as an information item.
- C. Direct staff to monitor implementation of recommendations included in the Triennial Performance Audit of the City of Laguna Beach - Laguna Beach Municipal Transit Lines, fiscal year 2021-22 to fiscal year 2023-24.

**5. Amendment to Agreement for On-Call Commercial Real Estate Brokerage Services**

A motion was made by Director Leon, seconded by Director Tettemer, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-0-2160 between the Orange County Transportation Authority and CBRE, Inc., in the amount of \$268,000, for additional on-call commercial real estate brokerage leasing services and extend the term of the agreement for an additional six months through March 31, 2026. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$318,000 for leasing services.

**6. Orange County Transportation Authority Investment and Debt Programs Report – March 2025**

A motion was made by Director Leon, seconded by Director Tettemer, and declared passed by those present to receive and file as an information item.

**7. Annual Update to Investment Policy**

A motion was made by Director Leon, seconded by Director Tettemer, and declared passed by those present to:

- A. Adopt the Fiscal Year 2025-26 Investment Policy July 1, 2025.
- B. Authorize the Treasurer, to invest, reinvest, purchase, exchange, sell, and manage Orange County Transportation Authority funds during fiscal year 2025-26.



### **8. Fiscal Year 2024-25 Third Quarter Grant Reimbursement Status Report**

A motion was made by Director Leon, seconded by Director Tettemer, and declared passed by those present to receive and file as an information item.

### **Discussion Items**

### **9. Fiscal Year 2025-26 Budget Workshop Follow-up**

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments and referenced the handout for this item that captures questions from the Budget Workshop.

Anthony Baruch, Manager of Financial Planning and Analysis, provided a report on this item and offered one-on-one meetings to Board members to further discuss the budget.

No action was taken on this item.

### **10. Public Comments**

There were no public comments received.

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

Darrell E. Johnson, CEO, reported on the following:

- Triennial Performance Audit results
- The Government Finance Officers Association awarded the Orange County Transportation Authority with the Award of Financial Reporting Achievement and the Certificate of Achievement for Excellence in Financial Reporting.

### **12. Committee Members' Reports**

Committee Chair Hennessey welcomed Director Go to the F&A Committee.





**13. Adjournment**

The meeting adjourned at 11:11 a.m.

The next regularly scheduled meeting of this Committee will be held:

**10:30 a.m. on Wednesday, May 28, 2025**

OCTA Headquarters

Board Room

550 South Main Street

Orange, California

ATTEST:

\_\_\_\_\_  
Sahara Meisenheimer  
Clerk of the Board Specialist



**May 28, 2025**

**To:** Finance and Administration Committee

**From:** Darrell E. Johnson, Chief Executive Officer

Janet Sutter, Executive Director  
Internal Audit Department

**Subject:** Contracted Fixed-Route Services, Internal Audit Report  
No. 25-510

### **Overview**

The Internal Audit Department of the Orange County Transportation Authority has completed an audit of contracted fixed-route services provided by Keolis Transit Services, LLC. Based on the audit, procurements and amendments were handled in accordance with procurement policies and procedures, and invoice review controls are in place and operating effectively. However, recommendations have been made to improve monitoring of contract performance standards and bond and insurance requirements.

### **Recommendation**

Direct staff to implement two recommendations provided in Contracted Fixed-Route Services, Internal Audit Report No. 25-510.

### **Background**

Under Agreement No. C-2-2578, Keolis Transit Services, LLC (Keolis) provides management and operation services including, but not limited to, all management, personnel, operations, insurance, record keeping and reporting, computer hardware, and administrative software, and vehicles for driver relief and road supervision as necessary for the operation of the contracted fixed-route OC Bus service, StationLink, and iShuttle services. The Orange County Transportation Authority (OCTA) pays Keolis a fixed monthly rate and a variable rate for services, with the variable rate changing if there are greater than 20 percent revenue vehicle hour decreases or increases. Unscheduled services are paid at a variable rate based on the time a vehicle leaves the base to when

the vehicle returns to the base. Reimbursement of startup costs of up to \$2,126,464.11 were also included in the maximum obligation of \$286,286,201.

### ***Discussion***

The contract includes performance standards and other requirements. One performance standard requires Keolis to submit reports on time, with a \$250 daily penalty for each late report; however, there is no procedure in place to monitor and assess penalties, as management has not finalized a listing of the reports subject to the penalty. In reviewing the Accident Frequency Ratio performance standard, Internal Audit questioned the classification of some accidents as “non-preventable” and noted that management began applying criteria for classifying accidents that is inconsistent with the contract language. Additionally, a \$5,000 penalty for unauthorized equipment usage was not assessed. Finally, the contract states that Keolis is responsible for maintaining OCTA’s unclassified revenue percentage of 2.35 percent; however, Keolis is not meeting this standard. Internal Audit recommended management finalize the required reports listing, apply contract language in determining whether an accident is preventable, strengthen controls to ensure consistent assessment of penalties, and consider options on how to improve the unclassified revenue percentage. Management agreed to implement these recommendations.

Keolis is required to establish a performance bond in favor of OCTA and purchase and maintain insurance policies; however, evidence of review of the bond and insurance certificates for sufficiency was not included in the agreement file. In addition, the performance bond provided includes a statement that it shall not bind the surety unless the bond is accepted by the obligee (i.e., OCTA) by way of signature “below”; however, there is no OCTA signature included, nor a section for such signature. Internal Audit recommended management confirm that the performance bond is binding and ensure that documentation of the review of the performance bond and insurance certificates is included in the agreement file. Management indicated that Keolis’ surety broker is preparing a rider to remove the requirement for OCTA signature on the performance bond. Management also agreed to retain documentation of bond and insurance review in the agreement file.

***Summary***

Internal Audit has completed an audit of contracted fixed-route service and has offered two recommendations for improvement.

***Attachment***

A.      Contracted Fixed-Route Service, Internal Audit Report No. 25-510

**Prepared by:**



Serena Ng  
Senior Manager, Internal Audit  
714-560-5938

**Approved by:**



Janet Sutter  
Executive Director, Internal Audit  
714-560-5591

# ORANGE COUNTY TRANSPORTATION AUTHORITY INTERNAL AUDIT DEPARTMENT



## Contracted Fixed-Route Services

## Internal Audit Report No. 25-510

May 14, 2025



**Performed by**

Serena Ng, CPA, Senior Manager  
Janet Sutter, CIA, Executive Director

*Serena K. Ng*

**Distributed to:**

Johnny Dunning, Chief Operating Officer  
Andrew Oftelie, Chief Financial Officer  
Cliff Thorne, Pia Veasapen, Sean Murdock, Sergio Hernandez,  
Kim Tucker, Victor Velasquez, Georgia Martinez, Eileen Bruggeman,  
Robert Fernandez, Mandy Chiu, Michael Jackson

**ORANGE COUNTY TRANSPORTATION AUTHORITY  
INTERNAL AUDIT DEPARTMENT  
Contracted Fixed-Route Services  
May 14, 2025**

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**ORANGE COUNTY TRANSPORTATION AUTHORITY  
INTERNAL AUDIT DEPARTMENT  
Contracted Fixed-Route Services  
May 14, 2025**

## **Conclusion**

The Internal Audit Department (Internal Audit) of the Orange County Transportation Authority (OCTA) has completed an audit of contracted fixed-route services provided by Keolis Transit Services, LLC (Keolis). Based on the audit, procurements and amendments were handled in accordance with procurement policies and procedures, and invoice review controls are in place and operating effectively. However, recommendations have been made to improve monitoring of contract performance standards and bond and insurance requirements.

## **Background**

OCTA and Keolis entered into Agreement No. C-2-2578 (contract), effective upon written Notice to Proceed (NTP), with services commencing June 11, 2023, and continuing through June 30, 2027, with two, two-year option terms. Under the contract, Keolis provides management and operation services including, but not limited to, all management, personnel, operations, insurance, record keeping and reporting, computer hardware, administrative software, and vehicles for driver relief and road supervision as necessary for the operation of the contracted fixed-route OC Bus service, StationLink, and iShuttle services. Under the payment terms, OCTA pays Keolis a fixed monthly rate and a variable rate for services, with the variable rate changing if there is a greater than 20 percent revenue vehicle hour (RVH) decrease or increase. Unscheduled services, provided at the request of OCTA, are paid at a variable rate based on the time a vehicle leaves the base to when the vehicle returns to the base. Startup costs of \$2,126,464.11 are also included in the pricing exhibit. The maximum obligation is set at \$286,286,201. The contract requires Keolis to establish a performance bond in favor of OCTA in the amount of ten percent for the initial term of the contract, with the bond amount increasing or decreasing accordingly with any amendments. The contract also requires the purchase and maintenance of certain insurance. The scope of work includes a provision that if during the course of normal employee turnover, any of the key personnel positions remain open for a period more than 30 calendar days, OCTA may deduct the salary and benefits plus a penalty of \$1,000 per calendar day for every day in which the position remains unfilled beyond the first 30 calendar days. The scope of work also states that the contractor is responsible for maintaining the unclassified revenue percentage to OCTA's standard, which is 2.35 percent. Performance standards are established in the scope of work, with a process for waiving penalties at OCTA's sole discretion. Three amendments to the contract made revisions, including adding of subcontractors, change in key personnel, removal of the route coverage performance standard that assessed a \$1,000 per trip penalty for a non-coach operator driving in revenue service, revisions to the performance standards for valid complaints, road supervisor coverage, and data probe, allowing reimbursement for the incremental additional costs associated with the maintenance of older vehicles operated in revenue service outside of the provided fleet plan, and adding reimbursement for a maintenance software system with support

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**May 14, 2025**

equipment and labor from the NTP until OCTA's new enterprise asset management system is fully functioning.

The Maintenance Administration (Maintenance) Department performs monthly preventive maintenance inspection (PMI) file reviews, post-PMI inspections, vehicle interior inspections, and brake-pit inspections. The Contracted Services Administration (Contracted Services) Department performs monthly field observations, monthly temporary badge reviews, quarterly re-training records reviews, quarterly safety compliance reviews, quarterly driver uniform and credentials reviews, quarterly drug and alcohol program reviews, and annual mock collection site audits. Every quarter, Maintenance and Contracted Services perform vehicle pull-out inspections. Regular contracted fixed-route project status meetings are held to discuss items affecting Keolis' performance.

Keolis submits an invoice on an Excel template set up by the Financial Planning and Analysis (FP&A) Department. Keolis updates fixed cost and variable rate amounts as needed, populates the scheduled revenue hours and added service hours, and inputs lost service hours and missed trip data. Credits are provided for badge replacement and waste collection fees. Keolis provides support for added service, such as iShuttle end time exception (ETE) schedules, and driver timesheets for service added as a result of train delays. FP&A confirms that the scheduled revenue hours are consistent with the line summary report, checks that total lost hours match the lost time log, and reconciles the iShuttle ETE schedule to the driver timesheets and paddles. At the end of the year, FP&A reviews the RVH to determine if the hours are over or under by more than 20 percent, triggering a change in the RVH rate. To update the performance standard calculations in the invoice, FP&A runs various reports from the dashboards and obtains reports and logs from Keolis, Contracted Services, and Maintenance.

The Chief Operating Officer sends weekly performance updates to the Chief Executive Officer (CEO), with data on contracted fixed-route's average weekday on-time performance and miles between road calls. Performance measures for directly operated fixed-route, contracted fixed-route, and OC ACCESS service were summarized and reported quarterly to the Board of Directors (Board) in 2023, with the last report going to the Board in November 2023, for results through June 2023. A new bi-monthly transit performance reporting process began in July 2024, with PowerPoint presentations being provided to the Transit Committee.



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## **Objectives, Scope, and Methodology**

The objectives were to assess the adequacy of oversight controls and test contract compliance, performance standards measurement and reporting, and invoice review controls related to the contract.

The methodology consisted of reviewing the procurement and contract amendments, assessing invoice review procedures and testing invoices for compliance with policies and contract provisions, assessing Keolis' achievement of performance standards and OCTA's oversight of these performance standards including appropriate application of related incentives and/or penalties, testing evidence of monthly and quarterly inspections and oversight reviews performed by Contracted Services and Maintenance, confirming regular reporting of performance measures to the Transit Committee, and testing compliance with contract requirements for performance bonds, insurance, staffing requirements, and unclassified revenue standards.

The scope was limited to contracted fixed-route operations and the current provider, Keolis. The scope included all contract amendments distributed through March 2025, the performance bond on file and current insurance certificates, unclassified revenue percentages reported from June 2023 through December 2024, and all invoices for services from contract inception through December 2024. The scope also included testing of performance standards from contract inception through December 2024, including reconciliation to dashboard reports, testing of supporting documentation, testing of a judgmental sample of 40 accident reports for timely reporting, and reviewing accident reports for accidents classified as non-preventable but with descriptions that may indicate otherwise. The scope included all monthly and quarterly inspections and reviews performed and project status meetings held from June 2023 through December 2024. The scope also included contracted fixed-route reporting to the Transit Committee or Board from June 2023 through March 2025, and weekly update reporting to the CEO from June 2023 through December 2024. The judgmental sample of the accident reports was selected with a bias to provide even coverage throughout the period. Since the sample was non-statistical, any conclusions are limited to the sample items tested.

We conducted this performance audit in accordance with Generally Accepted Government Auditing Standards. Those standards require that we plan and perform the audit to obtain sufficient, 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.

**ORANGE COUNTY TRANSPORTATION AUTHORITY  
INTERNAL AUDIT DEPARTMENT  
Contracted Fixed-Route Services  
May 14, 2025**

## **Audit Comments, Recommendations, and Management Responses**

### **Contract Performance Standards and Other Requirements**

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The contract requires Keolis to submit reports on time, with a \$250 daily penalty for each late, inaccurate, or insufficient report. However, the scope of work does not clearly identify which reports are subject to the penalty and Contracted Services has not finalized a listing of such reports. As a result, there is no procedure in place to monitor and assess late report penalties.

Another contract performance standard is the Accident Frequency Ratio (AFR). The contract defines an accident as any occurrence where a vehicle makes physical contact with any other vehicle, person, or object. A preventable accident is one in which it is determined that the coach operator did not do everything that was reasonable to avoid the accident. After reviewing accident logs and reports, Internal Audit questioned the classification of some accidents as “non-preventable” based on the descriptions and the classifications reflected in the accident reports by Keolis. Had these accidents been classified as preventable, the following AFR penalties would have been assessed: \$5,000 in April 2024, \$5,000 in June 2024, \$10,000 in July 2024, \$5,000 in August 2024, and \$5,000 in December 2024. Starting in early 2024, Contracted Services began classifying accidents with “slight, inadvertent” contact as “non-preventable”; however, this is inconsistent with contract language that only requires physical contact to be considered an accident.

A \$5,000 penalty for unauthorized equipment usage should have been assessed in January 2024. Under this performance standard, the contractor should not utilize agency equipment without prior written authorization or approval, with a \$1,000 penalty per occurrence. Keolis used five buses for training that had not been authorized for such usage and no penalty was assessed.

Finally, the contract states that Keolis is responsible for maintaining the unclassified revenue percentage to OCTA’s standard of 2.35 percent; however, Keolis has not met the standard in any month since the contract began. Unclassified revenue refers to fares collected but not properly recorded in the farebox system, resulting in variances between actual fares collected versus fare revenue recorded.

#### **Recommendation 1:**

Internal Audit recommends that Contracted Services finalize the required reports listing to allow monitoring and application of penalties, in accordance with the contract. Additionally, Contracted Services should follow contract language in determining whether an accident is preventable and adjust the contractor’s AFR accordingly. Contracted Services should also consider options on how to improve the unclassified revenue percentage, including requiring Keolis to provide refresher farebox training to its coach

**ORANGE COUNTY TRANSPORTATION AUTHORITY  
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May 14, 2025**

operators and creating a performance standard in future contracts. Finally, FP&A should strengthen controls to ensure that penalties are consistently assessed.

**Management Response (Contracted Services):**

Contracted Services has initiated working with partner departments to identify a list of required reports to monitor and subject to the report penalty. Once identified, the list will be shared via written communication with Keolis with a start date for implementation. The list of applicable reports will be incorporated into the contract with Keolis via the next available amendment.

To mimic what management understood to be the classification criteria used by directly operated service, Contracted Services staff began to exclude curb strike brushes. Contracted Services will rectify the situation by notifying Keolis of the date the classification of preventable accidents will return to following the contract language and no longer exclude curb brushes.

Keolis will be directed to include this topic of unclassified revenue percentage at the next available safety meeting to address all coach operators. Going forward, staff will include in the next contract a performance standard with corrective measures.

**Management Response (FP&A):**

FP&A is strengthening its existing controls by formalizing the process for tracking and resolving pending penalties tied to project milestones. A new tracking tool will be used to log outstanding assessments, which will be reviewed monthly during the invoicing cycle. In addition, staff will conduct regular follow-ups with project managers and stakeholders to ensure timely resolution and clear documentation. These improvements aim to enhance communication, increase visibility, and reduce the risk of future oversights.

### **Bond and Insurance Requirements**

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Under the contract, Keolis is required to establish a performance bond in favor of OCTA. Inspection of the performance bond on file noted that the bond includes a statement that it shall not bind the surety unless the bond is accepted by the obligee (i.e., OCTA) by way of signature “below”; however, there is no OCTA signature included, nor a section for such signature.

Keolis is also required to purchase and maintain insurance policies; however, evidence of review of these certificates against contract requirements was not included in the agreement file.

**ORANGE COUNTY TRANSPORTATION AUTHORITY  
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Contracted Fixed-Route Services  
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**Recommendation 2:**

Internal Audit recommends that management confirm that the performance bond is binding and ensure that documentation of the review of the performance bond and insurance certificates is included in the agreement file.

**Management Response (Contracts Administration and Materials Management Department):**

Contracts Administration and Materials Management Department management contacted the Vice President of Insurance, Claims, and Risk Management at Keolis to confirm the validity of the performance bond. Keolis verified with its surety that the bond is valid and provided written confirmation. Paragraph 7 of the bond, which incorrectly required OCTA's signature, was included in error, as it is not part of the surety's standard form. Obligatee signatures are typically only required if the bond is being drawn upon. To correct this, Keolis will issue a rider removing Paragraph 7, effective as of the bond's original issuance date. The rider is being prepared by Keolis' surety broker and will be sent to OCTA.

OCTA's Risk Management Department and legal counsel reviewed and approved the performance bond and insurance certificates during the procurement and contract award process. Their approval emails are now saved in the SharePoint contracts repository.



**May 28, 2025**

**To:** Finance and Administration Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** 91 Express Lanes Update for the Period Ending –  
March 31, 2025

### **Overview**

The Orange County Transportation Authority has owned and managed the operations of the 91 Express Lanes since January 2003. Since then, traffic volumes and toll revenues have fluctuated with changes in the economy and the added capacity to the State Route 91 corridor. Over the last quarter, over 5.2 million trips were made on the 91 Express Lanes in Orange County. This report focuses on the operational and financial activities for the period ending March 31, 2025.

### **Recommendation**

Receive and file as an information item.

### **Background**

The Orange County segment of the 91 Express Lanes (EL) is a four-lane, ten-mile tolled facility built in the median of State Route 91 (SR-91) between the State Route 55 (SR-55)/SR-91 interchange and the Orange/Riverside County Line. The 91 EL was built by the California Private Transportation Company (CPTC) for a cost of approximately \$135 million and opened to travelers in 1995. An agreement with the California Department of Transportation included a non-compete provision that created a 1.5-mile protection zone along each side of SR-91. This zone prohibited improvements along the corridor and created mobility problems as the region and corresponding transportation demands grew.

To mitigate growing concerns over congestion, the Orange County Transportation Authority (OCTA) acquired the 91 EL franchise rights from the CPTC in January 2003. This eliminated the non-compete provision, clearing the

way for future enhancements to increase capacity and improve traffic flow along the SR-91 corridor.

With the non-compete provisions removed, the Riverside County Transportation Commission (RCTC) received authority to extend the 91 EL to Interstate 15 (I-15) in 2008. At a cost of \$1.4 billion, the RCTC 91 Corridor Improvement Project added general purpose lanes, tolled express lanes, auxiliary lanes, and direct express lane connectors from the Orange/Riverside County Line to I-15. The Riverside County segment of the 91 EL opened in 2017, providing customers with eight additional miles of travel on SR-91. To provide 91 EL customers with a seamless experience, OCTA and RCTC entered into a three-party operating agreement with one firm to service both facility segments.

Historically, the 91 EL has used congestion management pricing to adjust tolls quarterly based on the number of vehicles traveling through the Express Lanes. Since 2003, OCTA, and RCTC in 2017, have used this tolling method to provide customers with a safe, reliable, and predictable trip on the 91 EL. In November 2023, the RCTC 91 EL segment transitioned to dynamic pricing, which adjusts toll rates based on real-time traffic volumes to maintain free-flowing trips in accordance with RCTC's 91 EL Toll Policy and Toll Schedule. The OCTA 91 EL segment still utilizes congestion management pricing, adjusting tolls quarterly.

Motorists pay tolls using a transponder that automatically deducts the toll amount from a prepaid account. The transponder can be used on any California tolled facility through existing interoperability agreements.

OCTA and RCTC's tolling agreements allow both agencies to operate the 91 EL well into the future (2065 for OCTA and 2067 for RCTC). This provides customers with transportation options for 18 miles of travel in one of California's busiest corridors.

### ***Discussion***

The sections below discuss various operational data and information for the 91 EL in greater detail.

#### **Traffic Volumes**

The total traffic volume on the OCTA 91 EL for the month of March 2025 was 1,884,597. This represents a daily average of 60,793 vehicles. This is a 3.5 percent increase in total traffic volume from the same period last year when traffic levels totaled 1,820,745. In looking at the 12 months ending March 2025,

## **91 Express Lanes Update for the Period Ending – Page 3 March 31, 2025**

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traffic volumes totaled over 21.9 million, which was 4.8 percent higher than the same period the prior year. Traffic volumes continue to grow steadily, resembling strong usage from commuters. The carpool percentage for the period ending March 2025 was 25.8 percent.

### **Gross Potential Toll Revenues (GPTR)**

GPTR for the month of March 2025 was \$5,918,773, which represents an increase of 2.9 percent from the prior year's total of \$5,752,800 for the month of March 2024. GPTR is equal to the toll rate times the number of vehicles traveling on the 91 EL (the amount does not consider violations or discounts). For the previous 12 months, GPTR totaled over \$69.3 million, representing an increase of 5.2 percent from the same period the prior year.

### **Toll Adjustments**

The Board of Directors (Board)-adopted Toll Policy requires staff to review traffic volumes on the Orange County segment of the 91 EL for potential toll adjustments on a quarterly basis. Based on the traffic volumes during the review period, no hours in the eastbound or westbound directions reached the trigger point for a toll adjustment in January 2025. As of March 2025, toll rates ranged from a minimum of \$1.90 to a maximum of \$9.10. Any potential toll adjustments for the quarter ending March 31, 2025, will be reported in the following report.

### **Number of Accounts and Transponders**

The number of active accounts totaled 183,876, and 732,909 transponders were assigned to those accounts as of March 31, 2025. Over the past 12 months, the number of accounts increased by 7,252, while the number of transponders in circulation increased by 27,093. Over the past several years, there has been continued growth in the number of accounts and transponders, primarily driven by the extension of the 91 EL into Riverside County and the opening of the 15 Express Lanes with direct connectors from the 91 EL.

### **Outstanding Debt**

As of March 31, 2025, the outstanding amount of the 91 EL tax-exempt 2023 Senior Lien Toll Road Revenue Refunding Bonds (Bonds) totaled \$41.7 million. The Bonds are rated "AA-" by Standard and Poor's, "AA3" by Moody's, and "AA-" by Fitch Ratings. The next scheduled debt service payment is on August 15, 2025.

### Reserve Funds

The 2023 Bonds require three reserve funds: a major maintenance fund, an operating fund, and a debt service reserve fund. All three funds were fully funded with a total balance of approximately \$13.3 million as of March 31, 2025.

In addition to the required debt reserve funds, the OCTA Board elected to establish two additional reserve funds. An internal capital projects fund has a balance of \$27.3 million and is used for large capital projects for the 91 EL, such as pavement rehabilitation and back-office system (BOS) upgrades. The other reserve fund was established in 2017 for two future Measure M2 projects (Projects I and J) on the SR-91 corridor. Project I improves interchanges, on- and off-ramps, and bridges along SR-91 between east of SR-55 (Acacia Street) and west of State Route 57 (Lakeview Avenue), estimated to cost approximately \$790 million. Project I is being developed as three separate design and construction projects. The easternmost segment started construction in April 2025, the westernmost segment is in the bid phase and is anticipated to start construction in late 2025, and the middle segment is in final design. All three segments of Project I are anticipated to be completed by mid-2030. Project J includes operational improvements on SR-91 between State Route 241 and the Orange/Riverside County Line and is currently scheduled for completion in 2035. The balance in that reserve fund is \$114.4 million and is used as project expenses are incurred. Lastly, OCTA has approximately \$107.2 million set aside in excess toll revenues for SR-91 corridor projects.

### Operations Update

In March 2022, Cofiroute USA, LLC (CUSA) deployed a new BOS for the 91 EL for both Orange and Riverside counties. Since deployment, CUSA, OCTA, and RCTC staff have continuously monitored the BOS performance and the performance in the customer service center (CSC). As part of the ongoing monitoring, key performance indicator (KPI) liquidated damages are assessed in accordance with the contract requirements. For the 2025 fiscal year to date, OCTA and RCTC identified performance issues with the BOS and CSC, resulting in estimated liquidated damages totaling \$529,858. Of this amount, \$286,915 is attributed to BOS performance failures, and \$242,943 is attributed to the CSC performance failures.

During the past several months, the BOS has experienced call connectivity issues and customer survey transfer issues in the call center. CUSA is working to resolve the call connectivity issues and perform improvements to prevent future minor service interruptions. For the CSC, penalties arose primarily from CUSA failing to meet the daily standard for average speed of answer and



abandon rate. These liquidated damages have been reviewed with CUSA and will be deducted from the corresponding monthly invoice or waived based on staff evaluation of its impact. Staff will continue to monitor BOS and CSC performance and report ongoing KPI liquidated damages that are assessed.

Attachment A summarizes some of the KPIs of the CSC over the past 12 months. The KPIs for service level for the speed of answer and abandon rate were not achieved due to an increase in calls because of phishing scam texts and the timing of customer notifications, along with a high absentee rate on Mondays. To address the phishing scam, CUSA has implemented several mitigation measures. These include adding IVR messaging to alert customers about scam activity, displaying prominent scam alerts on the 91 EL website, and including scam awareness information in customer statement attachments. Regarding customer notifications, ViaPlus is currently reviewing the communication schedule to determine a more optimal timing for message delivery. Additionally, to reduce the impact of high absenteeism on Mondays, CUSA has introduced a new incentive program aimed at encouraging consistent attendance.

Over the past several months, operational acceptance testing (OAT) was held and concluded in March 2025. During this time, staff monitored the BOS for any issues and errors that could impact OAT. Per the contract, the BOS must operate without any issues for 60 consecutive days to pass OAT. However, staff is currently reviewing the connectivity issues that have been experienced to determine the next steps. The current schedule shows the completion of OAT during the fourth quarter of fiscal year 2025.

***Summary***

An operational report for the 91 Express Lanes for the period ending March 31, 2025, is provided for Board of Directors' review. The report provides a summary of key operational and financial activities.

***Attachments***

- A. 91 Express Lanes, Key Performance Measures, March 2025
- B. 91 Express Lanes Status Report, March 2025

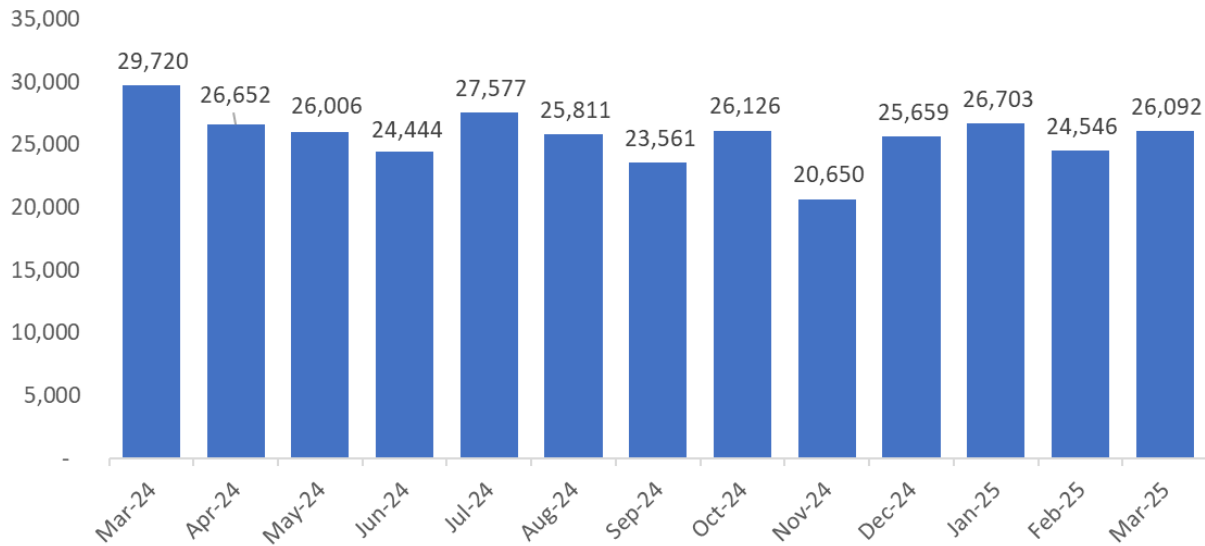
**Prepared by:**



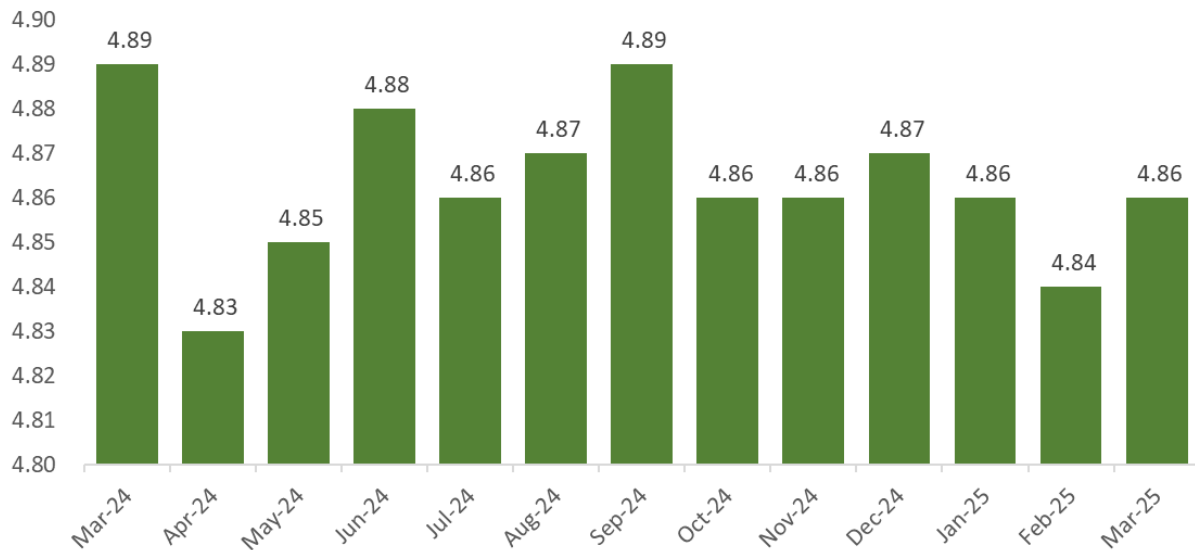
Kirk Avila  
General Manager,  
Express Lanes Programs  
(714) 560-5674

**91 Express Lanes  
Key Performance Measures  
March 2025**

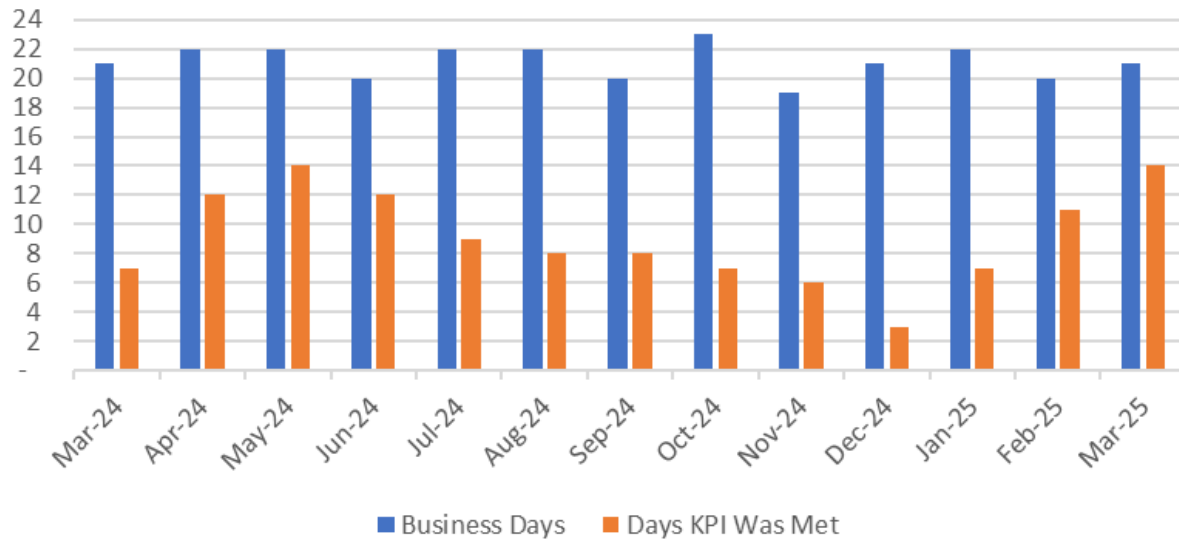
**Customer Service Center  
Number of Monthly Calls**



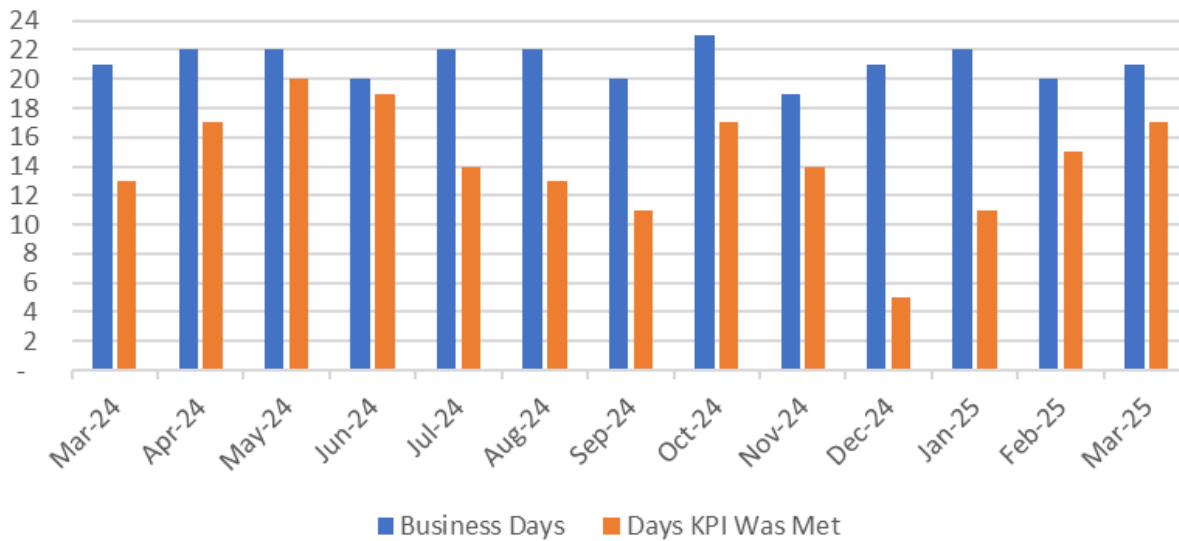
**Customer Satisfaction  
Monthly Scores (Out of 5)**



## Call Wait Times Answered Within 60 Seconds



## Abandon Rate



KPI = Key performance indicator



**Orange County Transportation Authority  
Riverside County Transportation Commission**



Status Report  
March 2025

As of March 31, 2025

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# OPERATIONS OVERVIEW OCTA

The total traffic volume on the 91 Express Lanes (91 EL) for March 2025 was 1,884,597. This represents a daily average of 60,793 vehicles. This is a 3.5 percent increase in total traffic volume from the same period last year, which totaled 1,820,745. Potential toll revenue for March was \$5,918,773, which represents an increase of 2.9 percent from the prior year's total of \$5,752,800. The carpool percentage for March was 25.8 percent as compared to the previous year's rate of 25 percent.

Month-to-date (MTD) traffic and revenue data is summarized in the table below. The following trip and revenue statistics table represents all trips taken on the Orange County Transportation Authority (OCTA) 91 EL and associated potential revenue for the month of March 2025.

## Current MTD as of March 31, 2025

	MAR-25 MTD Actual	MAR-24 MTD Actual	Yr-to-Yr % Variance
<b>Trips</b>			
Full Toll Lanes	1,397,776	1,364,664	2.4%
3+ Lanes	486,821	456,081	6.7%
Total Gross Trips	1,884,597	1,820,745	3.5%
<b>Revenue</b>			
Full Toll Lanes	\$5,843,206	\$5,682,888	2.8%
3+ Lanes	\$75,567	\$69,912	8.1%
Total Gross Revenue	\$5,918,773	\$5,752,800	2.9%
<b>Average Revenue per Trip</b>			
Average Full Toll Lanes	\$4.18	\$4.16	0.5%
Average 3+ Lanes	\$0.16	\$0.15	6.7%
Average Gross Revenue	\$3.14	\$3.16	(0.6%)

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The 2025 fiscal year-to-date (YTD) traffic volume increased by 4.7 percent, and potential toll revenue increased by 5.4 percent when compared with the same period the prior year. YTD average revenue per trip is \$3.19.

Fiscal YTD traffic and revenue data are summarized in the table below. The following trip and revenue statistics table represents all trips taken on the OCTA 91 EL and associated potential revenue for the months of July 2024 through March 2025.

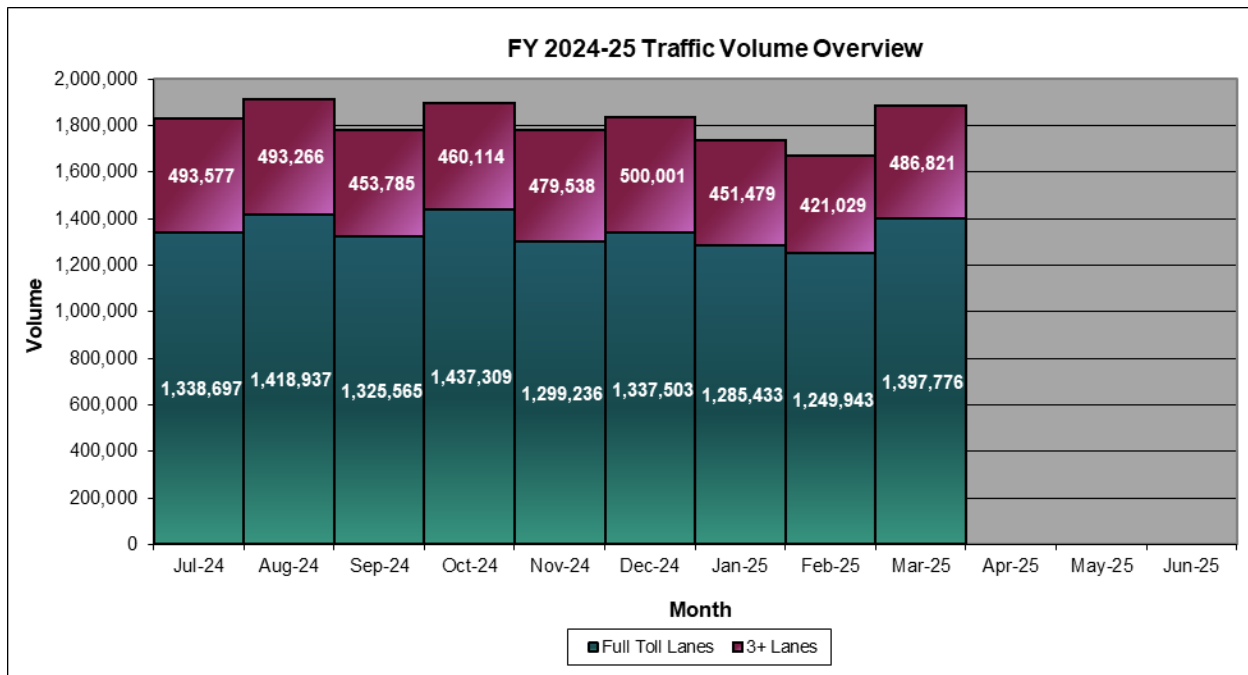
**Fiscal Year (FY) 2024-25 YTD as of March 31, 2025**

	<b>FY 2024-25 YTD Actual (7/2024-3/2025)</b>	<b>FY 2023-24 YTD Actual (7/2023-3/2024)</b>	<b>Yr-to-Yr % Variance</b>
<b>Trips</b>			
Full Toll Lanes	12,090,399	11,693,980	3.4%
3+ Lanes	4,239,610	3,899,859	8.7%
Total Gross Trips	16,330,009	15,593,839	4.7%
<b>Revenue</b>			
Full Toll Lanes	\$51,419,795	\$48,828,765	5.3%
3+ Lanes	\$707,787	\$612,061	15.6%
Total Gross Revenue	\$52,127,582	\$49,440,826	5.4%
<b>Average Revenue per Trip</b>			
Average Full Toll Lanes	\$4.25	\$4.18	1.7%
Average 3+ Lanes	\$0.17	\$0.16	6.3%
Average Gross Revenue	\$3.19	\$3.17	0.6%

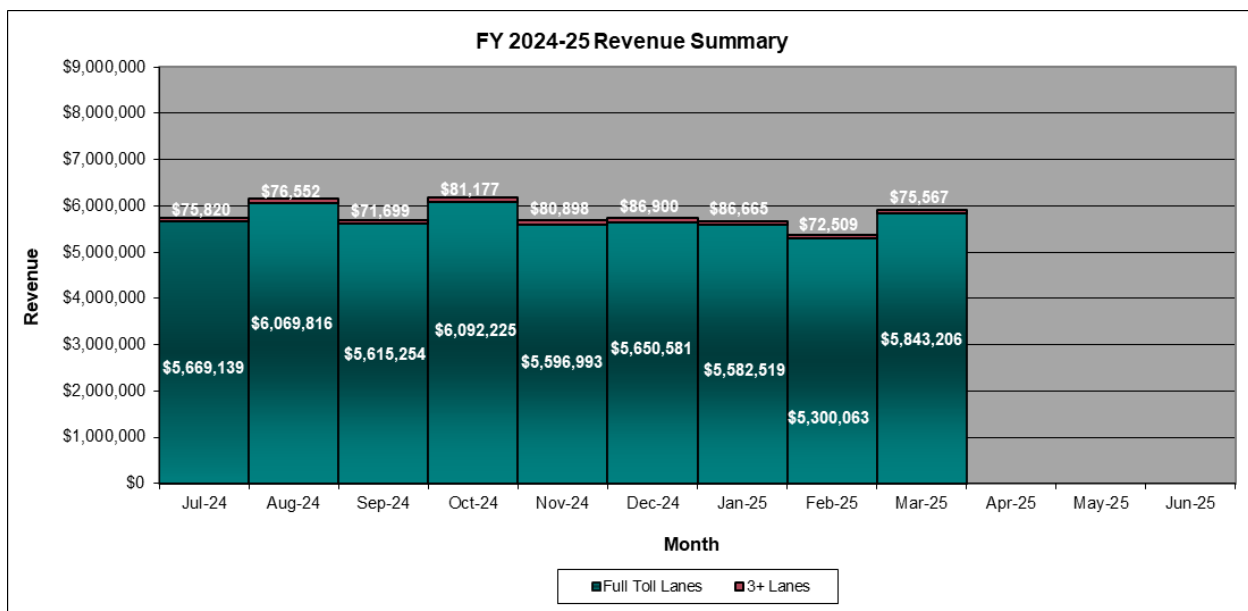


## OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2024-25 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2024-25 on a monthly basis.



## OCTA PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound and westbound directions reached or exceeded 90 percent of the defined capacity 19 times during the month of March 2025. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 92 percent of defined capacity. This is closely monitored since toll adjustments are made based upon capacity percentages per the OCTA Toll Policy for the 91 EL. If capacity is 92 percent on a consistent basis (over six times during the prior 12 weeks), then an adjustment will be made to toll rates for that particular hour and day.

## OCTA EASTBOUND PEAK-HOUR VOLUMES

PM Time	Monday 03/03/25				Tuesday 03/04/25				Wednesday 03/05/25				Thursday 03/06/25				Friday 03/07/25			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.75	509	3,130	92%	\$5.75	513	3,025	89%	\$5.75	433	2,661	78%	\$8.45	493	2,972	87%	\$9.10	500	2,923	86%
1500 - 1600	\$6.15	594	2,974	87%	\$6.10	481	2,892	85%	\$8.15	540	2,595	76%	\$8.15	518	2,644	78%	\$8.65	617	2,938	86%
1600 - 1700	\$5.40	481	2,781	82%	\$4.90	500	2,855	84%	\$7.10	583	2,782	82%	\$7.60	536	2,720	80%	\$6.65	590	2,925	86%
1700 - 1800	\$5.25	563	2,780	82%	\$5.20	557	2,793	82%	\$5.85	602	2,782	82%	\$7.30	607	2,622	77%	\$7.35	634	2,860	84%
1800 - 1900	\$6.15	703	2,861	84%	\$4.40	708	2,811	83%	\$4.40	674	2,736	80%	\$4.25	651	2,702	79%	\$7.35	745	2,759	81%
1900 - 2000	\$4.25	684	2,398	71%	\$4.25	771	2,953	87%	\$4.25	696	2,669	79%	\$6.30	739	2,578	76%	\$6.85	876	2,867	84%

PM Time	Monday 03/10/25				Tuesday 03/11/25				Wednesday 03/12/25				Thursday 03/13/25				Friday 03/14/25			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.75	462	2,773	82%	\$5.75	464	2,833	83%	\$5.75	508	2,938	86%	\$8.45	518	2,987	88%	\$9.10	529	2,660	78%
1500 - 1600	\$6.15	520	2,939	86%	\$6.10	498	2,661	78%	\$8.15	550	2,981	88%	\$8.15	581	3,114	92%	\$8.65	540	2,611	77%
1600 - 1700	\$5.40	531	2,865	84%	\$4.90	496	2,685	79%	\$7.10	569	3,061	90%	\$7.60	510	2,940	86%	\$6.65	571	2,546	75%
1700 - 1800	\$5.25	592	2,908	86%	\$5.20	545	2,838	83%	\$5.85	603	3,021	89%	\$7.30	653	2,917	86%	\$7.35	611	2,741	81%
1800 - 1900	\$6.15	751	2,994	88%	\$4.40	670	3,016	89%	\$4.40	688	2,807	83%	\$4.25	567	2,398	71%	\$7.35	703	2,688	79%
1900 - 2000	\$4.25	583	1,962	58%	\$4.25	471	1,715	50%	\$4.25	505	1,831	54%	\$6.30	457	1,711	50%	\$6.85	766	2,609	77%

PM Time	Monday 03/17/25				Tuesday 03/18/25				Wednesday 03/19/25				Thursday 03/20/25				Friday 03/21/25			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.75	472	2,950	87%	\$5.75	463	2,980	88%	\$5.75	481	2,941	87%	\$8.45	463	2,905	85%	\$9.10	531	2,924	86%
1500 - 1600	\$6.15	505	2,908	86%	\$6.10	537	2,935	86%	\$8.15	524	2,932	86%	\$8.15	530	2,816	83%	\$8.65	624	2,726	80%
1600 - 1700	\$5.40	525	2,827	83%	\$4.90	512	2,929	86%	\$7.10	561	2,840	84%	\$7.60	530	2,854	84%	\$6.65	578	2,846	84%
1700 - 1800	\$5.25	543	2,648	78%	\$5.20	554	2,869	84%	\$5.85	540	2,929	86%	\$7.30	402	1,419	42%	\$7.35	621	2,854	84%
1800 - 1900	\$6.15	693	2,774	82%	\$4.40	624	2,882	85%	\$4.40	675	2,934	86%	\$4.25	585	3,120	92%	\$7.35	745	2,798	82%
1900 - 2000	\$4.25	702	2,593	76%	\$4.25	801	2,957	87%	\$4.25	725	2,827	83%	\$6.30	685	2,708	80%	\$6.85	848	2,780	82%

PM Time	Monday 03/24/25				Tuesday 03/25/25				Wednesday 03/26/25				Thursday 03/27/25				Friday 03/28/25			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.75	566	2,981	88%	\$5.75	543	2,991	88%	\$5.75	569	3,050	90%	\$8.45	379	1,780	52%	\$9.10	650	2,926	86%
1500 - 1600	\$6.15	606	3,015	89%	\$6.10	581	3,076	90%	\$8.15	583	3,039	89%	\$8.15	576	2,475	73%	\$8.65	632	2,898	85%
1600 - 1700	\$5.40	606	2,840	84%	\$4.90	557	2,803	82%	\$7.10	632	2,932	86%	\$7.60	624	3,052	90%	\$6.65	705	2,973	87%
1700 - 1800	\$5.25	578	2,770	81%	\$5.20	557	2,847	84%	\$5.85	628	2,891	85%	\$7.30	603	2,993	88%	\$7.35	739	3,038	89%
1800 - 1900	\$6.15	726	2,854	84%	\$4.40	699	2,906	85%	\$4.40	707	2,872	84%	\$4.25	725	2,898	85%	\$7.35	781	2,879	85%
1900 - 2000	\$4.25	767	2,599	76%	\$4.25	808	2,938	86%	\$4.25	781	2,806	83%	\$6.30	830	2,834	83%	\$6.85	870	2,772	82%

PM Time	Monday 03/31/25				Tuesday 04/01/25				Wednesday 04/02/25				Thursday 04/03/25				Friday 04/04/25			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.75	570	2,986	88%																
1500 - 1600	\$6.15	611	3,085	91%																
1600 - 1700	\$5.40	625	3,164	93%																
1700 - 1800	\$5.25	677	3,048	90%																
1800 - 1900	\$6.15	584	2,203	65%																
1900 - 2000	\$4.25	564	1,778	52%																

## OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 03/03/25				Tuesday 03/04/25				Wednesday 03/05/25				Thursday 03/06/25				Friday 03/07/25			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.45	576	1,566	46%	\$3.45	601	1,590	47%	\$3.45	578	1,550	46%	\$3.45	559	1,446	43%	\$3.45	477	1,254	37%
0500 - 0600	\$5.55	876	3,040	89%	\$5.55	978	3,092	91%	\$5.55	956	3,081	91%	\$5.55	962	2,988	88%	\$5.30	852	2,764	81%
0600 - 0700	\$5.75	612	2,835	83%	\$5.75	763	3,013	89%	\$5.75	789	3,097	91%	\$5.75	789	2,847	84%	\$5.55	663	2,704	80%
0700 - 0800	\$6.35	622	2,622	77%	\$6.35	704	3,065	90%	\$6.35	643	2,821	83%	\$6.35	560	2,464	72%	\$6.15	620	2,393	70%
0800 - 0900	\$5.75	483	2,872	84%	\$5.75	418	2,771	82%	\$5.75	314	2,404	71%	\$5.75	297	2,216	65%	\$5.55	354	2,167	64%
0900 - 1000	\$4.65	500	2,990	88%	\$4.65	393	2,739	81%	\$4.65	280	2,267	67%	\$4.65	347	2,282	67%	\$4.65	386	2,356	69%

AM Time	Monday 03/10/25				Tuesday 03/11/25				Wednesday 03/12/25				Thursday 03/13/25				Friday 03/14/25			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.45	577	1,496	44%	\$3.45	563	1,453	43%	\$3.45	511	1,426	42%	\$3.45	499	1,359	40%	\$3.45	423	1,198	35%
0500 - 0600	\$5.55	917	2,950	87%	\$5.55	929	2,960	87%	\$5.55	970	3,124	92%	\$5.55	894	2,581	76%	\$5.30	701	2,396	70%
0600 - 0700	\$5.75	793	2,877	85%	\$5.75	752	2,664	78%	\$5.75	754	2,803	82%	\$5.75	760	2,626	77%	\$5.55	588	2,125	63%
0700 - 0800	\$6.35	652	2,771	82%	\$6.35	613	2,555	75%	\$6.35	620	2,635	78%	\$6.35	678	2,680	79%	\$6.15	544	2,024	60%
0800 - 0900	\$5.75	398	2,599	76%	\$5.75	359	2,536	75%	\$5.75	361	2,482	73%	\$5.75	343	2,526	74%	\$5.55	309	2,099	62%
0900 - 1000	\$4.65	348	2,300	68%	\$4.65	313	2,287	67%	\$4.65	328	2,270	67%	\$4.65	351	2,118	62%	\$4.65	290	2,094	62%

AM Time	Monday 03/17/25				Tuesday 03/18/25				Wednesday 03/19/25				Thursday 03/20/25				Friday 03/21/25			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.45	538	1,515	45%	\$3.45	578	1,565	46%	\$3.45	583	1,505	44%	\$3.45	543	1,492	44%	\$3.45	498	1,292	38%
0500 - 0600	\$5.55	943	2,952	87%	\$5.55	984	3,138	92%	\$5.55	985	3,074	90%	\$5.55	950	3,041	89%	\$5.30	875	2,731	80%
0600 - 0700	\$5.75	694	2,738	81%	\$5.75	814	3,016	89%	\$5.75	773	2,967	87%	\$5.75	790	2,626	77%	\$5.55	726	2,713	80%
0700 - 0800	\$6.35	662	2,918	86%	\$6.35	682	2,733	80%	\$6.35	674	2,887	85%	\$6.35	776	2,893	85%	\$6.15	571	2,431	72%
0800 - 0900	\$5.75	429	2,648	78%	\$5.75	412	2,680	79%	\$5.75	412	2,781	82%	\$5.75	440	2,700	79%	\$5.55	351	2,110	62%
0900 - 1000	\$4.65	370	2,279	67%	\$4.65	413	2,815	83%	\$4.65	399	2,550	75%	\$4.65	412	2,482	73%	\$4.65	381	2,173	64%

AM Time	Monday 03/24/25				Tuesday 03/25/25				Wednesday 03/26/25				Thursday 03/27/25				Friday 03/28/25			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.45	555	1,538	45%	\$3.45	556	1,451	43%	\$3.45	553	1,572	46%	\$3.45	585	1,546	45%	\$3.45	503	1,290	38%
0500 - 0600	\$5.55	988	3,054	90%	\$5.55	979	3,103	91%	\$5.55	979	2,970	87%	\$5.55	917	3,019	89%	\$5.30	888	2,816	83%
0600 - 0700	\$5.75	819	2,836	83%	\$5.75	831	2,955	87%	\$5.75	799	2,765	81%	\$5.75	831	2,980	88%	\$5.55	732	2,599	76%
0700 - 0800	\$6.35	702	2,871	84%	\$6.35	703	2,882	85%	\$6.35	724	2,772	82%	\$6.35	666	2,849	84%	\$6.15	650	2,535	75%
0800 - 0900	\$5.75	464	2,679	79%	\$5.75	495	2,845	84%	\$5.75	549	2,835	83%	\$5.75	504	2,692	79%	\$5.55	445	2,242	66%
0900 - 1000	\$4.65	532	2,609	77%	\$4.65	538	2,951	87%	\$4.65	581	2,819	83%	\$4.65	484	2,596	76%	\$4.65	525	2,359	69%

AM Time	Monday 03/31/25				Tuesday 04/01/25				Wednesday 04/02/25				Thursday 04/03/25				Friday 04/04/25			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.45	557	1,505	44%																
0500 - 0600	\$5.55	893	2,904	85%																
0600 - 0700	\$5.75	715	2,594	76%																
0700 - 0800	\$6.35	625	2,617	77%																
0800 - 0900	\$5.75	408	2,382	70%																
0900 - 1000	\$4.65	426	2,058	61%																

### **Back Office System (BOS) and Customer Service Center (CSC) Update**

Joint updates from OCTA and Riverside County Transportation Commission (RCTC) are on page 16.

### **On-Road Operations**

OCTA Freeway Service Patrol responded to 100 calls during the month of March. Of those calls, five were to remove debris, 30 were to assist disabled vehicles, 32 were to tow vehicles, and 33 were to aid motorists in the 91 EL.

# FINANCIAL HIGHLIGHTS OCTA

## 91 Express Lanes Operating Statement

Description	YTD as of: <b>3/31/2025</b>		YTD Variance	
	Actual <sup>(1)</sup>	Budget <sup>(1)</sup>	Dollar \$	Percent (%)
<b>Operating revenues:</b>				
Toll Revenue	\$ 45,736,893	\$ 40,129,380	\$ 5,607,513	14.0
Fee Revenue	\$ 8,668,325	\$ 3,526,947	\$ 5,141,378	145.8
<b>Total operating revenues</b>	<b>\$ 54,405,218</b>	<b>\$ 43,656,327</b>	<b>\$ 10,748,891</b>	<b>24.6</b>
<b>Operating expenses:</b>				
Contracted Services	\$ 4,844,021	\$ 5,866,371	\$ 1,022,350	17.4
Administrative Fee	\$ 2,763,891	\$ 3,122,082	\$ 358,191	11.5
Other Professional Services	\$ 994,533	\$ 1,689,051	\$ 694,518	41.1
Credit Card Processing Fees	\$ 988,313	\$ 1,012,500	\$ 24,187	2.4
Toll Road Account Servicing	\$ 248,062	\$ 180,000	\$ (68,062)	(37.8)
Other Insurance Expense	\$ 189,772	\$ 674,790	\$ 485,018	71.9
Toll Road Maintenance Supply Repairs	\$ 294,737	\$ 952,506	\$ 657,769	69.1
Patrol Services	\$ 877,469	\$ 843,750	\$ (33,719)	(4.0)
Building Equipment Repairs and Maint	\$ 454,412	\$ 777,411	\$ 322,999	41.5
6C Transponders	\$ -	\$ 225,000	\$ 225,000	100.0
Other Services	\$ -	\$ 37,503	\$ 37,503	100.0
Utilities	\$ 73,814	\$ 106,308	\$ 32,494	30.6
Office Expense	\$ 45,876	\$ 127,500	\$ 81,624	64.0
Bad Debt Expense	\$ 47,511	\$ -	\$ (47,511)	N/A
Miscellaneous <sup>(2)</sup>	\$ 43,014	\$ 129,027	\$ 86,013	66.7
Leases	\$ 441,924	\$ 412,497	\$ (29,427)	(7.1)
<b>Total operating expenses</b>	<b>\$ 12,307,349</b>	<b>\$ 16,156,296</b>	<b>\$ 3,848,947</b>	<b>23.8</b>
Depreciation and Amortization <sup>(3)</sup>	\$ 3,431,299	\$ -	\$ (3,431,299)	N/A
<b>Operating income (loss)</b>	<b>\$ 38,666,570</b>	<b>\$ 27,500,031</b>	<b>\$ 11,166,539</b>	<b>40.6</b>
<b>Nonoperating revenues (expenses):</b>				
Reimbursement from Other Agencies	\$ 741,640	\$ 419,166	\$ 322,474	76.9
Interest Income	\$ 9,997,386	\$ 5,729,670	\$ 4,267,716	74.5
Interest Expense	\$ (1,151,120)	\$ (2,231,750)	\$ 1,080,630	48.4
Other	\$ (3,005)	\$ -	\$ (3,005)	N/A
<b>Total nonoperating revenues (expenses)</b>	<b>\$ 9,584,901</b>	<b>\$ 3,917,086</b>	<b>\$ 5,667,815</b>	<b>(144.7)</b>
Transfers In	\$ -	\$ -	\$ -	N/A
Transfers Out <sup>(4)</sup>	\$ (3,762,579)	\$ (2,351,250)	\$ (1,411,329)	(60.0)
<b>Net income (loss)</b>	<b>\$ 44,488,891</b>	<b>\$ 29,065,867</b>	<b>\$ 15,423,024</b>	<b>53.1</b>

<sup>1</sup>Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

<sup>2</sup>Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials, Subscriptions, conference, and travel

<sup>3</sup>Depreciation and amortization are not budgeted items.

<sup>4</sup>Transfers Out: For M2 Project I and Project J expense reimbursements.

# OPERATIONS OVERVIEW RCTC

## TRAFFIC AND REVENUE STATISTICS FOR RCTC

The total traffic volume on the 91 EL for March 2025 was 1,809,655. This represents a daily average of 58,376 vehicles. This is a 6.1 percent increase in gross trips from the same period last year, which totaled 1,705,717. Potential toll revenue for March was \$8,529,583, which represents an increase of 3.8 percent from the prior year's total of \$8,215,359. The carpool percentage for March was 24.4 percent as compared to the previous year's rate of 23.7 percent.

MTD traffic and revenue data is summarized in the table below. The following trip and revenue statistics table represents all trips taken on the RCTC 91 EL, which includes the Express Lanes Connectors and associated potential revenue for the month of March 2025.

### Current MTD as of March 31, 2025

Trips	MAR-25 MTD Actual	Stantec MTD Projected	# Variance	% Variance	MAR-24 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	1,368,077	987,857	380,220	38.5%	1,300,747	5.2%
3+ Lanes	441,578	385,286	56,292	14.6%	404,970	9.0%
Total Gross Trips	1,809,655	1,373,143	436,512	31.8%	1,705,717	6.1%
<b>Revenue</b>						
Full Toll Lanes	\$8,436,966	\$5,036,714	\$3,400,251	67.5%	\$8,147,163	3.6%
3+ Lanes	\$92,617	\$0	\$92,617		\$68,197	35.8%
Total Gross Revenue	\$8,529,583	\$5,036,714	\$3,492,869	69.3%	\$8,215,359	3.8%
<b>Average Revenue per Trip</b>						
Average Full Toll Lanes	\$6.17	\$5.10	\$1.07	20.9%	\$6.26	(1.5%)
Average 3+ Lanes	\$0.21	\$0.00	\$0.21		\$0.17	23.5%
Average Gross Revenue	\$4.71	\$3.67	\$1.04	28.3%	\$4.82	(2.3%)

The 2025 fiscal YTD traffic volume increased by 12.7 percent, and potential toll revenue increased by 19.5 percent when compared with the same period the prior year. YTD average revenue per trip is \$5.01.

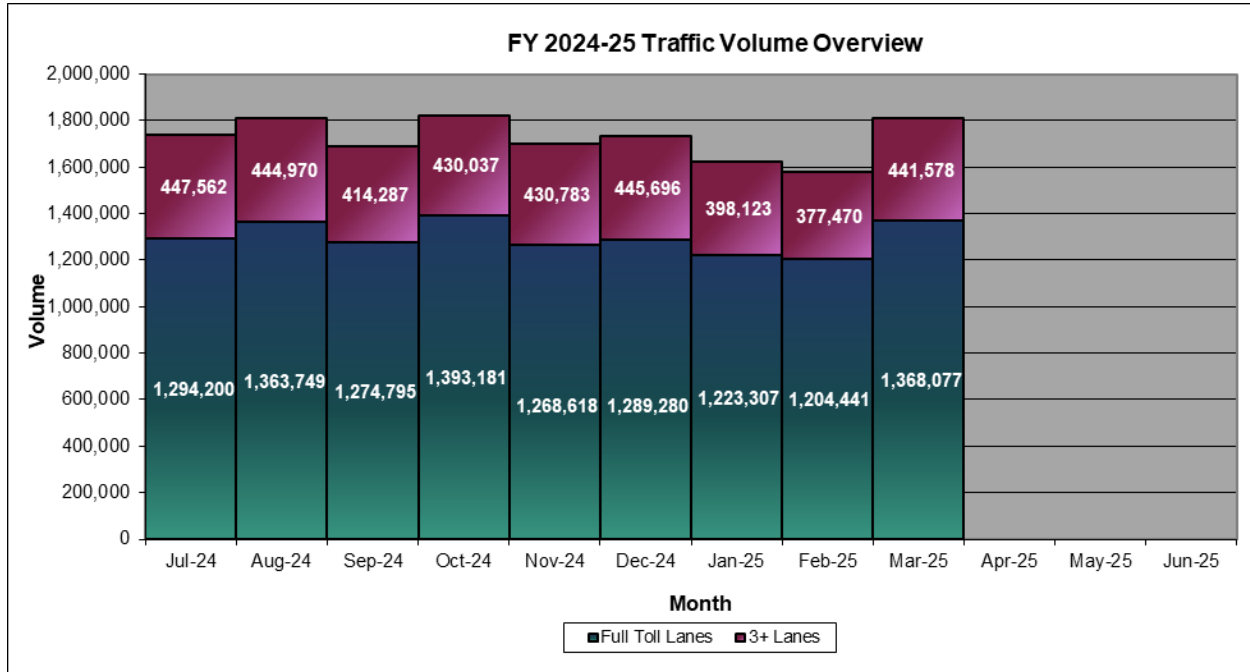
Fiscal YTD traffic and revenue data are summarized in the table below. The following trip and revenue statistics table represents all trips taken on the RCTC 91 EL and associated potential revenue for the months of July 2024 through March 2025.

**FY 2024-25 YTD as of March 31, 2025**

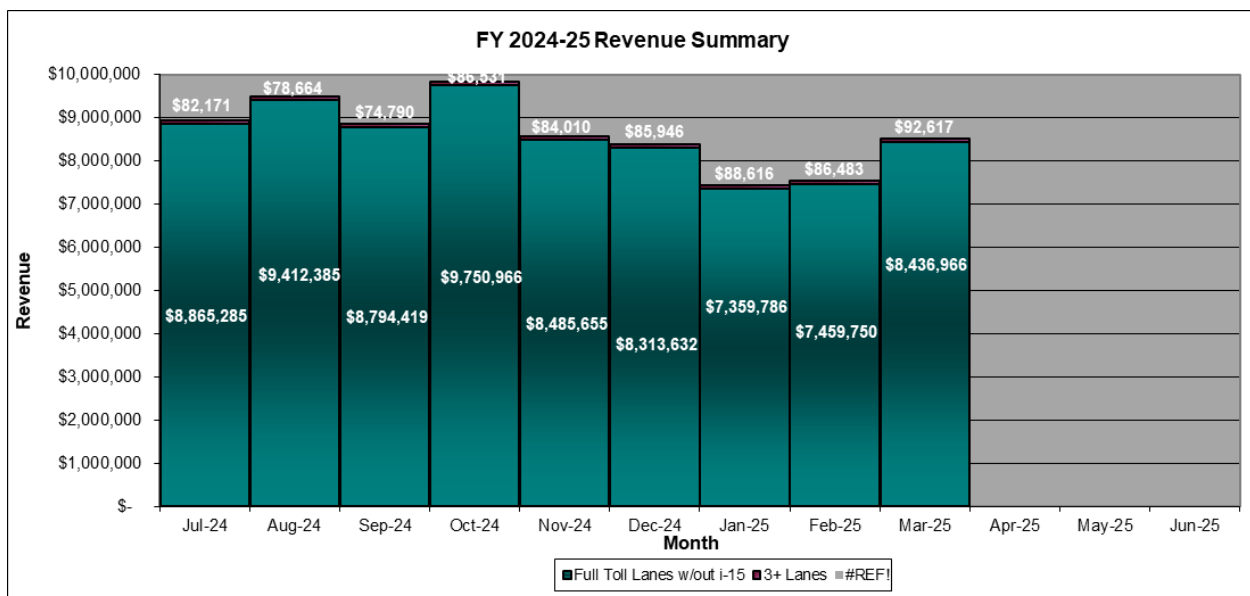
<b>Trips</b>	<b>FY 2024-25 YTD Actual (7/2024-3/2025)</b>	<b>Stantec YTD Projected</b>	<b># Variance</b>	<b>% Variance</b>	<b>FY 2023-24 YTD Actual (7/2023-3/2024)</b>	<b>Yr-to-Yr % Variance</b>
Full Toll Lanes	11,679,648	8,300,286	3,379,362	40.7%	10,440,476	11.9%
3+ Lanes	3,830,506	3,193,286	637,220	20.0%	3,326,177	15.2%
Total Gross Trips	15,510,154	11,493,571	4,016,583	34.9%	13,766,653	12.7%
<b>Revenue</b>						
Full Toll Lanes	\$76,878,844	\$40,456,429	\$36,422,415	90.0%	\$64,396,716	19.4%
3+ Lanes	\$759,827	\$0	\$759,827		\$585,830	29.7%
Total Gross Revenue	\$77,638,671	\$40,456,429	\$37,182,243	91.9%	\$64,982,546	19.5%
<b>Average Revenue per Trip</b>						
Average Full Toll Lanes	\$6.58	\$4.87	\$1.71	35.1%	\$6.17	6.6%
Average 3+ Lanes	\$0.20	\$0.00	\$0.20		\$0.18	11.1%
Average Gross Revenue	\$5.01	\$3.52	\$1.49	42.3%	\$4.72	6.1%

## RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2024-25 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2024-25 on a monthly basis.





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## RCTC OPERATIONAL HIGHLIGHTS

### **On-Road Operations**

RCTC Freeway Service Patrol responded to 150 calls during the month of March. Of those calls, 86 were to assist disabled vehicles, 30 calls to remove debris, and 34 were in response to accidents that affected the 91 EL.

# FINANCIAL HIGHLIGHTS RCTC

## RCTC 91 Express Lanes Operating Statement

Description	YTD as of : <b>3/31/2025</b>		YTD Variance	
	Actual <sup>1</sup>	Budget	Dollar \$	Percent (%)
<b>Operating revenues:</b>				
Toll Revenue	\$ 68,044,190.73	\$ 54,942,000.00	\$ 13,102,190.73	23.8
Fee Revenue	8,575,448.47	5,578,500.00	2,996,948.47	53.7
<b>Total operating revenues</b>	<b>76,619,639.20</b>	<b>60,520,500.00</b>	<b>16,099,139.20</b>	<b>26.6</b>
<b>Operating expenses:</b>				
Salaries and Benefits	780,774.78	955,200.00	174,425.22	18.3
Legal Services	21,673.90	67,500.00	45,826.10	67.9
Advisory Services	68,273.59	61,500.00	(6,773.59)	(11.0)
Audit and Accounting Fees	32,403.00	29,250.00	(3,153.00)	(10.8)
Service Fees	8,954.87	15,750.00	6,795.13	43.1
Other Professional Services	727,761.01	738,675.00	10,913.99	1.5
Lease Expense	235,658.59	265,350.00	29,691.41	11.2
Operations	3,598,951.74	4,135,500.00	536,548.26	13.0
Utilities	69,510.00	85,200.00	15,690.00	18.4
Supplies and Materials	737.29	3,750.00	3,012.71	80.3
Membership and Subscription Fees	18,775.50	30,750.00	11,974.50	38.9
Office Equipment & Furniture (Non-Capital)	531.69	56,250.00	55,718.31	99.1
Maintenance/Repairs	431,260.43	363,600.00	(67,660.43)	(18.6)
Training Seminars and Conferences	1,950.00	6,000.00	4,050.00	67.5
Transportation Expenses	4,529.36	6,750.00	2,220.64	32.9
Lodging	2,447.37	4,125.00	1,677.63	40.7
Meals	616.56	2,625.00	2,008.44	76.5
Other Staff Expenses	326.99	375.00	48.01	12.8
Advertising	-	75,000.00	75,000.00	100.0
Program Management	38,962.29	50,250.00	11,287.71	22.5
Program Operations	6,074,395.53	7,414,800.00	1,340,404.47	18.1
Litigation Settlement	-	3,750.00	3,750.00	100.0
Furniture & Equipment	141,227.79	249,000.00	107,772.21	43.3
Improvements	1,534.35	1,500.00	(34.35)	(2.3)
Bad Debt Expense	39,593.07	93,750.00	54,156.93	57.8
<b>Total operating expenses</b>	<b>12,300,849.70</b>	<b>14,716,200.00</b>	<b>2,415,350.30</b>	<b>16.4</b>
<b>Operating income (loss)</b>	<b>64,318,789.50</b>	<b>45,804,300.00</b>	<b>18,514,489.50</b>	<b>40.4</b>
<b>Nonoperating revenues (expenses):</b>				
Interest Revenue	2,563,305.64	2,549,700.00	13,605.64	(0.5)
Other Miscellaneous Revenue	1,895,667.06	-	1,895,667.06	N/A
Principal Expense	-	(3,435,000.00)	3,435,000.00	(100.0)
Interest Expense	(16,665,968.82)	(16,650,750.00)	(15,218.82)	0.1
<b>Total nonoperating revenues (expenses)</b>	<b>(12,206,996.12)</b>	<b>(17,536,050.00)</b>	<b>5,329,053.88</b>	<b>30.4</b>
Transfers In	3,500,000.00	-	3,500,000.00	N/A
Transfers Out	(582,400.00)	(2,005,650.00)	1,423,250.00	(71.0)
<b>Net income (loss)</b>	<b>\$ 55,029,393.38</b>	<b>\$ 26,262,600.00</b>	<b>\$ 28,766,793.38</b>	<b>109.5</b>

<sup>1</sup> Unaudited

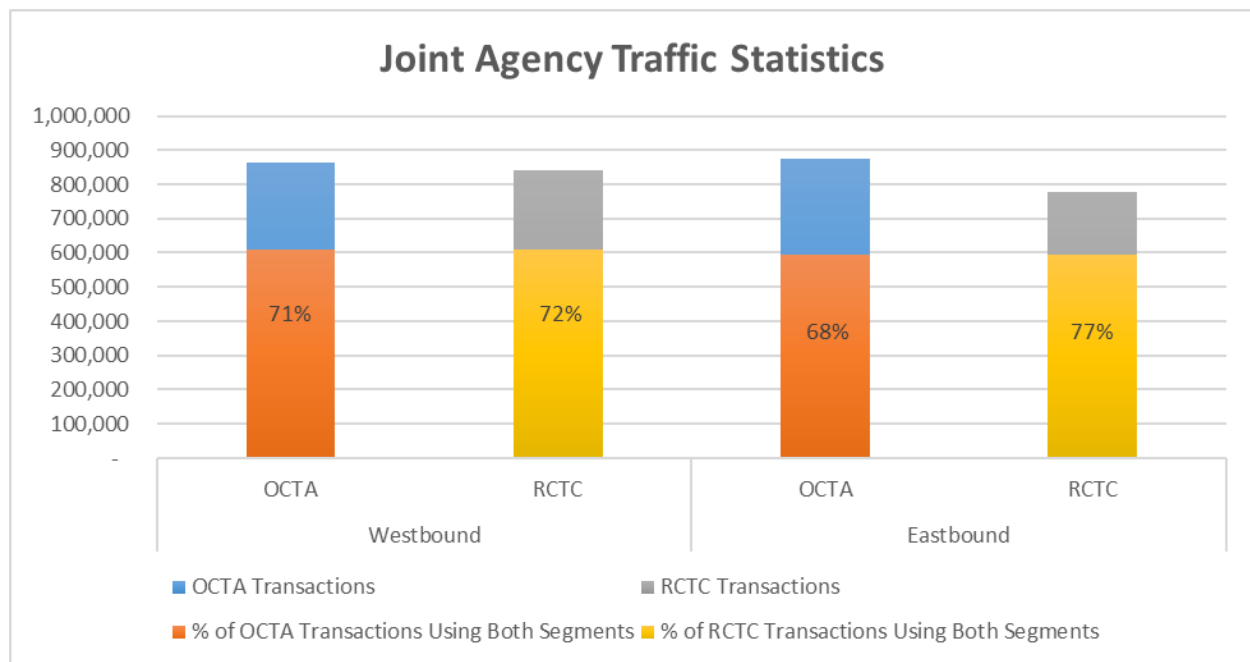
## JOINT AGENCY TRIP AND REVENUE STATISTICS

### MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING March 31, 2025

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
<b>Westbound</b>				
OCTA	945,859	677,607	72%	\$2,717,621
RCTC	942,263	677,607	72%	\$4,585,813
<b>Eastbound</b>				
OCTA	938,738	644,107	69%	\$3,201,152
RCTC	867,392	644,107	74%	\$3,943,770

## JOINT AGENCY TRAFFIC STATISTICS



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## **JOINT AGENCY BACK OFFICE SYSTEM (BOS) AND CUSTOMER SERVICE CENTER (CSC) UPDATE**

OCTA and the RCTC staff have continued to monitor the performance of the BOS developed by Cofiroute USA, LLC (CUSA) and the performance in the CSC. In March, the BOS experienced connectivity issues that led to minor service interruptions affecting customers' calls into the call center, the OCTA store, and the DMV connection. Throughout the month, staff monitored the BOS for any issues and errors that could impact Operational Acceptance Testing (OAT). Per the contract, the BOS must operate without any issues for 60 consecutive days to pass OAT. OAT was concluded in March. However, staff are currently reviewing the connectivity issues that have been experienced to determine the next steps.

In the CSC, CUSA failed to meet the Key Performance Indicators (KPIs) for average speed of answer (KPI 5) and abandon rate (KPI 6). CUSA met KPI 5 – 14 times and KPI 6 - 17 times out of the 21 business days. Additionally, CUSA experienced delays in meeting the KPI for timeliness of customer case resolution – (KPI 12). To address this, staff will review KPIs and ensure all customer issues are resolved in a timely manner. Moving forward, staff will continue to monitor the BOS and CSC performance. Staff will provide regular operational updates and address any ongoing failures.

As part of ongoing monitoring, KPI liquidated damages are assessed in accordance with the contract requirements. For the 2025 fiscal YTD, OCTA and RCTC identified performance issues with the BOS and CSC, resulting in estimated liquidated damages totaling \$529,858. Of this amount, \$286,915 is attributed to BOS performance failures, and \$242,943 is attributed to the CSC performance failures. These liquidated damages have been reviewed with CUSA and will be deducted from the corresponding monthly invoice or waived based on staff evaluation of its impact. Staff will continue to monitor BOS and CSC performance and report ongoing KPI liquidated damages that are assessed.

## JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	PERFORMANCE STANDARD	MARCH 2024 PERFORMANCE
<b>Customer Service</b>		
Service Level /Speed of Answer	Per business day, in which 80% of calls are answered within 60 seconds	14 of 21 days met (Monthly compliance 67%)
Abandon Rate Percentage	Per business day, in which less than 4% of calls are abandoned	17 of 21 days met (Monthly compliance 81%)
Customer Satisfaction Score	Per month, in which the customer satisfaction score does not achieve an average of 4.5 at minimum	Monthly Average 4.86
First Contact Resolution	Per business day, in which 85% of customer calls are resolved on the first contact	21 of 21 days met (Monthly compliance 100%)
Timeliness of Case Resolution	Per business day, in which 90% of cases are resolved within one (1) business day	19 of 21 days met (Monthly compliance 100%)
	Per business day, in which 98% of cases are resolved within five (5) business days	21 of 21 days met (Monthly compliance 95%)
<b>Mail Performance</b>		
Processing of Transponder Requests	Per business day, in which 100% of transponder requests are processed within two (2) business days	21 of 21 days met (Monthly compliance 100%)
Payment Processing	Per business day, in which 100% of payments are processed within two (2) business days	21 of 21 days met (Monthly compliance 100%)
<b>Accounting</b>		
Customer Refunds Processed	Per business day, in which 100% of all refunds are complete and accurately issued within five (5) business days	21 of 21 days met (Monthly compliance 100%)

Each performance measure is assigned a non-compliance point value. Failure to meet the performance measure will result in the associated non-compliance points being applied to the monthly performance scorecard. If the accumulated non-compliance points reach a specified threshold, the customer service invoice for the month will be adjusted by the corresponding penalty percentage.

The Key Performance Indicator for Service Level/Speed of Answer was not met due to an increase in calls because of phishing scam texts and the timing of customer notifications. To address the phishing scam, ViaPlus has implemented several mitigation measures. These include adding IVR messaging to alert customers about scam activity, displaying prominent scam alerts on the 91 EL website, and including scam awareness information in customer statement attachments. Regarding customer notifications, ViaPlus is currently reviewing the communication schedule to determine a more optimal timing for message delivery. Additionally, to reduce the impact of high absenteeism on Mondays, ViaPlus has taken administrative action and introduced a new incentive program aimed at encouraging consistent attendance.

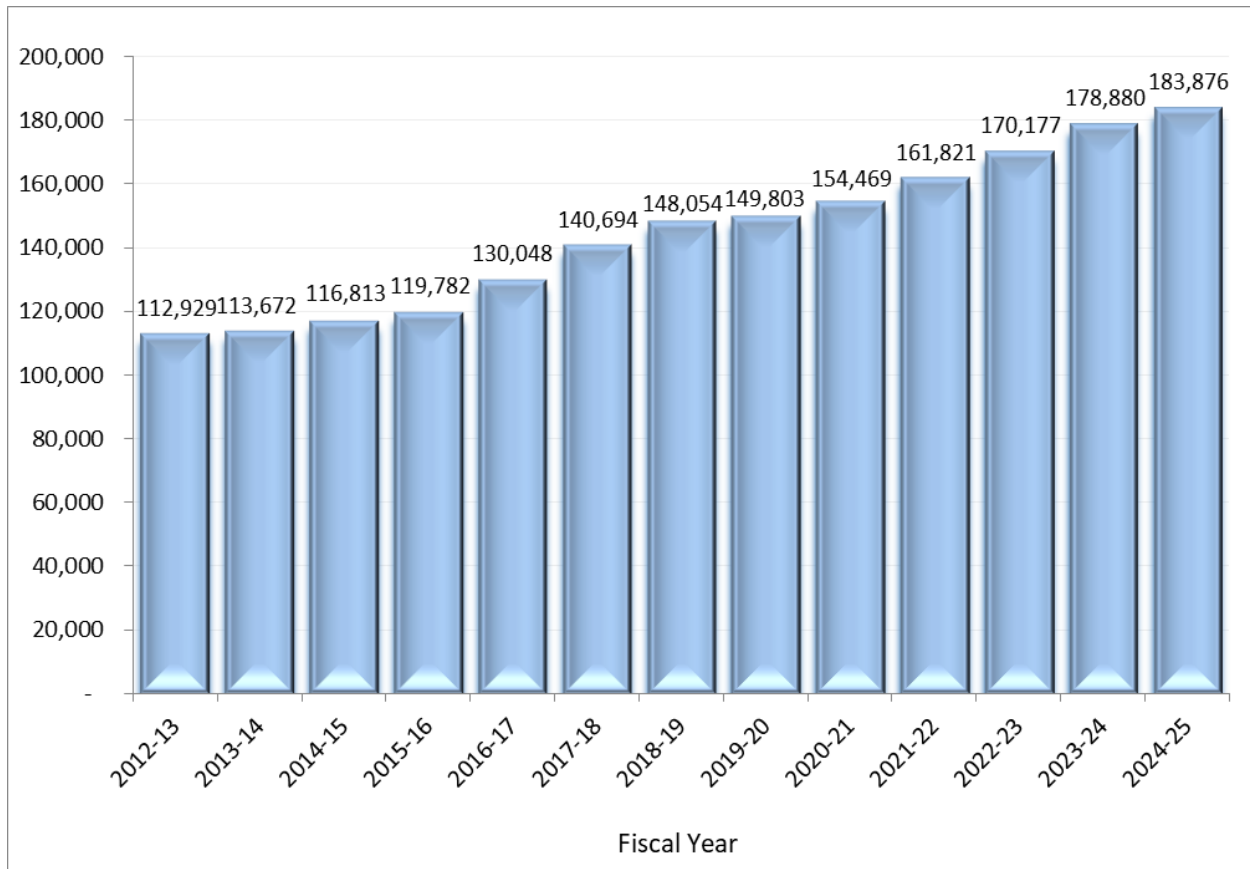
## JOINT AGENCY TRANSPONDER DISTRIBUTION

6C TRANSPONDER DISTRIBUTION	March-25		February-25		FY 2024-25	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	2,028	20%	1,554	17%	1,755	20%
Additional Tags to Existing Accounts	8,031	79%	7,659	83%	6,895	78%
Replacement Transponders	84	1%	60	1%	134	2%
<b>Total Issued</b>	<b>10,143</b>		<b>9,273</b>		<b>8,784</b>	

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At the end of March 2025, the 91 EL had 183,876 active customer accounts and 732,909 transponders classified as assigned.

**Number of Accounts by FY**  
**As of March 31, 2025**





**May 28, 2025**

**To:** Finance and Administration Committee   
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Amendment to the 91 Express Lanes Riverside County Transportation Commission / Orange County Transportation Authority Facility Agreement

### **Overview**

The 91 Express Lanes Riverside County Transportation Commission / Orange County Transportation Authority Facility Agreement prescribes the funding transfers between the two agencies for costs incurred for the rent and any shared operational expenses in relation to the 91 Express Lanes. An amendment is needed to account for the reimbursement of anticipated shared operating costs incurred by the Riverside County Transportation Commission for the period July 1, 2025, through June 30, 2026.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3828 between the Orange County Transportation Authority and the Riverside County Transportation Commission, in the amount of \$584,138, for the reimbursement of shared operational expenses through June 30, 2026.

### **Discussion**

To facilitate the exchange of funds between the Orange County Transportation Authority (OCTA) and the Riverside County Transportation Commission (RCTC), the joint operations of the 91 Express Lanes Facility Agreement (ROFA) was executed in November 2015. This agreement prescribes the funding transfers between the two agencies for costs incurred for the rent and any shared operational expenses for the 91 Express Lanes. As an example, RCTC contracts with a vendor for the procurement of transponders, which are to be provided to the 91 Express Lanes' accountholders. Under the ROFA arrangement, OCTA will reimburse RCTC for half of the purchase cost. Alternatively, OCTA is the

**Amendment to the 91 Express Lanes Riverside County  
Transportation Commission / Orange County  
Transportation Authority Facility Agreement**

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**Page 2**

lessee of the 91 Express Lanes administrative office in the City of Anaheim and RCTC will reimburse OCTA for half of the rent.

Under the terms of ROFA, both agencies are to annually establish a fiscal year that identifies the funding and payment of joint operating costs each year. Staff has identified the shared operational expenses and has assigned responsibility for the administration and payment of these expenses. An amendment to the ROFA is required in the amount of \$584,138 to reimburse joint operating costs incurred by RCTC through June 30, 2026.

Funding for Amendment No. 10 to Agreement No. C-5-3828 is included in OCTA's Proposed Fiscal Year 2025-26 Budget, 91 Express Lanes Account.

***Summary***

Staff recommends that the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3828 between Orange County Transportation Authority and the Riverside County Transportation Commission, in the amount of \$584,138, for the reimbursement of shared operational expenses through June 30, 2026.

***Attachments***

- A. Riverside County Transportation Commission – Orange County Transportation Authority Facility Agreement No. C-5-3828 Fact Sheet
- B. Draft Amendment No. 10 to 91 Express Lanes RCTC-OCTA Facility Agreement ("ROFA")

**Prepared by:**



Kirk Avila  
General Manager  
Express Lanes Programs  
(714) 560-5674



**Riverside County Transportation Commission –  
Orange County Transportation Authority Facility  
Agreement No. C-5-3828 Fact Sheet**

1. September 28, 2015, Agreement No. C-5-3828, \$515,793, approved by the Board of Directors (Board).
  - Authorized payment to the Riverside County Transportation Commission (RCTC) for reimbursement of tenant improvements for the 91 Express Lanes office located in the City of Anaheim.
  - Authorized Facility Agreement with RCTC pertaining to funding exchanges for rent, leasehold improvements, and any shared improvements implemented by the Orange County Transportation Authority and RCTC.
2. October 26, 2016, Amendment No. 1 to Agreement No. C-5-3828, \$0.00, approved by Contracts Administration and Materials Management.
  - Amendment set forth terms pertaining to the construction of tenant improvements to, and the payment of rent for, the Customer Service Center in conjunction with operation of the RCTC 91 Express Lanes.
3. March 27, 2017, Amendment No. 2 to Agreement No. C-5-3828, \$431,308, approved by the Board.
  - Amendment for the reimbursement of shared operational expenses for the 91 Express Lanes through June 30, 2018.
4. June 25, 2018, Amendment No. 3 to Agreement No. C-5-3828, \$2,078,750, approved by the Board.
  - Amendment for the reimbursement of shared operational expenses for the 91 Express Lanes through June 30, 2019.
5. May 24, 2019, Amendment No. 4 to Agreement No. C-5-3828, \$917,000, approved by the Board.
  - Amendment for the reimbursement of shared operational expenses for the 91 Express Lanes through June 30, 2020.
6. May 22, 2020, Amendment No. 5 to Agreement No. C-5-3828, \$1,130,500, approved by the Board.
  - Amendment for the reimbursement of shared operational expenses for the 91 Express Lanes through June 30, 2021.
7. April 28, 2021, Amendment No. 6 to Agreement No. C-5-3828, \$931,300, approved by the Board.

- Amendment for the reimbursement of shared operational expenses for the 91 Express Lanes through June 30, 2022.
8. May 23, 2022, Amendment No. 7 to Agreement No. C-5-3828, \$827,388, approved by the Board.
- Amendment for the reimbursement of shared operational expenses for the 91 Express Lanes through June 30, 2023.
9. June 12, 2023, Amendment No. 8 to Agreement No. C-5-3828, \$1,452,388, approved by the Board.
- Amendment for the reimbursement of shared operational expenses for the 91 Express Lanes through June 30, 2024.
10. May 28, 2024, Amendment No. 9 to Agreement No. C-5-3828, \$1,612,888, approved by the Board.
- Amendment for the reimbursement of shared operational expenses for the 91 Express Lanes through June 30, 2025.
11. June 9, 2025, Amendment No. 10 to Agreement No. C-5-3828, \$584,138, pending Board approval.
- Amendment for the reimbursement of shared operational expenses for the 91 Express Lanes through June 30, 2026.

Total committed to Agreement No. C-5-3828: \$10,481,453.

**AMENDMENT NO. 10  
TO 91 EXPRESS LANES  
RCTC- OCTA FACILITY AGREEMENT  
("ROFA")**

This Amendment No. 10 to 91 Express Lanes RCTC-OCTA Facility Agreement (Identified as RCTC Agreement No. 16-31-025-00 and OCTA Agreement No. C-5-3828) ("Amendment No. 10") is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2025, by and between the Riverside County Transportation Commission ("RCTC") and the Orange County Transportation Authority ("OCTA"). RCTC and OCTA are sometimes referred to herein individually as "Party," and collectively as the "Parties."

**Recitals**

A. The Parties previously entered into that certain Cooperative Agreement for State Route 91 Express Lanes and Corridor Improvements, dated December 16, 2011 ("Cooperative Agreement"), which, among other things, anticipated the sharing of certain joint operating costs incurred in conjunction with the coordinated operation of the OCTA 91 Express Lanes and the RCTC 91 Express Lanes.

B. The Parties previously entered into that certain RCTC-OCTA Facility Agreement ("ROFA"), dated November 4, 2015, for implementation of certain portions of the Cooperative Agreement pertaining to the lease, expansion, and joint use of the Toll Related Facilities. The ROFA sets forth the rights and obligations of the Parties related to the lease, expansion, and joint use of the Toll Operations Center, as that term is defined in the ROFA. Section 5 of the ROFA addresses the payment of rent and other costs for the Toll Operations Center. Section 8 of the ROFA provides that the terms for implementation of the Cooperative Agreement with respect to Third Party Vendor Agreements (as that term is defined in the ROFA) and payments will be addressed in an amendment to the ROFA to be entered into at such time as the Parties have sufficient information to negotiate such terms, as those terms are defined in the ROFA.

C. Pursuant to Section 8, the Parties previously entered into that Amendment No. 1 to the ROFA, dated October 26, 2016, which added Exhibit "B" entitled "ROFA Addendum for CSC Build-Out" to address the build-out of the Customer Service Center and CSC lease payments.

D. Pursuant to Section 8, the Parties previously entered into that Amendment No. 2 to the ROFA, dated April 11, 2017, which added Addendum 1 entitled "ROFA Addendum for Funding and Payment of Certain Joint Operating Costs" (i) to identify certain third party vendor agreements entered into by OCTA or RCTC, respectively, related to operation of the 91 Express Lanes ("Third Party Vendor Agreements"), (ii) to identify certain purchases administered by one Party and to be jointly funded by the other Party, (iii) to provide for the allocation of funding by each Party to reimburse the other Party for its share of costs incurred under such Third Party Vendor Agreements and for such purchases, and (iv) for OCTA to allocate funding to reimburse RCTC for payment of certain future costs related to third party contracts and purchases administered by Cofiroute, USA LLC ("Cofiroute") and not funded under that certain three party

operating agreement entered into by OCTA, RCTC and Cofiroute, dated as of May 24, 2013, as amended (“ORCOA”). Addendum 1 as added by Amendment No. 2 to the ROFA only addressed the funding and payment of joint operating costs and third party contract costs incurred through June 30, 2018.

E. Pursuant to Section 8, the Parties previously entered into that Amendment No. 3 to the ROFA, dated August 13, 2018, which updated Addendum 1 to set forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent associated with the Toll Operations Center and Customer Service Center, and for certain costs incurred by RCTC for third party contracts and purchases administered by Cofiroute for operation of the 91 Express Lanes, and not funded under the ORCOA, for the period from July 1, 2018 through June 30, 2019. At the time the Parties entered into Amendment No. 3, the Parties contemplated relocating the Customer Service Center to a new location, and Addendum 1 attached to Amendment No. 3 only set forth the estimated Rent under the CSC Lease, as provided pursuant to Exhibit “B” to the ROFA, through March 31, 2019.

F. The Customer Service Center was subsequently relocated from a building leased by OCTA located at 2275 Sampson Avenue in Corona, California, to a building owned by RCTC located at 301 Corporate Terrace in Corona, California, and the payment of rent and other expenses for the Customer Service Center is now governed by that certain “Standard Multi-Tenant Office Lease – Gross” between RCTC and OCTA, dated January 1, 2018. Therefore, the ROFA no longer governs the rights and obligations of the Parties with respect to the Customer Service Center.

G. Pursuant to Section 8, the Parties previously entered into that Amendment No. 4, dated October 9, 2019, which eliminated references to the Customer Service Center, repealed Exhibit “B”, and updated Addendum 1 to set forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent associated with the Toll Operations Center, and for certain costs incurred by RCTC for third party contracts and purchases administered by Cofiroute for operation of the 91 Express Lanes, and not funded under the ORCOA, for the period from July 1, 2019 through June 30, 2020.

H. Pursuant to Section 8, the Parties previously entered into that Amendment No. 5, dated August 11, 2020, which updated Addendum 1, pursuant to an attachment identified as Addendum 2, to set forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent and other costs associated with the Toll Operations Center, and for certain costs incurred by RCTC for third party contracts and purchases administered by Cofiroute for operation of the 91 Express Lanes, and not funded under the ORCOA, for the period from July 1, 2020 through June 30, 2021.

I. Pursuant to Section 8, the Parties previously entered into that Amendment No. 6, dated July 1, 2021, which updated Addendum 2, pursuant to an attachment identified as Addendum 3, to set forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent and other costs associated with the Toll Operations Center, and for certain costs incurred by RCTC for third party contracts and purchases administered by Cofiroute for operation of the 91 Express Lanes, and not funded under the ORCOA, for the period from July 1, 2021 through June 30, 2022.

J. Pursuant to Section 8, the Parties previously entered into that Amendment No. 7, dated July 12, 2022, which updated Addendum 3, pursuant to an attachment identified as Addendum 4, to set forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent and other costs associated with the Toll Operations Center, for the period from July 1, 2022 through June 30, 2023. At the time of Amendment No. 7, the ORCOA was no longer in effect and had been replaced by a new agreement, and it was no longer necessary for OCTA to allocate funding to reimburse RCTC for payment of future costs related to third party contracts and purchases administered by Cofiroute for operation of the 91 Express Lanes and not funded under the ORCOA.

K. Pursuant to Section 8, the Parties previously entered into Amendment No. 8, dated August 2, 2023, which updated Addendum 4, pursuant to an attachment identified as Addendum 5, to set forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent associated with the Toll Operations Center, for the period from July 1, 2023 through June 30, 2024.

L. Pursuant to Section 8, the Parties previously entered into Amendment No. 9, dated August 12, 2024 which updated Addendum 5, pursuant to an attachment identified as Addendum 6, to set forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent associated with the Toll Operations Center, for the period from July 1, 2024 through June 30, 2025.

M. The Parties now desire to enter into this Amendment No. 10 in order to update Addendum 6 to set forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent and other costs associated with the Toll Operations Center, for the period from July 1, 2025 through June 30, 2026.

NOW THEREFORE, for good and valuable consideration, the receipt of which is hereby acknowledged, it is mutually understood and agreed as follows:

1. **Amendment Replacing Addendum 6.** Effective July 1, 2025, ROFA Addendum 6 entitled “ROFA Addendum for Funding and Payment of Certain Joint Operating Costs” is hereby replaced in its entirety with the Addendum 7 attached hereto, which is incorporated herein by reference, setting forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent associated with the Toll Operations Center, for the period from July 1, 2025 through June 30, 2026. The attached Addendum 7 replaces the document attached to Amendment No. 9 as Addendum 6.

2. **Continuing Effect of Agreement.** Except as amended by this Amendment No. 10, all provisions of the ROFA, as previously amended, shall remain unchanged and in full force and effect. Except as otherwise expressly stated, the incorporation of costs pertaining to Rent and other costs pertaining to the Toll Operations Center into Addendum 7 is not intended to amend or supersede other applicable provisions of the ROFA, as previously amended, pertaining to the rights

and obligations of the Parties with respect to payment of such costs.

3. **Counterparts.** This Amendment No. 10 may be executed in duplicate originals, each of which is deemed to be an original, but when taken together shall constitute but one and the same instrument.

*SIGNATURES ON FOLLOWING PAGE*

DRAFT

**SIGNATURES TO  
AMENDMENT NO. 10 TO  
91 EXPRESS LANES RCTC-OCTA FACILITY AGREEMENT ("ROFA")  
BETWEEN RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
AND  
ORANGE COUNTY TRANSPORTATION AUTHORITY**

**RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION**

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

Its: \_\_\_\_\_

**ORANGE COUNTY  
TRANSPORTATION  
AUTHORITY**

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

Its: \_\_\_\_\_

APPROVED AS TO FORM:  
BEST BEST & KRIEGER LLP

By: \_\_\_\_\_  
Counsel to the Riverside  
County Transportation Commission

APPROVED AS TO FORM:  
WOODRUFF & SMART, APC

By: \_\_\_\_\_  
General Counsel to Orange  
County Transportation  
Authority

## Addendum 7

### ROFA Addendum for Funding and Payment of Certain Joint Operating Costs

This ROFA Addendum for Funding and Payment of Certain Joint Operating Costs (hereafter “Addendum”) sets forth the respective rights and obligations of RCTC and OCTA, respectively, pertaining to the payment and reimbursement of certain costs incurred by the other Party under the identified Third Party Vendor Agreements and of certain purchases made by one Party to be jointly funded by the other Party. For budgeting and funding allocation purposes only, this Addendum 7 also incorporates the estimated costs for Rent under the TOC Lease and other costs for the TOC to be shared by the Parties pursuant to Section 5 of the ROFA.

1. **Defined Terms.** Capitalized terms used in this Addendum, including in the recitals to Amendment No. 10, and not otherwise defined herein shall have the meanings set forth in the Cooperative Agreement.

2. **Funding and Payment for Certain Joint Operating Costs.**

The Parties agree that there are certain joint operating costs for the Toll Related Facilities, as identified in Section 2.8.5 of the Cooperative Agreement, that will be incurred by one Party on behalf of the other Party. Each Party agrees to reimburse the other Party for its share of the joint operating costs incurred from July 1, 2025 through June 30, 2026 (the “Current Fiscal Year”) according to the Percentage Cost Split as follows:

A. **RCTC Payments to OCTA for Third Party Vendor Agreements or Purchases and for Leases Administered by OCTA.** RCTC hereby allocates \$601,250 for its share of joint operating costs incurred by OCTA during the Current Fiscal Year. The initial list of Third Party Vendor Agreements or purchases to be administered by OCTA, and jointly funded by RCTC, for the Current Fiscal Year is included in Exhibit “A” attached to this Addendum and incorporated herein by reference. OCTA agrees to obtain RCTC approval of any new or additional Third Party Vendor Agreements or purchases not listed in Exhibit “A”, and subject to cost sharing as set forth herein. Additions and changes to Exhibit “A” may be approved in writing by RCTC’s Executive Director, or designee, without an amendment to this Addendum provided that the total costs to be shared by RCTC do not exceed the amount set forth in this paragraph. OCTA shall invoice RCTC monthly for the joint operating costs identified in Exhibit “A”, and RCTC shall reimburse all approved costs within 30 days of receipt of an invoice from OCTA. For budgeting and funding allocation purposes only, Exhibit “A” includes RCTC’s estimated proportionate share of costs for Rent, furniture and improvements for the Current Fiscal Year under the TOC Lease. The Parties acknowledge and agree that this estimate is subject to change based on changes in the amount of estimated CAM Expenses and other unforeseen expenses, and that RCTC’s obligations for payment of its proportionate share of Rent and related late fees and other costs under the TOC Lease shall remain subject to Section 5 of the ROFA.



- B. OCTA Payments to RCTC for Third Party Vendor Agreements or Purchases Administered by RCTC.** OCTA hereby allocates \$584,138 for its share of joint operating costs incurred by RCTC during the Current Fiscal Year. The initial list of Third Party Vendor Agreements or purchases to be administered by RCTC, and jointly funded by OCTA, for the Current Fiscal Year is included in Exhibit “B” attached to this Addendum and incorporated herein by reference. RCTC agrees to obtain OCTA approval of any new or additional Third Party Vendor Agreements or purchases not listed in Exhibit “B”, and subject to cost sharing as set forth herein. Additions and changes to Exhibit “B” may be approved in writing by OCTA’s Chief Executive Officer, or designee, without an amendment to this Addendum provided that the total costs to be shared by OCTA do not exceed the amount set forth in this paragraph. RCTC shall invoice OCTA monthly for the joint operating costs identified in Exhibit “B”, and OCTA shall reimburse all approved costs within 30 days of receipt of an invoice from RCTC.
- 2. Annual Cost Allocation.** The Parties agree to establish the annual fiscal year amounts for the funding and payment of joint operating costs as described herein by January 15 of each year.
- 3. Processing of Funding and Payment of Joint Operating Costs.** The Parties agree to work together to establish administrative procedures for the processing of joint operating costs as described in this Addendum.

# EXHIBIT A

## CONTRACTS/PURCHASES ADMINISTERED BY OCTA

### OCTA Administered Costs July 1, 2025 to June 30, 2026

Description	Total Shared Costs	Shared Amount (RCTC Share)
Trademark Counsel	2,500	1,250
Printing of Customer Notification Materials	80,000	40,000
Bank Service Charge	5,000	2,500
Other Miscellaneous Expenses	5,000	2,500
Marketing	100,000	50,000
SR-91 Implementation Plan	40,000	20,000
Lease <sup>1</sup>	480,000	240,000
Lease Utilities	70,000	35,000
Toll Operations Consulting Services	200,000	100,000
Roadway Closures	10,000	10,000
Collection Services	20,000	10,000
Furniture, Fixtures, Equipment	100,000	50,000
Leasehold Improvement	50,000	25,000
Escrow Fees	30,000	15,000
<b>Total</b>	<b>1,192,500</b>	<b>601,250</b>

<sup>1</sup> Represents estimated Rent under TOC Lease through June 30. This estimate is subject to change based on changes in the amount of estimated CAM Expenses and other unforeseen expenses. Section 5 of the ROFA governs RCTC's obligations for payment of its proportionate share of Rent and related late fees under the TOC Lease.

EXHIBIT B

CONTRACTS/PURCHASES ADMINISTERED BY RCTC

**RCTC Administered Costs**  
**July 1, 2025 to June 30, 2026**

<b>Description</b>	<b>Total Shared Costs</b>	<b>Shared Amount (OCTA Share)</b>
Traffic Operations Center System Maintenance	208,500	154,250
Variable Message Signs Support and Maintenance	29,775	14,888
Toll Operations Consulting Services	450,000	225,000
Transponders	100,000	50,000
Utilities	40,000	20,000
Roadway Closures	10,000	10,000
Furniture, Fixtures, Equipment	50,000	25,000
Leasehold Improvements	50,000	25,000
Traffic Operations Center Contract Implementation	120,000	60,000
<b>Total</b>	<b>1,058,275</b>	<b>584,138</b>



**May 28, 2025**

**To:** Finance and Administration Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Resolution to Establish the Orange County Transportation Authority General Fund Appropriations Limit for Fiscal Year 2025-26

### **Overview**

The State Constitution requires that each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit for the following year pursuant to Article XIII B.

### **Recommendation**

Adopt Orange County Transportation Authority Resolution No. 2025-031 to establish the Orange County Transportation Authority General Fund appropriations limit at \$16,211,341, for fiscal year 2025-26.

### **Background**

In November 1979, the voters of the State of California approved Proposition 4, commonly known as the Gann Initiative. The proposition created Article XIII B of the California Constitution, which is also known as the Gann appropriations limit.

Both the Article XIII B appropriations limit and its implementing legislation were modified by Proposition 111, approved by voters in 1990. The law specifies that the appropriations of revenues, "proceeds of taxes" by state and local governments, may only increase annually by a limit based on a factor comprised of the change in population and the change in California per capita personal income. The appropriations limit includes any interest earned from the investment of the proceeds of taxes and must be reviewed during the annual financial audit.

***Discussion***

In accordance with the requirements of Article XIII B, a resolution has been prepared and is attached for review and approval (Attachment A). The resolution establishes the Orange County Transportation Authority (OCTA) General Fund appropriations limit for fiscal year (FY) 2025-26 at \$16,211,341, excluding federal grant funds and other funds to be received from sources not subject to the appropriations limit.

Attachment B shows the calculation of the FY 2025-26 OCTA General Fund appropriations limit. Appropriations subject to limits do not include appropriations for debt service, costs of complying with the mandates of the courts or the federal government, or capital outlay projects. The percentage change in population and change in California per capita personal income were obtained from the State of California, Department of Finance.

***Summary***

Staff recommends adoption of the Orange County Transportation Authority General Fund Resolution No. 2025-031, which will establish the fiscal year 2025-26 appropriations limit at \$16,211,341.

***Attachments***

- A. Resolution No. 2025-031 of the Orange County Transportation Authority - General Fund Establishing Appropriations Limit for Fiscal Year 2025-26
- B. Orange County Transportation Authority - General Fund GANN Appropriations Limit Calculation for Fiscal Year 2025-26

**Prepared by:**



Sam Kaur  
Department Manager,  
Revenue Administration  
(714) 560-5889

**Approved by:**



Andrew Oftelie  
Chief Financial Officer,  
Finance and Administration  
(714) 560-5649

**RESOLUTION No. 2025-031 OF THE  
ORANGE COUNTY TRANSPORTATION AUTHORITY - GENERAL FUND  
ESTABLISHING APPROPRIATIONS LIMIT FOR  
FISCAL YEAR 2025-26**

**WHEREAS**, Article XIII B of the California Constitution and Sections 7900 through 7913 of the California Government Code require the establishment of an appropriations limit; and

**WHEREAS**, appropriations limits are applicable to funds received from the proceeds of taxes and interest earned on such proceeds.

**NOW, THEREFORE, BE IT RESOLVED** as follows:

1. The Orange County Transportation Authority - General Fund hereby determines that pursuant to Section 7902b of the California Government Code, the appropriations limit for the Orange County Transportation Authority - General Fund for fiscal year 2025-26 is \$16,211,341.
2. The total amount authorized to be expended by the Orange County Transportation Authority - General Fund during fiscal year 2025-26 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$8,646,836.
3. The appropriations limit for fiscal year 2025-26 exceeds proceeds of taxes for fiscal year 2025-26 by \$7,564,505.

ADOPTED, SIGNED, AND APPROVED this 9th day of June 2025.

AYES:

NOES:

ABSENT:

ATTEST:

---

Andrea West  
Clerk of the Board

---

Doug Chaffee, Chair  
Orange County Transportation Authority

**Orange County Transportation Authority - General Fund  
GANN Appropriations Limit Calculation for  
Fiscal Year 2025-26**

**GANN FACTOR**

<b><u>PER CAPITA CHANGE<sup>1</sup></u></b>	<b><u>%</u></b>	<b><u>RATIO</u></b>	<b><u>GANN FACTOR</u></b>
California per capita personal income change	6.44%	1.0644	
<b><u>POPULATION CHANGE<sup>2</sup></u></b>			
County of Orange	0.17%	1.0017	
<hr/>			
<b><u>GANN FACTOR</u></b>	1.0644	x	1.0017
		=	<span style="border: 1px solid black; padding: 2px;">1.0662</span>

**FY 2025-26 APPROPRIATION LIMIT**

Prior Year Appropriations Limit	\$	15,204,784
GANN Factor (Rounded)	x	1.0662
	<b>\$</b>	<b>16,211,341</b>

**ITEMS SUBJECT TO GANN LIMIT<sup>3</sup>**

<b><u>Line Item</u></b>	<b><u>Amount</u></b>
Transfers in from the LTF (CTC Administration and Planning)	\$ 5,075,142
Interest Revenue	\$ 3,571,694
	<b>\$ 8,646,836</b>

**FY 2025-26 APPROPRIATION LIMIT**

	<b><u>Amount</u></b>
FY 2025-26 Appropriations Limit	\$ 16,211,341
Less Items Subject to GANN Limit	\$ (8,646,836)
<b>Appropriation Limit that Exceeds the Proceeds of Taxes:</b>	<b>\$ 7,564,505</b>

Note:

**LTF** - Local Transportation Fund

**CTC** - County Transportation Commission

**FY** - Fiscal Year

<sup>1,2</sup>Price Factor and Population Information provided by the Department of Finance.

<sup>3</sup>Items subject to GANN Limit provided from proposed FY 2025-26 budget.



**May 28, 2025**

**To:** Finance and Administration Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Resolution to Establish the Orange County Local Transportation Authority/Measure M2 Appropriations Limit for Fiscal Year 2025-26

### **Overview**

The State Constitution requires that each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit for the following year pursuant to Article XIIIB.

### **Recommendation**

Adopt Orange County Local Transportation Authority/Measure M2 Resolution No. 2025-030 to establish the Orange County Local Transportation Authority/Measure M2 appropriations limit at \$2,449,984,516, for fiscal year 2025-26.

### **Background**

In November 1979, the voters of the State of California approved Proposition 4, commonly known as the Gann Initiative. The proposition created Article XIIIB of the California Constitution, which is also known as the Gann Appropriations Limit.

Both the Article XIIIB appropriations limit and its implementing legislation were modified by Proposition 111, approved by voters in 1990. The law specifies that the appropriations of revenues, “proceeds of taxes” by state and local governments, may only increase annually by a limit based on a factor comprised of the change in population and the change in California per capita personal income. The appropriation limit includes any interest earned from the investment of the proceeds of taxes and must be reviewed during the annual financial audit.



***Discussion***

In accordance with the requirements of Article XIII B, a resolution has been prepared and is attached for review and approval (Attachment A). The resolution establishes the Orange County Local Transportation Authority (LTA)/Measure M2 (M2) appropriations limit for fiscal year (FY) 2025-26 at \$2,449,984,516, excluding federal grant funds and other funds to be received from sources not subject to the appropriations limit.

Attachment B shows the calculation of the FY 2025-26 Orange County LTA/M2 appropriations limit. Appropriations subject to limits do not include appropriations for debt service, costs of complying with the mandates of the courts, federal government, or capital outlay projects. The change in population and change in California per capita personal income rates were obtained from the State of California, Department of Finance.

***Summary***

Staff recommends adoption of the Orange County Local Transportation Authority/Measure M2 Resolution No. 2025-030, which will establish the fiscal year 2025-26 appropriation limit at \$2,449,984,516, for the Orange County Local Transportation Authority.

***Attachments***

- A. Resolution No. 2025-030 of the Orange County Local Transportation Authority/Measure M2 Establishing Appropriations Limit for Fiscal Year 2025-26
- B. Orange County Local Transportation Authority/Measure M2 GANN Appropriations Limit Calculation for Fiscal Year 2025-26

**Prepared by:**



Sam Kaur  
Department Manager,  
Revenue Administration  
(714) 560-5889

**Approved by:**



Andrew Oftelie  
Chief Financial Officer,  
Finance and Administration  
(714) 560-5649

**RESOLUTION No. 2025-030 OF THE  
ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY/MEASURE M2  
ESTABLISHING APPROPRIATIONS LIMIT FOR  
FISCAL YEAR 2025-26**

**WHEREAS**, Article XIII B of the California Constitution and Sections 7900 through 7913 of the California Government Code require the establishment of an appropriations limit; and

**WHEREAS**, appropriations limits are applicable to funds received from the proceeds of taxes and interest earned on such proceeds.

**NOW, THEREFORE, BE IT RESOLVED** as follows:

1. The Orange County Local Transportation Authority/Measure M2 hereby determines that pursuant to Section 7902b of the California Government Code, the appropriations limit for the Orange County Local Transportation Authority/Measure M2 for fiscal year 2025-26 is \$2,449,984,516.
2. The total amount authorized to be expended by the Orange County Local Transportation Authority/Measure M2 during the fiscal year 2025-26 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$461,150,998.
3. The appropriations limit for fiscal year 2025-26 exceeds proceeds of taxes for fiscal year 2025-26 by \$1,988,833,518.

ADOPTED SIGNED AND APPROVED on this 9th day of June 2025.

AYES:

NOES:

ABSENT:

ATTEST:

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Andrea West  
Clerk of the Board

---

Doug Chaffee, Chair  
Orange County Local Transportation Authority

**Orange County Local Transportation Authority/Measure M2  
GANN Appropriations Limit Calculation for  
Fiscal Year 2025-26**

**GANN FACTOR**

<b><u>PER CAPITA CHANGE<sup>1</sup></u></b>	<b><u>%</u></b>	<b><u>RATIO</u></b>	<b><u>GANN FACTOR</u></b>
California per capita personal income change	6.44%	1.0644	
<b><u>POPULATION CHANGE<sup>2</sup></u></b>			
County of Orange	0.17%	1.0017	
<b><u>GANN FACTOR</u></b>	1.0644	x 1.0017	= <span style="border: 1px solid black; padding: 2px;">1.0662</span>

**FY 2025-26 APPROPRIATION LIMIT**

Prior Year Appropriations Limit	\$ 2,297,865,800
GANN Factor (Rounded)	x 1.0662
	<b>\$ 2,449,984,516</b>

**ITEMS SUBJECT TO GANN LIMIT<sup>3</sup>**

<b><u>Line Item</u></b>	<b><u>Amount</u></b>
1/2 cent sales tax (Measure M2)	\$ 427,776,391
CDTFA Fees	\$ 4,277,764
Interest Revenue	\$ 29,096,843
	<b>\$ 461,150,998</b>

**FY 2025-26 APPROPRIATION LIMIT**

	<b><u>Amount</u></b>
FY 2025-26 Appropriations Limit	\$ 2,449,984,516
Less Items Subject to GANN Limit	(461,150,998)
<b>Appropriation Limit that exceeds the proceeds of taxes:</b>	<b>\$ 1,988,833,518</b>

Note:

**CDTFA** - California Department of Tax and Fee Administration

<sup>1,2</sup>Price Factor and Population Information provided by the Department of Finance.

<sup>3</sup>Items subject to GANN Limit provided from proposed FY 2025-26 budget.



**May 28, 2025**

**To:** Finance and Administration Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Annual Insurance Program Renewal

### **Overview**

The Orange County Transportation Authority holds an Excess Workers' Compensation Insurance Policy with Safety National Insurance Company and a Property Insurance Policy with Zurich Insurance Company. The policies are scheduled to expire on June 30, 2025, and renewals are necessary to maintain coverage.

### **Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A59005, in an amount not to exceed \$716,580, to Marsh Risk and Insurance Services, Inc., to purchase excess workers' compensation insurance on behalf of the Orange County Transportation Authority for the policy period of July 1, 2025, to June 30, 2026.
- B. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A59025, in an amount not to exceed \$1,200,000, to Marsh Risk and Insurance Services, Inc., to purchase property insurance on behalf of the Orange County Transportation Authority for the renewal of the coverage for the period of July 1, 2025, to June 30, 2026.

### **Discussion**

The Orange County Transportation Authority (OCTA) maintains a broad insurance program designed to protect its assets and operations. This includes coverage for physical loss or damage to buildings, contents, buses, and the express lanes. Additional policies include excess workers' compensation which covers all employees, and accidental death and dismemberment insurance which covers coach operators while in service. Cyber and crime insurance policies further protect OCTA from malicious acts, including cyberattacks and financial crimes.

As directed by the Board of Directors (Board) in December 2020, and reaffirmed by the Board in December 2024, OCTA remains fully self-insured for general liability exposures. Since the Board's most recent review in December 2024, there have been no significant changes to OCTA's loss history or the excess liability insurance market. Assuming OCTA remains fully self-insured for general liability, staff is updating the Reserve Policy which is expected to be presented to the Board in June 2025.

All OCTA insurance policy renewals moved to a fiscal year (FY) renewal basis beginning July 1, 2024. Board approval is required to renew the excess workers' compensation and property insurance policies that expire on June 30, 2025, to maintain coverage for FY 2025-26.

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

Workers' compensation coverage is designed to provide medical, temporary disability, and permanent disability benefits to injured workers. Employer's liability is additional coverage provided as part of the Excess Workers' Compensation Insurance Policy. Employer's liability insurance covers claim expenses, such as legal defense costs and damages, that fall outside of workers' compensation coverage if an employee were to file a claim asserting additional damages.

OCTA's current Excess Workers' Compensation Insurance Policy with Safety National Insurance Company provides coverage for any claim exceeding OCTA's self-insured retention of \$750,000, meaning OCTA is responsible for the first \$750,000 of every claim, and excess insurance covers all costs beyond that. Employer's liability limits are \$1,000,000 per occurrence/annual aggregate for a combined premium of \$614,563.

For the FY 2025-26 renewal, Marsh Risk and Insurance Services, Inc. (Marsh), OCTA's Broker of Record, reports that the excess workers' compensation market remains stable and competitive as the result of a more predictable loss experience, with a safety-focused culture and risk mitigation reducing claim frequency. Marsh projects a year-over-year premium increase of zero percent to five percent. Any year-over-year increase or decrease to OCTA's payroll will have a corresponding impact on the premium.

### Property Insurance

OCTA purchases insurance to protect its assets, including buildings, contents, and buses (unless otherwise specified below), from accidental loss. OCTA is currently insured with Zurich Insurance Company with a term premium of \$829,171 for FY 2024-25 which is based on property values of \$635,882,562 and includes all OCTA-owned property except the OCTA express lanes, which are insured under a separate policy.

Insurance companies determine property insurance quotes based on current market conditions affecting rates per \$100 in property values. The renewal of this policy is based on updated property values of \$836,535,936, which includes real and business personal property, information system equipment, and directly operated revenue and non-revenue vehicles. The FY 2025-26 property insurance renewal reflects an increase of \$23,004,188 to existing property values, and an increase of \$177,649,186 associated with the addition of new assets, including the new headquarters and the OC Streetcar Maintenance and Storage Facility and system, valued at \$54,541,922 and 123,107,264 respectively.

A \$50,000 per occurrence deductible applies for fire loss or damage to OCTA's bus fleet in this policy. Revenue vehicles are self-insured for damage while in operation. OCTA's paratransit vehicles are insured separately under an agreement with TransDev, while fixed-route buses operated by Keolis Transit Services, LLC are also not included in OCTA's insurable values.

The property insurance policy limit is \$235,000,000, providing catastrophic protection equivalent to a total loss just above the current insurable values at OCTA's single largest property value location, the Santa Ana Bus Base. Coverage includes fire, flood, terrorism, civil authority, ingress/egress, leaks to fire sprinkler pipes caused by earthquakes, valuable papers, boiler, and machinery.

- Flood coverage: Limit of \$10,000,000, with \$500,000 deductible for high-hazard flood zone areas.
- Earthquake coverage: Limit of \$15,000,000, subject to a five percent deductible of insurable value per location, with a minimum deductible of \$250,000.

OCTA's broker, Marsh, is paid a flat annual fee of \$110,000 for marketing and placement of all property and casualty insurance policies per Agreement No. C-2-2257, which was approved by the Board on June 13, 2022. This fee is

not part of the premium OCTA anticipates paying to the selected insurers for these policy renewals. Per this agreement, Marsh does not earn any additional compensation or commission for its services. The contract further requires that any commissions offered by insurers will offset OCTA's premiums.

#### Fiscal Impact

#### Excess Workers' Compensation Insurance

This expenditure is anticipated to be approved in OCTA's Proposed FY 2025-26 Budget, People and Community Engagement Division, Risk Management Department, Account No. 0041-7552-A2311-DSG.

#### Property Insurance

This expenditure is anticipated to be approved in OCTA's Proposed FY 2025-26 Budget, People and Community Engagement Division, Risk Management Department, account nos. 0040-7563-A0017-DTS and 0035-7563-OC100-13W.

#### **Summary**

Staff recommends that the Board of Directors authorize the Chief Executive Officer to negotiate and execute Purchase Order No. A59005 and Purchase Order No. A59025, in the amount not to exceed \$716,580 and \$1,200,000 respectively, to Marsh Risk and Insurance Services, Inc., for the purchase of excess workers' compensation and property insurance renewals on behalf of the Orange County Transportation Authority for the policy period of July 1, 2025 to June 30, 2026.

***Attachment***

None.

**Prepared by:**



Greg Bych  
Department Manager  
Risk Management  
714-560-5817

**Approved by:**



Maggie McJilton  
Executive Director  
People and Community Engagement  
714-560-5824



Pia Veessen  
Director, Contracts Administration and  
Materials Management  
714-560-5619





**May 28, 2025**

**To:** Finance and Administration Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** 405 Express Lanes Update for the Period Ending March 31, 2025

### **Overview**

The Orange County Transportation Authority oversees the operations of the 405 Express Lanes, which commenced operations on December 1, 2023. Over the last quarter, there were approximately 16.1 million transactions and 4.2 million trips generated on the 405 Express Lanes. This report focuses on the operational and financial activities for the period ending March 31, 2025.

### **Recommendation**

Receive and file as an information item.

### **Background**

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation and the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, implemented the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project added one general purpose lane in each direction from Euclid Street to I-605, consistent with Measure M2 Project K, and added an additional lane in each direction that combines with the existing high-occupancy vehicle lane to provide dual express lanes in each direction of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes (405 EL). The 405 EL commenced operations on December 1, 2023.

Motorists using the 405 EL pay tolls using a transponder that automatically deducts the toll amount from a prepaid account. The transponder can be used on any California tolled facility through existing interoperability agreements.

### ***Discussion***

The sections below discuss various operational data and information for the 405 EL in greater detail.

#### **Transactions and Trips**

The total number of 405 EL transactions for the month of March 2025 totaled 5,854,589, which represents a daily average of 188,858 transactions. This is a 20.5 percent increase in transactions from the same period last year when transactions totaled 4,858,714. In looking at the 12-month period ending March 2025, transactions totaled 65.6 million. Traffic in the northbound direction accounted for 54.1 percent of the transactions and the southbound direction accounted for 45.9 percent.

The transactions corresponded to 1,529,352 trips or 49,334 average daily trips. This is a 16.5 percent increase in trips from the same period last year. In looking at the 12-month period ending March 2025, trips totaled 16.8 million.

The carpool percentage (two-person high-occupancy vehicles and three or more high-occupancy vehicles) for the period ending March 2025 was 23.2 percent.

#### **Gross Potential Toll Revenues (GPTR)**

GPTR is defined as the number of trips multiplied by the posted toll for that trip. GPTR will always exceed actual revenues (shown in the monthly report under the Financial Highlights section) because of violations, discounts, or unrecognizable license plates. GPTR results are utilized for the purpose of comparisons to the forecasted amounts for the 405 EL. For the month of March 2025, GPTR for the 405 EL was \$3,847,339, and for the 12-month period ending of March 2025, the amount totaled \$39,782,536.

#### **Toll Adjustments**

The Board of Directors (Board)-adopted Toll Policy requires staff to review traffic volumes on the 405 EL for potential toll adjustments. Based on the traffic volumes and speeds on the 405 EL, toll adjustments were applied to several hours effective February 10, 2025. There were ten hours in total that reached the levels for a toll adjustment. The toll adjustment levels are based upon the number of lanes and volumes per hour. Eight hours were in the northbound direction and two were in the southbound direction. Toll rates were increased by \$1.30 and \$1.70 in these hours. As of the end of March 2025, toll rates for a full-length trip ranged from a minimum of \$2.55 to a maximum of \$19.90.

### Number of Accounts and Transponders

The number of active accounts on the 405 EL totaled 19,389 and 38,645 transponders were assigned to those accounts as of March 31, 2025. The largest concentration of accounts continues to be in the City of Long Beach.

### Outstanding Debt

As of March 31, 2025, the outstanding amount for the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan totaled \$637.5 million. Debt service payments are not due on the TIFIA loan until December 2028 (five years after the substantial completion date of December 1, 2023). The TIFIA loan is rated “Baa2” by Moody’s.

### Operational Update

WSP USA Services Inc. (WSP) is the back-office system (BOS) and customer service center operations services provider for the 405 EL. Electronic Transaction Consultants, LLC. (ETC), as a subcontractor to WSP, is responsible for the design, development, implementation, and maintenance of the 405 EL BOS. Since go-live in December 2023, staff, in conjunction with the project management consultant for the 405 EL, have worked with the WSP/ETC team to resolve outstanding issues. The team has been continuously working with the WSP/ETC team to further refine and implement other BOS and operations functionalities that are to be deployed in the upcoming months.

During the month of March 2025, some of the operational key performance indicators were not met. These include processing of transponder requests, payment processing, and processing customer refunds. The performance measures were not met due to a large payment received from a fleet service provider, which requires additional processing due to the complexity of multiple vehicles associated with the payment and other system issues. Failure to meet performance measures results in associated non-compliance points being applied to the monthly performance scorecard. If the accumulated non-compliance points reach a specified threshold, the invoice for the month will be adjusted by the corresponding penalty percentage.

### Traffic and Revenue Forecast Update

Subsequent to the end of the March 2025 reporting period, OCTA received an updated 30-year traffic and revenue forecast from Stantec Inc., dated May 12, 2025. The updated forecast utilizes the actual data from the first year of operations to derive the 2025 forecast. The 2025 forecast provides a

conservative ramp-up period compared to the previous 405 EL forecast, which was developed in 2016. The 2025 forecast over the next five fiscal years (FY) generates \$336.4 million in toll revenues. That is approximately \$69.9 million lower than the 2016 forecast for the same five-year period. One reason for the lower ramp-up period has to do with changing travel patterns post-pandemic. In the current environment, commuters have more flexibility with their travel schedules to work. In addition, remote work policies are more prevalent today than they were in the pre-pandemic period. After FY 2041-42, the 2024-25 forecast surpasses the 2016 forecast on an annual basis and starts generating a higher revenue amount. The total toll revenue projected from FY 2025-26 through FY 2054-55 for the 2025 forecast equals \$4.6 billion, while the 2016 forecast totals \$4.4 billion.

### ***Summary***

The operational report for the 405 Express Lanes for the period ending March 31, 2025, is provided for Board of Directors' review. The report provides a summary of key operational and financial activities.

### ***Attachments***

- A. 405 Express Lanes Status Report, March 2025
- B. OCTA 405 Express Lanes, T&R Forecast, 5/12/2025

**Prepared by:**



Kirk Avila  
General Manager,  
Express Lanes Programs  
(714) 560-5674



**Orange County Transportation Authority**

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Status Report  
March 2025

As of March 31, 2025

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# OPERATIONS OVERVIEW

Transactions on the 405 Express Lanes (405 EL) for March 2025 totaled 5,854,589, which represents a daily average of 188,858 transactions. Traffic in the northbound direction accounted for 54.1 percent of the transactions, and the southbound direction accounted for 45.9 percent. The total transactions corresponded to 1,529,352 trips. Gross potential toll revenue for March 2025 was \$3,847,339.

Month-to-date (MTD) and fiscal year-to-date (YTD) traffic and revenue data are summarized in the tables below. The following tables include traffic and revenue data, number of transactions, and associated gross potential revenue for the month of March 2025 and fiscal YTD for the months of July 2024 through March 2025.

## Current MTD as of March 31, 2025

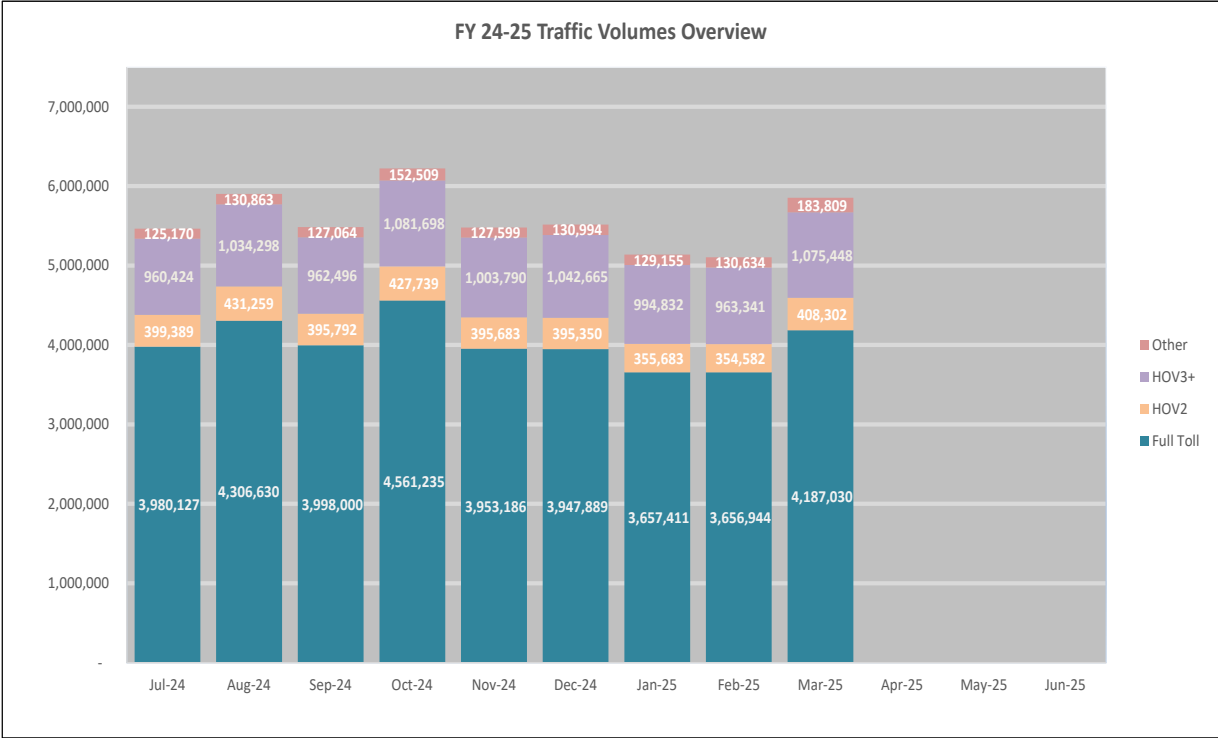
	Mar-25 MTD Actual	Mar-24 MTD Actual	Yr-to-Yr % Variance
<b>Transactions</b>			
Full Toll	4,187,030	3,650,944	14.7%
Two Persons High Occupancy Vehicle (HOV2)	408,302	359,260	13.7%
Three or More Persons High Occupancy Vehicle (HOV3+)	1,075,448	741,216	45.1%
Other (Clean Air Vehicles, Motorcycles, Designated/Disabled Plates)	183,809	107,294	71.3%
Total Transactions	5,854,589	4,858,714	20.5%
<b>Trips</b>			
Full Toll	1,121,394	1,014,835	10.5%
Two Persons High Occupancy Vehicle (HOV2)	97,362	86,852	12.1%
Three or More Persons High Occupancy Vehicle (HOV3+)	258,249	179,517	43.9%
Other (Clean Air Vehicles, Motorcycles, Designated/Disabled Plates)	52,347	31,459	66.4%
Total Trips	1,529,352	1,312,663	16.5%
<b>Revenue</b>			
Full Toll	\$ 3,558,328	\$ 2,486,116	43.1%
Special Rate (Clean Air Vehicles and Peak HOV2)	\$ 289,011	\$ 179,756	60.8%
Total Gross Potential Toll Revenue	\$ 3,847,339	\$ 2,665,872	44.3%

## Fiscal Year (FY) 2024-25 YTD as of March 31, 2025

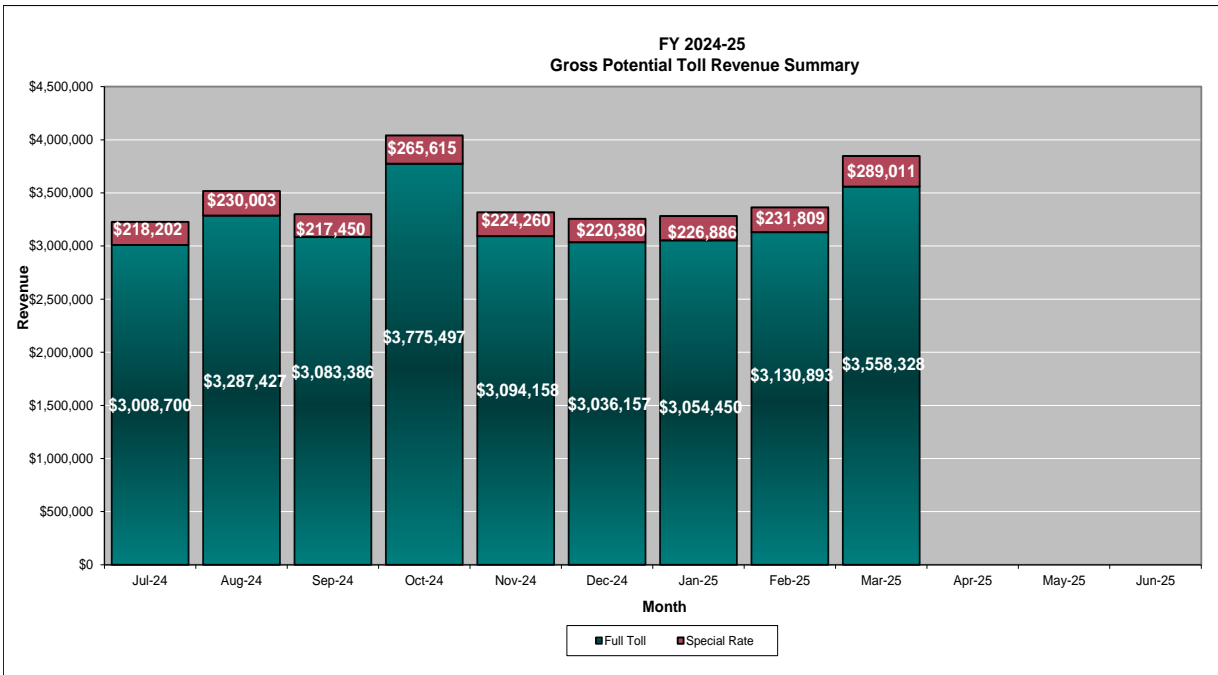
	FY 2024-25 YTD Actual
<b>Transactions</b>	
Full Toll	36,248,452
Two Persons High Occupancy Vehicle (HOV2)	3,563,779
Three or More Persons High Occupancy Vehicle (HOV3+)	9,118,992
Other (Clean Air Vehicles, Motorcycles, Designated/Disabled Plates)	1,237,797
Total Transactions	50,169,020
<b>Trips</b>	
Full Toll	9,502,168
Two Persons High Occupancy Vehicle (HOV2)	837,545
Three or More Persons High Occupancy Vehicle (HOV3+)	2,152,369
Other (Clean Air Vehicles, Motorcycles, Designated/Disabled Plates)	342,737
Total Trips	12,834,819
<b>Revenue</b>	
Full Toll	\$ 29,028,997
Special Rate (Clean Air Vehicles and Peak HOV2)	\$ 2,123,617
Total Gross Potential Toll Revenue	\$ 31,152,613

## 405 EXPRESS LANES TRANSACTIONS AND REVENUE SUMMARY

The chart below reflects the traffic volume breakdown between full toll transactions and special rate transactions for FY 2024-25 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and special rate trips for FY 2024-25 on a monthly basis.





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## **OCTA OPERATIONAL HIGHLIGHTS**

### **On-Road Operations**

OCTA Freeway Service Patrol responded to 96 calls during the month of March. Of those calls, 84 were to assist disabled vehicles, eight were in response to traffic hazards, and four were assisting with vehicle collisions in the 405 EL.

### **405 Express Lanes Back Office System Update**

WSP USA Services Inc., (WSP) is the Back Office system (BOS) and customer service center operations services provider for the 405 EL. Electronic Transaction Consultants, LLC., (ETC) as a subcontractor to WSP, is responsible for the design, development, implementation, and maintenance of the 405 EL BOS. In November 2023, the BOS and customer service center operations began operations and officially went live in December 2023. Since go-live, staff in conjunction with the project management consultant for the 405 EL, have worked with the WSP/ETC team to resolve outstanding issues. The team has been continuously working with the WSP/ETC team to further refine and implement other BOS and operations functionalities that are to be deployed in the upcoming months.

During the month of March 2025, some of the operational key performance indicators were not met. These include processing of transponder requests, payment processing, and processing customer refunds. The performance measures were not met due to an increase in large payments received from fleet service providers, which requires additional processing due to the complexity of multiple vehicles associated with the payment and other system issues. Failure to meet performance measures results in associated non-compliance points being applied to the monthly performance scorecard. If the accumulated non-compliance points reach a specified threshold, the invoice for the month will be adjusted by the corresponding penalty percentage.

# FINANCIAL HIGHLIGHTS

## 405 Express Lanes Operating Statement

Description	YTD as of : <b>3/31/2025</b>		YTD Variance	
	Actual <sup>(1)</sup>	Budget <sup>(1)</sup>	Dollar \$	Percent (%)
<b>Operating revenues:</b>				
Toll Revenue	\$ 29,228,216	\$ 20,906,085	\$ 8,322,131	39.8
Fee Revenue	\$ 7,506,452	\$ 367,947	\$ 7,138,505	1,940.1
<b>Total operating revenues</b>	<b>\$ 36,734,668</b>	<b>\$ 21,274,032</b>	<b>\$ 15,460,636</b>	<b>72.7</b>
<b>Operating expenses:</b>				
Contracted Services	\$ 6,067,758	\$ 9,857,556	\$ 3,789,798	38.4
Administrative Fee	\$ 2,599,578	\$ 3,113,829	\$ 514,251	16.5
Other Professional Services	\$ 1,049,016	\$ 2,395,775	\$ 1,346,759	56.2
Credit Card Processing Fees	\$ 936,567	\$ 1,181,250	\$ 244,683	20.7
Toll Road Account Servicing	\$ -	\$ 337,003	\$ 337,003	100.0
Other Insurance Expense	\$ 36,147	\$ 223,647	\$ 187,500	83.8
Toll Road Maintenance Supply Repairs	\$ -	\$ 747,501	\$ 747,501	100.0
Patrol Services	\$ 1,015,619	\$ 900,000	\$ (115,619)	(12.8)
Building Equipment Repairs and Maint	\$ 2,220,713	\$ 2,007,922	\$ (212,791)	(10.6)
6C Transponders	\$ 6,700	\$ -	\$ (6,700)	N/A
Other Services	\$ 5,000	\$ 118,125	\$ 113,125	95.8
Utilities	\$ 33,578	\$ 159,264	\$ 125,686	78.9
Office Expense	\$ 545,327	\$ 742,500	\$ 197,173	26.6
Bad Debt Expense	\$ -	\$ -	\$ -	N/A
Miscellaneous <sup>(2)</sup>	\$ 12,723	\$ 44,000	\$ 31,277	71.1
Leases	\$ 358,282	\$ 420,003	\$ 61,721	14.7
<b>Total operating expenses</b>	<b>\$ 14,887,008</b>	<b>\$ 22,248,375</b>	<b>\$ 7,361,367</b>	<b>33.1</b>
Depreciation and Amortization <sup>(3)</sup>	\$ 11,108,659	\$ -	\$ (11,108,659)	N/A
<b>Operating income (loss)</b>	<b>\$ 10,739,001</b>	<b>\$ (974,343)</b>	<b>\$ 11,713,344</b>	<b>(1,202.2)</b>
<b>Nonoperating revenues (expenses):</b>				
Reimbursement from Other Agencies	\$ -	\$ -	\$ -	N/A
Interest Income	\$ 2,957,184	\$ -	\$ 2,957,184	N/A
Interest Expense <sup>(4)</sup>	\$ 1,511,522	\$ (12,354,900)	\$ 13,866,422	112.2
Other	\$ 9,085	\$ -	\$ 9,085	N/A
<b>Total nonoperating revenues (expenses)</b>	<b>\$ 4,477,791</b>	<b>\$ (12,354,900)</b>	<b>\$ 16,832,691</b>	<b>136.2</b>
Transfers In	\$ -	\$ -	\$ -	N/A
Transfers Out <sup>(5)</sup>	\$ -	\$ (14,845,974)	\$ 14,845,974	100.0
<b>Net income (loss)</b>	<b>\$ 15,216,792</b>	<b>\$ (28,175,217)</b>	<b>\$ 43,392,009</b>	<b>(154.0)</b>

<sup>1</sup>Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

<sup>2</sup>Miscellaneous expenses include: Bank Service Charge, Travel, Mileage, Business Expenses

<sup>3</sup>Depreciation and amortization are not budgeted items.

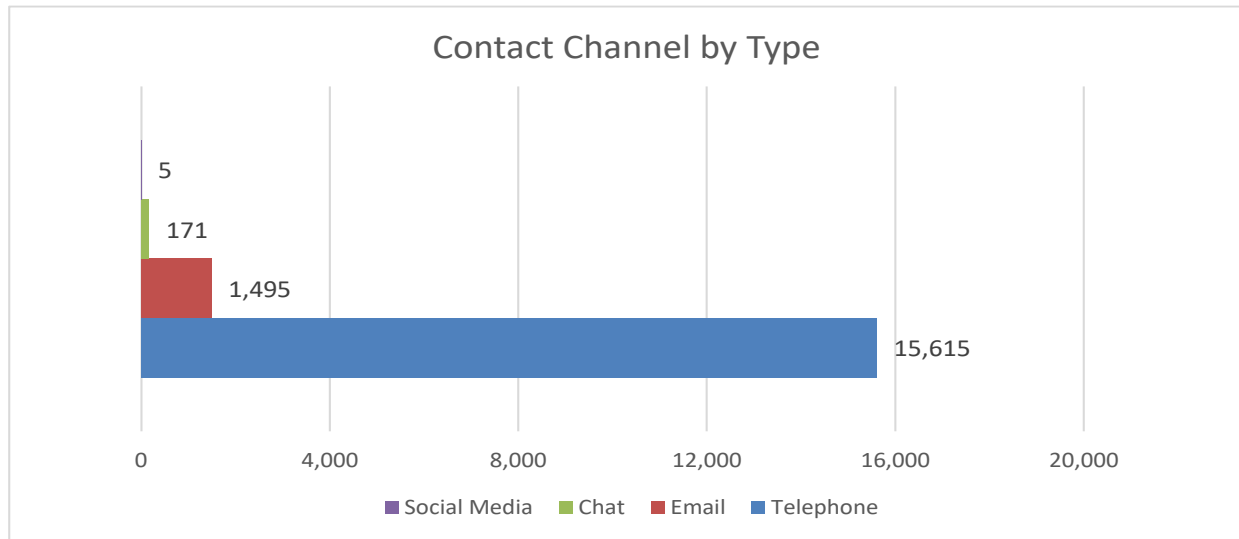
<sup>4</sup>Positive interest expense resulted from Bond Anticipation Notes defeasance in FY23.

<sup>5</sup>Transfers Out budgeted for capital assets purchase.

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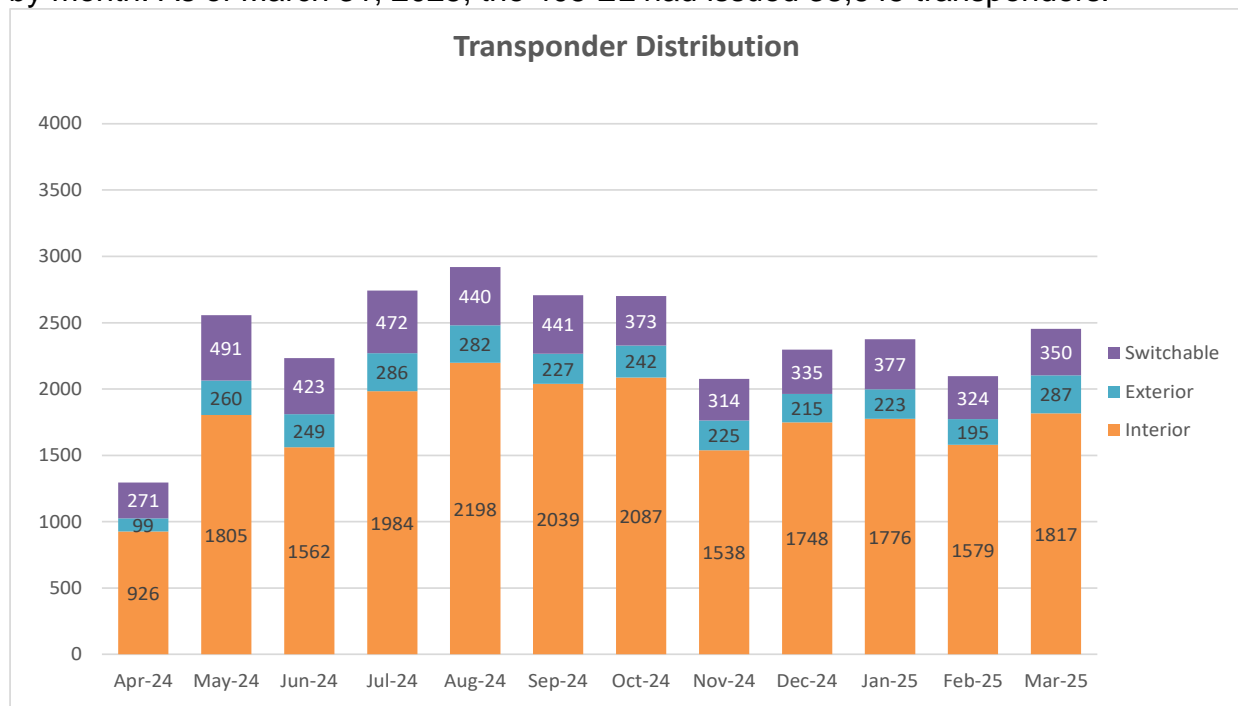
## CUSTOMER SERVICE CENTER ACTIVITIES

For the month of March, the customer service center received 17,286 contacts by various channels. The chart below depicts the number of contacts received by channel type.



## 405 EXPRESS LANES TRANSPONDER DISTRIBUTION

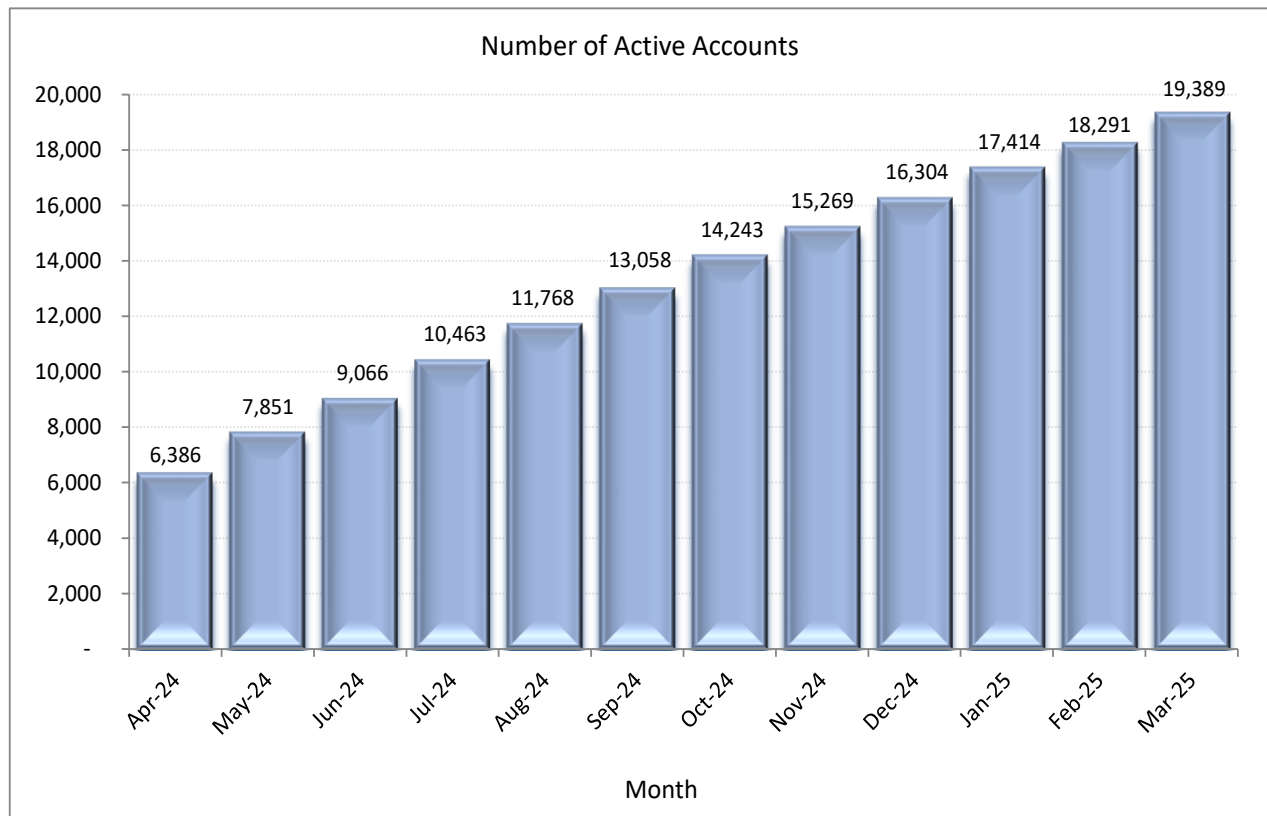
The chart below reflects the number and types of transponders issued by the 405 EL by month. As of March 31, 2025, the 405 EL had issued 38,645 transponders.



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## NUMBER OF ACTIVE ACCOUNTS BY MONTH

As of March 31, 2025, the 405 EL had 19,389 active customer accounts.



## KEY PERFORMANCE STATISTICS

The table below reflects the key performance statistics for the month of March 2025.

REPORTING REQUIREMENT	PERFORMANCE STANDARD	MARCH 2025 PERFORMANCE
<b>Customer Service</b>		
Service Level /Speed of Answer	Per business day, in which 80% of calls are answered within 60 seconds	21 of 21 days met
Abandon Rate Percentage	Per business day, in which less than 4% of calls are abandoned	21 of 21 days met
Customer Satisfaction Score	Per month, in which the customer satisfaction score does not achieve an average of 4.5 at minimum	Monthly Average 4.6651
First Contact Resolution	Per business day, in which 85% of customer calls are resolved on the first contact	21 of 21 days met
Timeliness of Case Resolution	Per business day, in which 90% of cases are resolved within one (1) business day	21 of 21 days met
	Per business day, in which 98% of cases are resolved within five (5) business days	21 of 21 days met
<b>Mail Performance</b>		
Processing of Transponder Requests	Per business day, in which 100% of transponder requests are processed within two (2) business days	17 of 21 days met *
Payment Processing	Per business day, in which 100% of payments are processed within two (2) business days	20 of 21 days met **
<b>Accounting</b>		
Customer Refunds Processed	Per business day, in which 100% of all refunds are complete and accurately issued within five (5) business days	0 of 21 days met ***

Each performance measure is assigned a non-compliance point value. Failure to meet the performance measure will result in the associated non-compliance points being applied to the monthly performance scorecard. If the accumulated non-compliance points reached a specified threshold, the customer service invoice for the month will be adjusted by the corresponding penalty percentage.

\*The performance measure was not met due to a system issue that prevents some transponder orders from moving from the back-office system to the fulfillment application.

\*\*The performance measure was not met due to a large payment received from a Fleet Service Provider that required additional research and processing.

\*\*\*The performance measure was not met due to undelivered system functionality that prevents WSP from issuing check refunds during the required time frame.

Event	Year	Fiscal Year	EL Transactions*	Full Toll Transactions	HOV Free Transactions	Other Transactions (Discounted EV)	Average Toll	Gross Potential Toll Revenue (Nominal \$'s)	% Change, EL Txns	% Change FT Txns	% Change, HOV Free	% Change, Avg Toll	% Change, Revenue
Open 12/1/23	1	2024	32,108,055	26,300,512	4,932,501	875,042	\$0.54	\$17,278,035	-	-	-	-	-
	2	2025	67,731,000	53,594,000	12,345,000	1,792,000	\$0.63	\$42,700,000	110.9%	103.8%	150.3%	17.2%	147.1%
EV sunsets in Q2	3	2026	67,840,000	52,440,000	14,940,000	460,000	\$0.76	\$51,300,000	0.2%	-2.2%	21.0%	19.9%	20.1%
3rd full year	4	2027	68,870,000	53,780,000	15,090,000	0	\$0.88	\$60,900,000	1.5%	2.6%	1.0%	16.9%	18.7%
HOV2 full toll	5	2028	69,070,000	55,820,000	13,250,000	0	\$1.03	\$70,900,000	0.3%	3.8%	-12.2%	16.1%	16.4%
	6	2029	70,180,000	56,810,000	13,370,000	0	\$1.07	\$75,100,000	1.6%	1.8%	0.9%	4.2%	5.9%
I-5 ML, 105 ML, 55 GP	7	2030	69,900,000	56,680,000	13,220,000	0	\$1.12	\$78,200,000	-0.4%	-0.2%	-1.1%	4.5%	4.1%
	8	2031	70,980,000	57,640,000	13,340,000	0	\$1.17	\$83,300,000	1.5%	1.7%	0.9%	4.9%	6.5%
	9	2032	72,050,000	58,590,000	13,460,000	0	\$1.23	\$88,500,000	1.5%	1.6%	0.9%	4.7%	6.2%
	10	2033	73,120,000	59,540,000	13,580,000	0	\$1.28	\$93,700,000	1.5%	1.6%	0.9%	4.3%	5.9%
	11	2034	74,170,000	60,480,000	13,690,000	0	\$1.34	\$99,400,000	1.4%	1.6%	0.8%	4.6%	6.1%
	12	2035	75,230,000	61,420,000	13,810,000	0	\$1.40	\$105,400,000	1.4%	1.6%	0.9%	4.5%	6.0%
	13	2036	75,860,000	61,920,000	13,940,000	0	\$1.46	\$111,100,000	0.8%	0.8%	0.9%	4.5%	5.4%
	14	2037	76,490,000	62,410,000	14,080,000	0	\$1.53	\$117,000,000	0.8%	0.8%	1.0%	4.4%	5.3%
	15	2038	77,100,000	62,890,000	14,210,000	0	\$1.60	\$123,200,000	0.8%	0.8%	0.9%	4.5%	5.3%
	16	2039	77,730,000	63,380,000	14,350,000	0	\$1.67	\$129,600,000	0.8%	0.8%	1.0%	4.3%	5.2%
LA Metro 405 EL**	17	2040	79,910,000	65,140,000	14,770,000	0	\$1.75	\$139,500,000	2.8%	2.8%	2.9%	4.7%	7.6%
	18	2041	80,550,000	65,640,000	14,910,000	0	\$1.82	\$147,000,000	0.8%	0.8%	0.9%	4.5%	5.4%
	19	2042	81,170,000	66,130,000	15,040,000	0	\$1.91	\$154,800,000	0.8%	0.7%	0.9%	4.5%	5.3%
	20	2043	81,790,000	66,610,000	15,180,000	0	\$1.99	\$163,000,000	0.8%	0.7%	0.9%	4.5%	5.3%
	21	2044	82,410,000	67,100,000	15,310,000	0	\$2.08	\$171,700,000	0.8%	0.7%	0.9%	4.5%	5.3%
	22	2045	83,170,000	67,700,000	15,470,000	0	\$2.18	\$180,900,000	0.9%	0.9%	1.0%	4.4%	5.4%
	23	2046	83,810,000	68,200,000	15,610,000	0	\$2.26	\$189,600,000	0.8%	0.7%	0.9%	4.0%	4.8%
	24	2047	84,450,000	68,700,000	15,750,000	0	\$2.35	\$198,800,000	0.8%	0.7%	0.9%	4.1%	4.9%
	25	2048	85,090,000	69,200,000	15,890,000	0	\$2.45	\$208,300,000	0.8%	0.7%	0.9%	4.0%	4.8%
	26	2049	85,730,000	69,700,000	16,030,000	0	\$2.55	\$218,300,000	0.8%	0.7%	0.9%	4.0%	4.8%
	27	2050	86,370,000	70,200,000	16,170,000	0	\$2.65	\$228,700,000	0.7%	0.7%	0.9%	4.0%	4.8%
	28	2051	87,010,000	70,700,000	16,310,000	0	\$2.75	\$239,700,000	0.7%	0.7%	0.9%	4.0%	4.8%
	29	2052	87,650,000	71,200,000	16,450,000	0	\$2.86	\$251,000,000	0.7%	0.7%	0.9%	3.9%	4.7%
	30	2053	88,300,000	71,700,000	16,600,000	0	\$2.98	\$263,000,000	0.7%	0.7%	0.9%	4.0%	4.8%
	31	2054	88,940,000	72,200,000	16,740,000	0	\$3.10	\$275,500,000	0.7%	0.7%	0.8%	4.0%	4.8%
	32	2055	89,580,000	72,700,000	16,880,000	0	\$3.22	\$288,800,000	0.7%	0.7%	0.8%	4.1%	4.8%

\* Transactions are defined as the number of vehicles passing through each distinct segment. A northbound trip from 73 to 605 is 6-transactions. A trip from SR 22 to 405N is 3 transactions.

\*\* N. Terminus to 405 EL at LA County Line assumed to maintain 1-northbound EL when LA Metro project is built

EV – Electric vehicle

Q – Quarter

HOV – High occupancy vehicles

ML – Managed lanes

EL – Express Lanes

Txns - Transactions

GP - General-purpose lanes



# **405 Express Lanes Update**

## **for the Period Ending March 31, 2025**

# 405 Express Lanes and Access Points



- Opened on December 1, 2023
- Two express lanes in each direction across 14-miles of Interstate 405
- Various access points along Interstate 405
- Tolls based on length of segments and demand
- Toll-free travel for various categories of vehicles

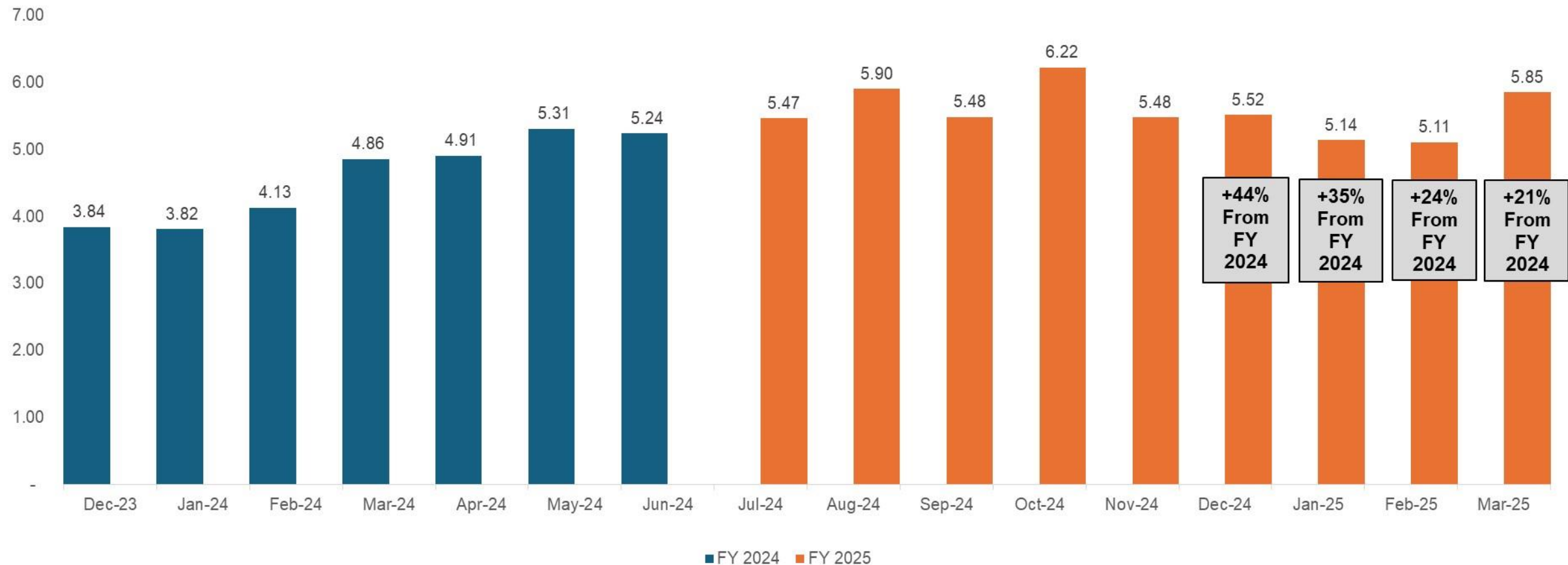


# Highlights

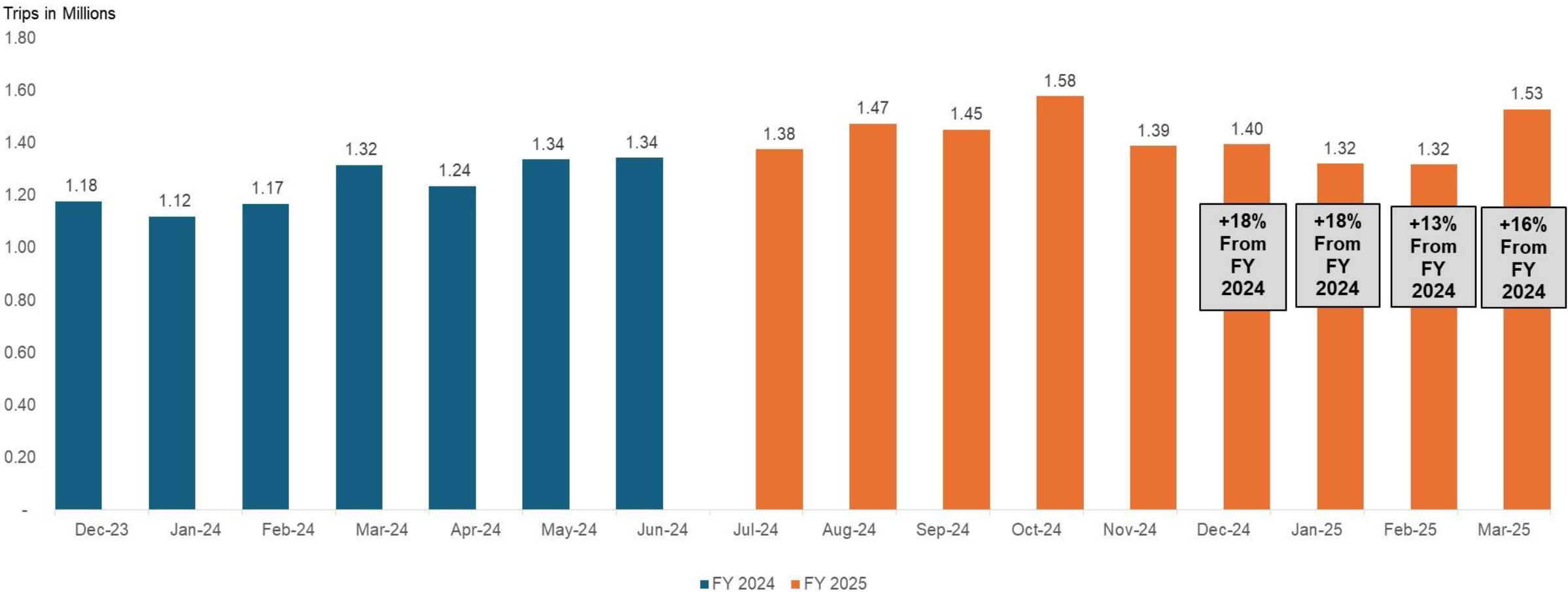
- Over the past 12 months:
  - Transactions totaled 65.6 million
  - Trips totaled 16.8 million
  - Toll revenues totaled \$39.8 million
- Transactions, trips, and toll revenues continue to grow
- Toll adjustments applied to several hours in February 2025
- Key performance index measures under the operating contract continue to improve
- Completed Operational Acceptance Testing and Final Acceptance for the Electronic Toll and Traffic Management lane system
- 405 Improvement Project has reduced travel times for all drivers

# Monthly Transactions Over the Past 16 Months

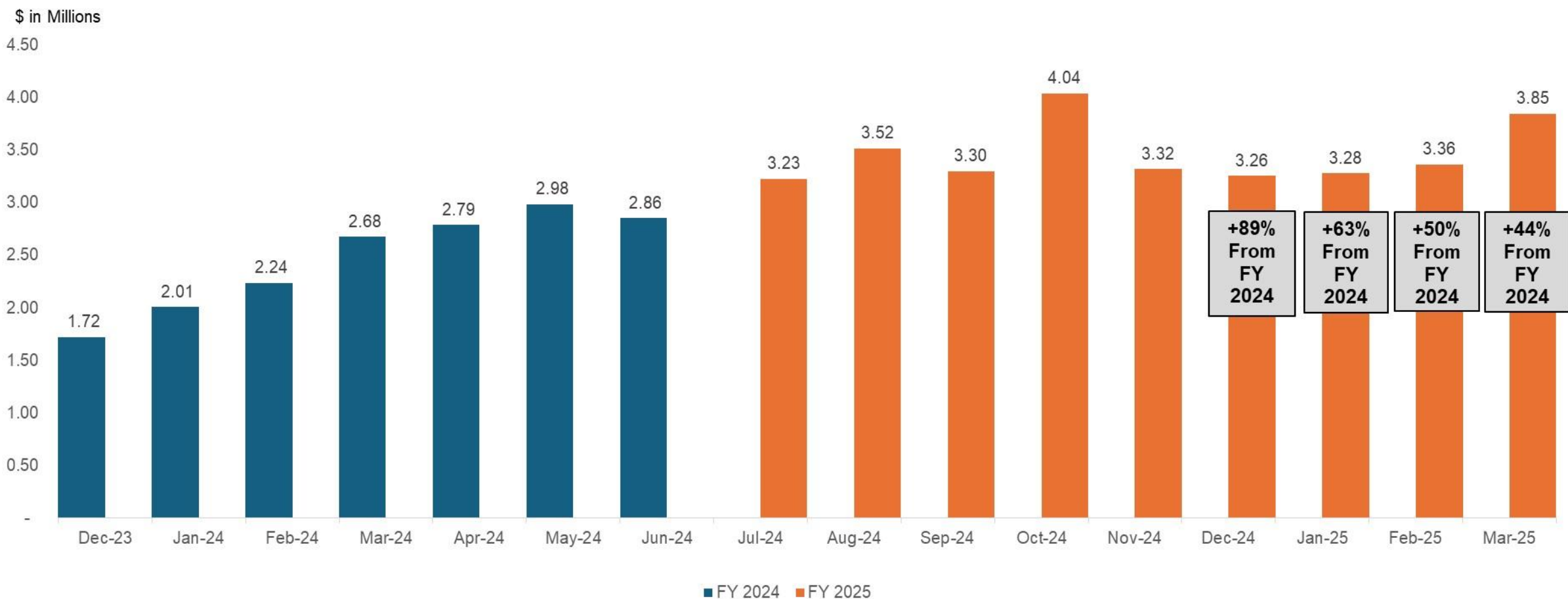
Transactions in Millions



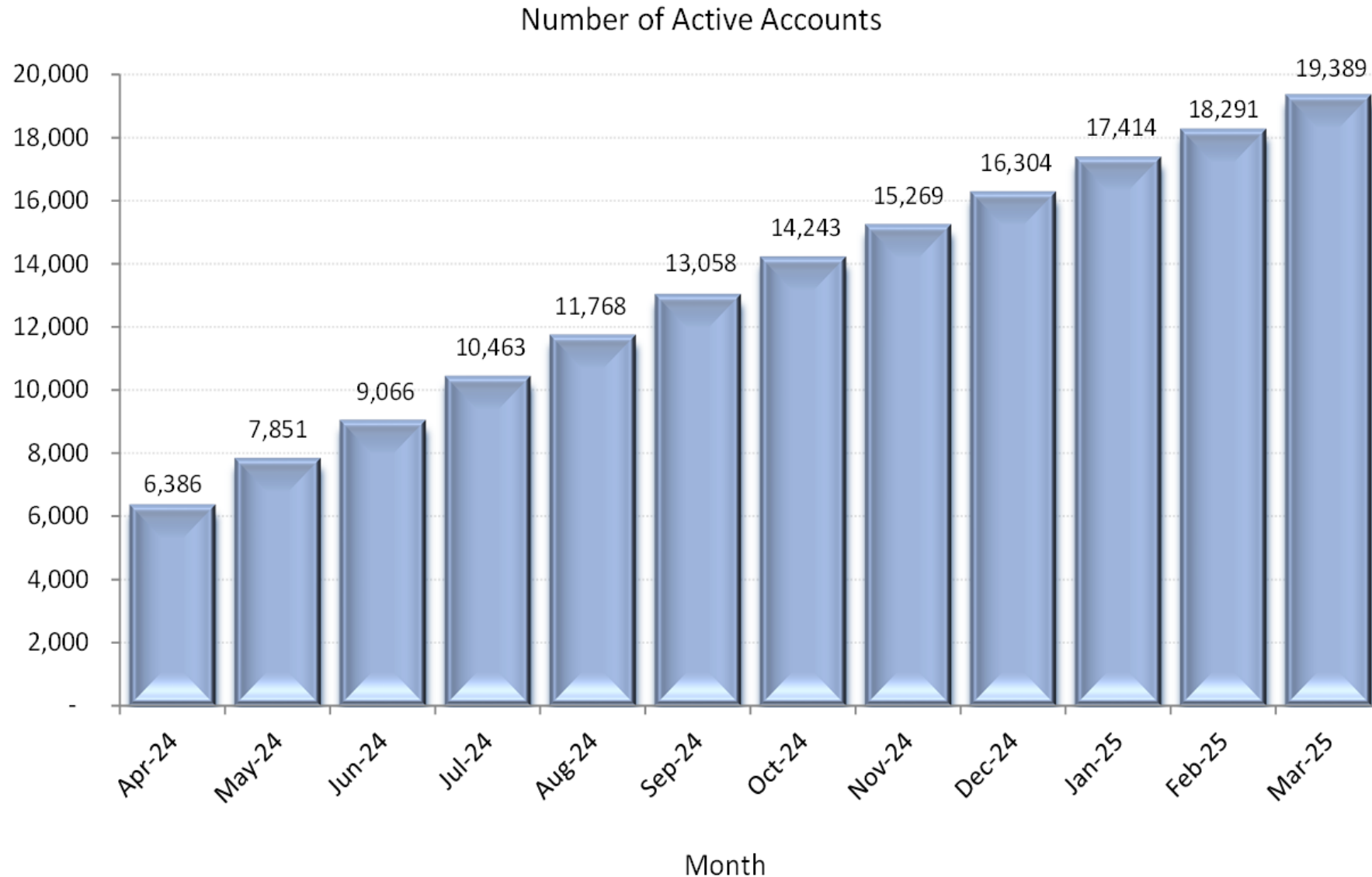
# Monthly Trip Growth



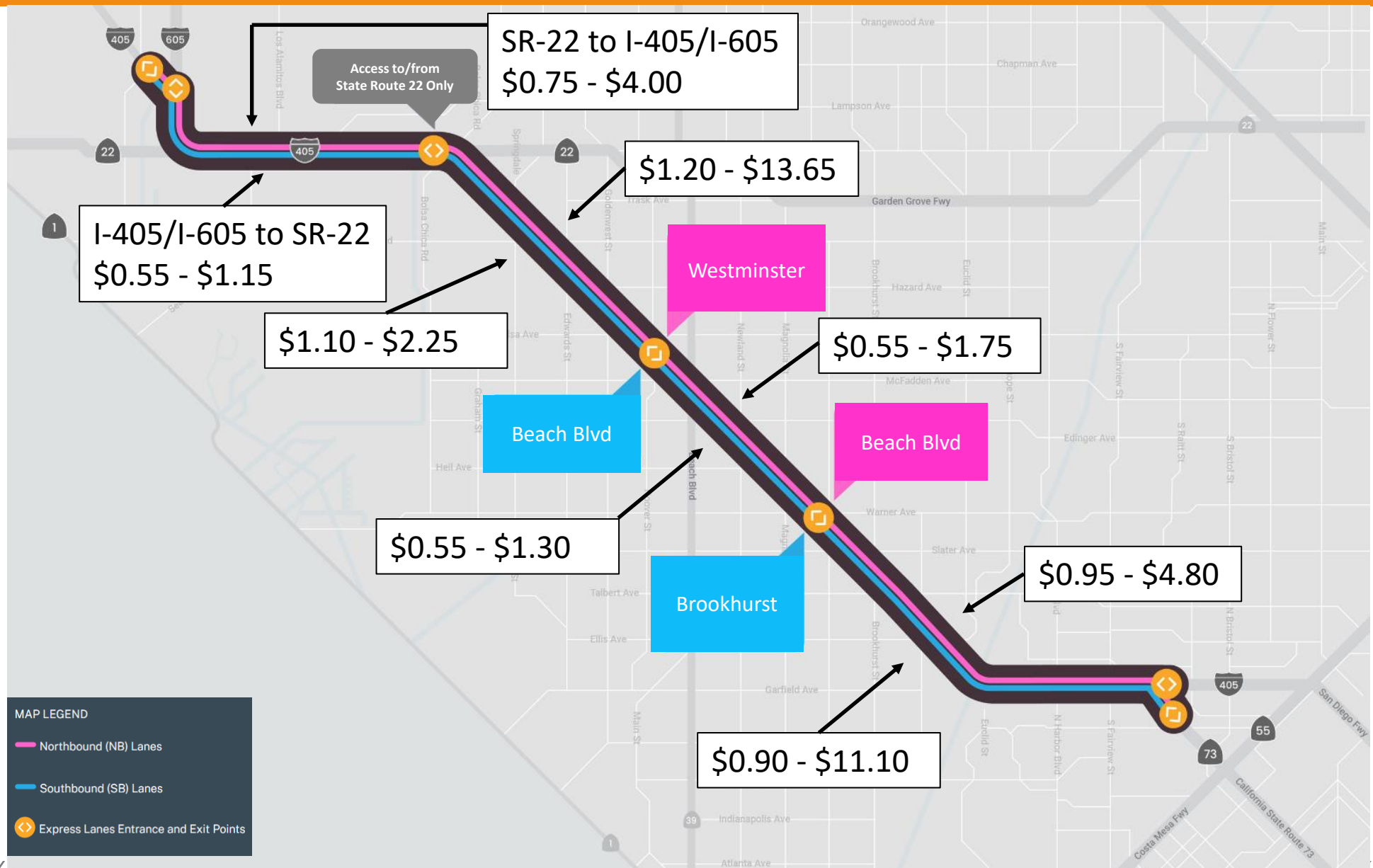
# Toll Revenues Meeting Expectations



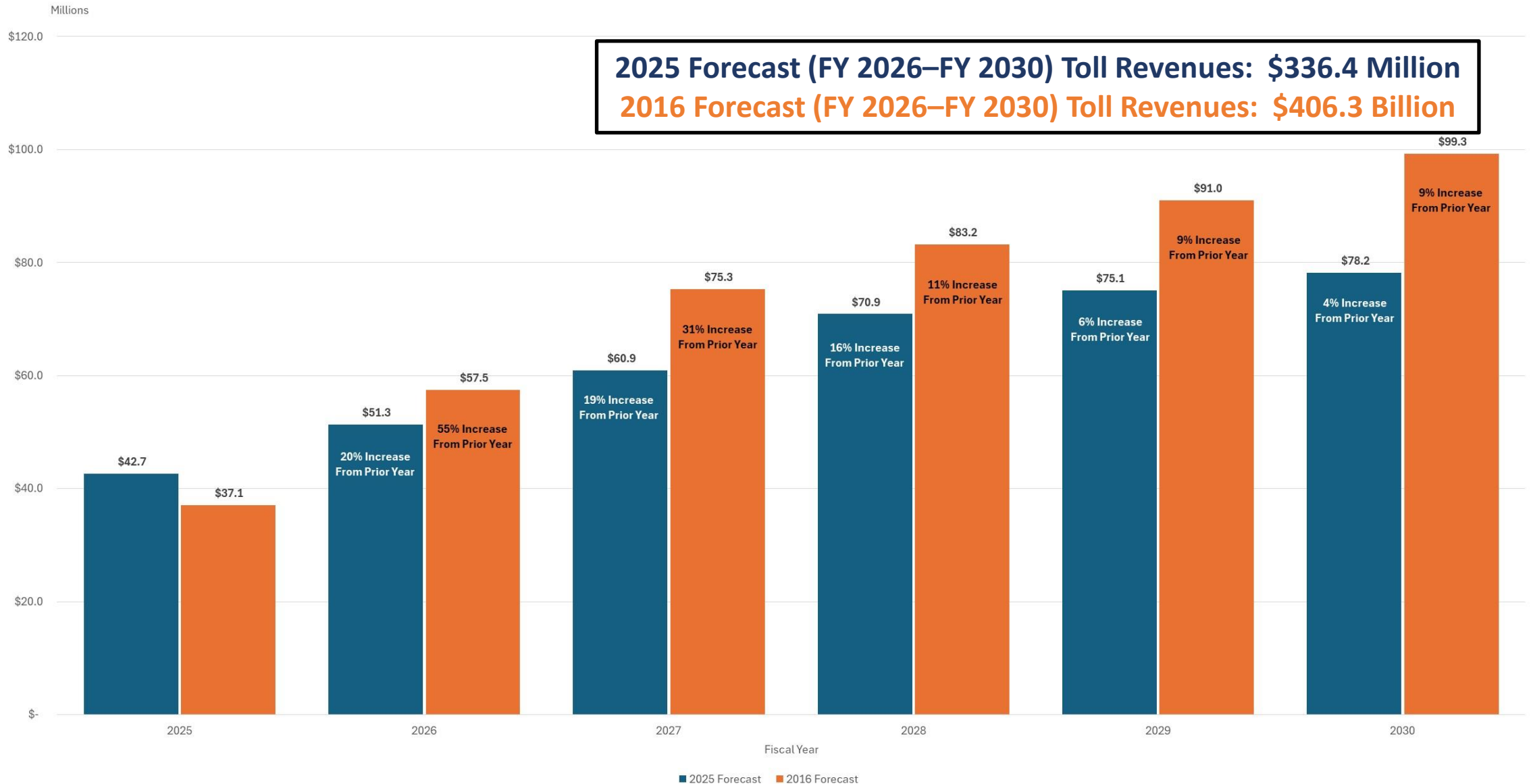
# Customer Account Growth



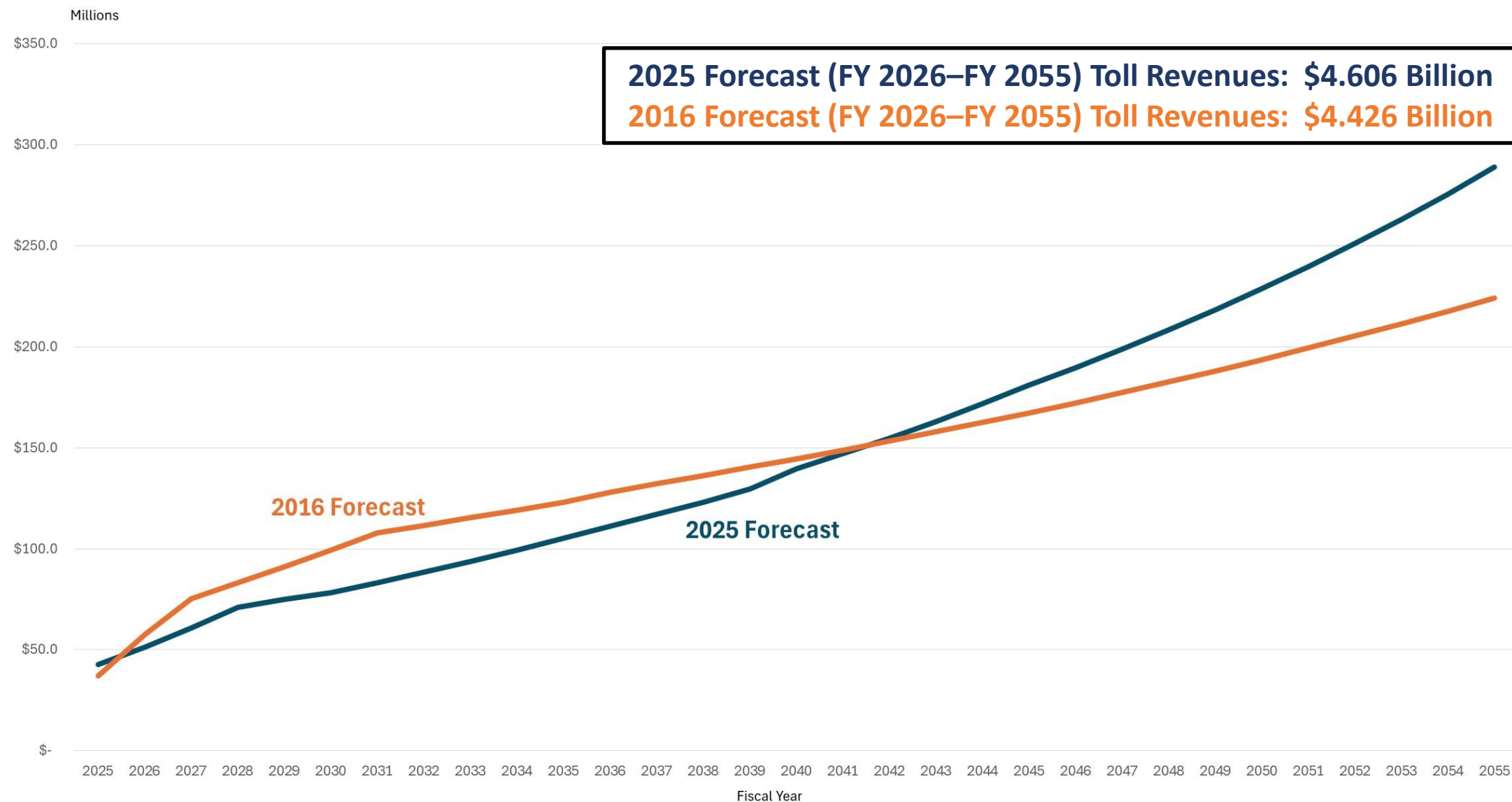
# Toll Rates By Segment - Effective 2/10/24



# Near-Term Look at Traffic & Revenue Forecast



# 30-Year Annual Forecast Comparison





# Next Steps

- Continue to make necessary adjustments to toll rate schedules to help ensure free-flow traffic
- Incorporate traffic and revenue forecast into financial plans and update financial models
- Complete Final Acceptance for the 405 Improvement Project
- Commence regular maintenance services with Caltrans



**May 28, 2025**

**To:** Finance and Administration Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Preview to the Public Hearing on Orange County Transportation Authority's Fiscal Year 2025-26 Budget and Personnel and Salary Resolution

### **Overview**

The Orange County Transportation Authority Fiscal Year 2025-26 Proposed Budget presents a balanced plan of sources and uses of funds while providing for the current and future transportation needs of Orange County. The Board of Directors may approve the Orange County Transportation Authority Fiscal Year 2025-26 Proposed Budget following the public hearing to be held at the Board of Directors' meeting on June 9, 2025, at the following Board of Directors' meeting on June 23, 2025, or in a special meeting convened at their discretion, on or before June 30, 2025. The Board of Directors is also asked to approve the Personnel and Salary Resolution as part of the budget approval process.

### **Recommendations**

- A. Approve by Resolution the Orange County Transportation Authority's Fiscal Year 2025-26 Budget.
- B. Approve the Personnel and Salary Resolution for fiscal year 2025-26.
- C. Authorize the Chief Executive Officer, or his designee, to negotiate and execute the software and hardware licensing, maintenance, and emergency support purchase orders, and/or agreements.
- D. Approve the fiscal year 2025-26 Orange County Transportation Authority member agency contribution to the Southern California Regional Rail Authority operating subsidy, in an amount up to \$51,972,543, contingent upon all other member agencies agreeing to their respective operating subsidy contributions. In addition, approve the capital and rehabilitation expenditure budgets contingent upon all member agencies' approval of

their respective capital and rehabilitation budgets. The Orange County Transportation Authority's budget for capital expenditures is \$3,084,444 and for rehabilitation expenditures is \$32,455,508.

### ***Background***

The development of the Orange County Transportation Authority's (OCTA) Fiscal Year (FY) 2025–26 Proposed Budget began in December 2024 and reflects a comprehensive planning effort grounded in OCTA's mission, strategic priorities, and long-term financial management. Initial steps included the development of revenue projections, service plans, and program-specific goals and objectives, all developed in alignment with the direction of the Board of Directors (Board) and the Chief Executive Officer (CEO).

In January 2025, each division submitted detailed budget requests based on their operational needs and strategic objectives. These submissions underwent multiple layers of internal review to ensure fiscal discipline and alignment with agency-wide goals. An internal budget review committee, appointed by the CEO and consisting of the Deputy CEO, Chief Financial Officer, and the Executive Director of People and Community Engagement, conducted a rigorous evaluation of the proposed budget to ensure it reflects a balanced, efficient, and strategically aligned financial plan. The committee assessed each request for consistency with the Board's priorities, CEO's goals, OCTA's Strategic Plan, Comprehensive Business Plan, and the Next 10 Delivery Plan.

Key programmatic assumptions supporting the FY 2025–26 proposed budget (proposed budget) was presented to the Finance and Administration (F&A) Committee on March 26, 2025. The presentation outlined the guiding principles and financial assumptions that form the foundation of the proposed budget across OCTA's core program areas, including Measure M2 (M2), transit operations, motorist services, and the express lanes.

An informational budget workshop was conducted for the Board on May 12, 2025. During the workshop, staff provided an overview of the proposed budget, including agency-wide goals and objectives, the staffing plan, and the anticipated sources and uses of funds. The workshop was designed to provide Board Members with a comprehensive understanding of the proposed financial plan.

A public hearing on the proposed budget is scheduled for the June 9, 2025, Board meeting. Following the public hearing, staff will request formal approval of the proposed budget by the Board. The adopted budget will serve as the agency's financial blueprint for the coming FY, supporting delivery of high-quality and efficient transportation services for Orange County residents and commuters.

### ***Discussion***

The proposed budget presents a balanced financial plan, detailing the sources and uses of funds. It reflects a judicious mix of new revenues and the strategic use of previously designated funds, ensuring fiscal stability without resorting to deficit spending. Previously designated funds, also known as planned uses of prior year designations, are funds set aside (designated) in prior FYs to be utilized in the current FY.

The combination of estimated revenues and planned uses of prior year designations produces available funding of \$1,739.2 million, while proposed expenditures and designations yield a total use of funds of \$1,739.2 million. On a year-over-year comparison to the FY 2024-25 approved budget, the proposed budget is one percent, or \$17.4 million, less than the FY 2024-25 approved budget.

Given the uncertainty in the economy, OCTA is taking a conservative approach to sales tax assumptions and assuming no growth in the coming year. Sales tax for the M2 Program is forecasted to be \$432.1 million. Similarly, the quarter-cent Local Transportation Fund sales tax revenue, primarily supporting the bus program, is anticipated to be \$220.1 million.

Under the M2 Program, significant funding is allocated for freeway improvements, particularly on State Route 91 (SR-91), State Route 55, and Interstate 5, reflecting OCTA's promise to deliver on the M2 Next 10 Delivery Plan. The M2 Program will also continue to fund local jurisdictions through streets and roads efforts including the Local Fair Share Formula Program, the competitive Regional Capacity Program, and the Regional Traffic Signal Synchronization Program. Additionally, there is continued investment in both local and regional transit, which includes programs like Metrolink and the OC Streetcar.

For the OC Bus Program, the proposed budget supports 1.62 million service hours, which represents an increase of four percent. Approximately 60 percent of the service hours will be operated by OCTA and the remaining 40 percent will be provided by contractors.

Under the Rail Program, the proposed budget is designed to support regional rail service levels that align with Metrolink's optimized service plan. Regional rail capital expenditures are primarily driven by coastal rail improvements, a slope stabilization project, and the San Juan Creek Bridge Replacement Project. In addition, construction of local rail, also known as the OC Streetcar, is anticipated to be complete with revenue operations beginning in spring 2026.

The budget also funds the Express Lanes Program, with the goal of maximizing throughput on both the SR-91 and Interstate 405 corridors. The 91 Express Lanes continues to meet its commitments while generating excess revenues to fund improvements along the SR-91 corridor, while the 405 Express Lanes continues to meet expectations and fund-required indenture reserves.

In terms of staffing, the budget includes a total of 1,379.5 positions, which is an increase of 31 positions. The increase is driven by an increase of four administrative positions and 27 coach operator positions. The increase in coach operator positions is based on planned increases in bus service levels.

One of the four administrative positions being proposed in the budget is based on an audit recommendation and will improve timeliness in the processing of M2 payments to local jurisdictions. The other three positions are being proposed to offset a high utilization of overtime within bus operations. In addition, 11 new administrative positions were identified during the budget development process that are needed to support OCTA's ongoing efforts. Staff is taking a cautious approach to adding the additional positions at this time given the uncertainty in the economy. Should economic conditions improve, and sales tax growth become more consistent, staff may return to the Board during the FY and request to add the positions.

Staff has attended, and will continue to attend, all committee meetings held between the budget workshop and the public hearing to answer any budget-related questions. Staff is also available to meet with Board Members individually upon request to answer questions.

<b>Committee</b>	<b>Date</b>
Finance and Administration Committee	May 14
Legislative and Communications Committee	May 15
Finance and Administration (Preview of Public Hearing)	May 28
Executive Committee	June 2
Regional Transportation Planning Committee	June 2

#### Personnel and Salary Resolution (PSR)

The FY 2025-26 PSR (Attachment C) governs administrative employees and is approved annually as part of the budget. Changes have been made to the PSR to include minor clarifications, where necessary.

The PSR includes a four percent merit pool and four percent special performance award (bonus) pool. The PSR also includes an adjustment of two percent to the maximum salary for each salary grade. Salary grade adjustments do not automatically increase employee salaries unless they fall below the minimum of the new range. Currently, there are 12 OCTA employees that would fall below the proposed minimum grade range, which would require an automatic salary increase totaling \$14,726.

#### Information Systems Licensing and Maintenance Agreements

Each year, in conjunction with approving the budget, the Board approves OCTA's software and hardware licensing and maintenance agreements. OCTA follows industry practice to ensure proper maintenance and to receive critical product upgrades of its licensed software and purchased hardware. The annual and multi-year licensing and maintenance agreements are executed with each hardware and software developer on a sole source basis, for an amount not to exceed the contracted value for each vendor. The sole source list includes licensing and maintenance agreements, as well as emergency support after hours, weekends, and holidays. The Switch Ltd. vendor listed on the sole source list provides data center colocation services for the hosting of OCTA's mission critical business application computing infrastructure. Though other firms offer this service, OCTA included them on the sole source list based upon the criticality of their services in providing the facility for operating OCTA business applications, as well as them being the leader in the industry in providing colocation data center services.

On a cumulative basis, the software and hardware licensing, maintenance, and emergency support agreements will not exceed \$12.9 million. A list of the agreements is included as Attachment D.

#### **Southern California Regional Rail Authority (SCRRA) FY 2025-26 Proposed Budget**

Under the Joint Powers Agreement that governs SCRRA, each member agency must approve its financial contribution to the SCRRA proposed budget. The SCRRA proposed budget estimates the OCTA operating subsidy to be \$51,972,543. OCTA's approval of the operating subsidy would be contingent upon all other member agencies agreeing to their respective operating subsidy contributions.

In addition to the annual operating funding allocation, OCTA is also responsible for a portion of the costs for capital and rehabilitation projects. These projects are typically led by SCRRA, and the grant funds to pay for them are drawn down directly by SCRRA. As a result, these projects are not typically included in OCTA's budget. SCRRA's proposed budget (Attachment E) provides a detailed list of projects and the associated costs by member agency. OCTA's budget for capital expenditures is \$3,084,444 and for rehabilitation expenditures is \$32,455,508.

#### ***Summary***

The Orange County Transportation Authority Fiscal Year 2025-26 Proposed Budget was reviewed by the Board of Directors in a workshop setting on May 12, 2025. The Board of Directors may approve the Orange County Transportation Authority Fiscal Year 2025-26 Proposed Budget following the public hearing on June 9, 2025, at the regularly scheduled meeting on June 23, 2025, or in a special meeting convened at their discretion, on or before June 30, 2025.

***Attachments***

- A. Resolution of the Board of Directors for the Orange County Transportation Authority Approving an Operating and Capital Budget Fiscal Year 2025-26, Resolution No. 2025-026
- B. Orange County Transportation Authority Budget Summary Fiscal Year 2025-26
- C. Proposed Changes for the Personnel and Salary Resolution (PSR) Fiscal Year 2025-26
- D. Orange County Transportation Authority Licensing and Maintenance Agreements Sole Source List - Fiscal Year 2025-26
- E. Transmittal of the Metrolink Southern California Regional Rail Authority Proposed FY2025-2026 (FY26) Metrolink Budget

**Prepared by:**



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**Approved by:**



Andrew Oftelie  
Chief Financial Officer,  
Finance and Administration  
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**RESOLUTION OF THE BOARD OF DIRECTORS FOR  
THE ORANGE COUNTY TRANSPORTATION AUTHORITY  
APPROVING AN OPERATING AND CAPITAL BUDGET  
FISCAL YEAR 2025-26**

**WHEREAS**, the Chief Executive Officer and staff have prepared and presented to the Board of Directors a proposed operating and capital budget in the amount of \$1,739.2 million for fiscal year 2025-26.

**WHEREAS**, said Chief Executive Officer and staff did conduct a public workshop before the Board of Directors on May 12, 2025, in the Board Chambers, at which time the proposed budget was considered;

**WHEREAS**, a public hearing was conducted on June 9, 2025, at which the public was invited to express its views and objections to said budget; and

**WHEREAS**, the original of said proposed budget will be revised to reflect each and all of the amendments, changes, and modifications which the Board of Directors, up to the time of the approval of this resolution, believes should be made in said proposed budget as so submitted and to correct any non-substantive errors or omissions.

**NOW, THEREFORE BE IT RESOLVED**, by the Board of Directors of the Orange County Transportation Authority as follows:

1. The operating and capital budget of the Orange County Transportation Authority and all affiliated agencies for the fiscal year July 1, 2025 through June 30, 2026, is hereby approved, a copy of which is on file with the Clerk of the Board.
2. The Clerk of the Board shall certify to the passage and approval of this resolution, and it shall thereupon be in full force and effect.

ADOPTED, SIGNED, AND APPROVED this 9th day of June 2025.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

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Andrea West  
Clerk of the Board

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Doug Chaffee, Chair  
Orange County Transportation Authority



**Orange County Transportation Authority  
Budget Summary  
Fiscal Year 2025-26**

*\$ in millions*

Estimated Revenues	\$ 1,285.7
Use of Prior Year Designations	\$ 453.5
<b>Total Sources of Funds</b>	<b><u>\$ 1,739.2</u></b>

**Appropriate Funds to:**

Salaries & Benefits	\$ 225.9
Services & Supplies	475.8
Contributions to Other Agencies	227.9
Debt Service	65.9
Capital / Fixed Assets	650.2
<b>Total Expenses</b>	<b><u>\$ 1,645.7</u></b>
<b>Designation of Funds</b>	<b><u>\$ 93.5</u></b>
<b>Total Uses of Funds</b>	<b><u>\$ 1,739.2</u></b>

**Proposed Changes for the  
Personnel and Salary Resolution (PSR) Fiscal Year 2025-26**

<b>Subject</b>	<b>Page(s)</b>	<b>Section</b>	<b>Proposed Change</b>	<b>Reason</b>
Various formatting and language changes				Throughout document; language clarified to align with policies; page numbers and dates updated; percentage formatted for consistency; clarity of document.
Layoff Benefits	8	2.8A	Add clarifying language	Added "...with the exception of Deferred Compensation plans," which are not reinstated to the level prior to layoff.
Personal Leave	17	5.3A	Shorten/simplify section	Simplified section to refer to Personal Leave Policy, as it is being updated.
Additional Retiree Benefit Account Plan	20	5.5C	Update benefit amount for retirees	Annual 2 percent cost adjustment to benefit amount.
Jury Duty	22	5.6E	Add statement to include mileage reimbursement	Added "...except for mileage reimbursement, consistent with state law", as stated in the Jury Duty Policy.
Executive Compensation	27	6.3	Add clarifying language	Clarified the titles that are considered to be executives and their salary ranges.
Titles and Salary Grade Assignments	31-38		Annual update of section	Removed and added salary grade classifications.

**Proposed Changes for the  
Personnel and Salary Resolution (PSR) FY25-26**

<b>Subject</b>	<b>Page(s)</b>	<b>Section</b>	<b>Proposed Change</b>	<b>Reason</b>
Salary Structure	39		Update salary structure	Annual salary structure adjustment; 2 percent for fiscal year 2025-26.
Appendix A – Glossary of Terms	40		Update titles of executive employees	Added LOSSAN Managing Director and LOSSAN Deputy Managing Director.

# PERSONNEL AND SALARY RESOLUTION

FISCAL YEAR 20254-20265

Effective: June 156, 20254

This document provides information on general policies regarding employment practices, employee benefits, compensation, and salary structure for administrative employees at the Orange County Transportation Authority and was approved by the Orange County Transportation Authority Board of Directors on June 924, 20254.

Prepared by:

*People and Community Engagement Division*



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# **SECTION 1**

## **PURPOSE AND PROCEDURES**

### **1.1 PURPOSE OF PERSONNEL AND SALARY RESOLUTION**

In an effort to establish an equitable and consistent plan for managing Human Resources matters, to attract, develop and retain top talent, and to ensure consistent selection, promotion, and compensation practices based on merit, ability, and performance, the following Human Resources policies for administrative employees are hereby adopted.

The Orange County Transportation Authority (OCTA) reserves and maintains the right to eliminate, modify or otherwise change, at any time, for any reason, any provision(s) of this Personnel and Salary Resolution (PSR), as established and approved by the Board of Directors, including, but not limited to, any employee benefit or right provided in this PSR.

### **1.2 HUMAN RESOURCES POLICIES AND PROCEDURES**

The Chief Executive Officer (CEO), acting as the Appointing Authority (AA), may elect to delegate certain responsibilities. The CEO is charged with ensuring OCTA Human Resources policies and procedures provide for an effective and efficient organization, staffed with qualified employees receiving fair and equitable treatment. The Executive Director of People and Community Engagement (PACE) is responsible for managing the Human Resources functions and is responsible for developing and administering Human Resources policies and procedures that are in the best interest of OCTA and its employees.

The CEO makes the final determination on the interpretation of OCTA Human Resources policies and is authorized to establish and maintain Human Resources procedures that are consistent with those policies.

Exceptions to the PSR may be authorized in writing by the CEO. This exception authority may not be delegated.

Please refer to specific policies and procedures for additional information.

### **1.3 STATEMENT OF EQUAL EMPLOYMENT OPPORTUNITY**

The Orange County Transportation Authority (OCTA) practices equal employment opportunity and non-discrimination in all personnel actions. The full policy statement can be found in the Appendix to this PSR.

## **SECTION 2 EMPLOYMENT**

### **2.1 AT-WILL EMPLOYMENT**

OCTA employees whose employment is governed by the provisions of this PSR are at-will. The AA has the right to reassign, dismiss, reduce pay, or suspend without pay any employee, at any time, for any reason. Similarly, OCTA employees may separate their employment at any time without prior notice.

### **2.2 APPROVAL AUTHORITY FOR EMPLOYEE ACTIONS**

The CEO is the AA for the selection and separation of all employees in all positions except those reporting directly to the Board. The CEO is authorized to approve revisions in classification titles and grades, provided that any such changes are in accordance with established OCTA Policies and Procedures and the Board-adopted fiscal year budget.

### **2.3 COMPENSATION**

OCTA will maintain a compensation philosophy and salary structure for full-time and part-time employees as stated in the PSR.

Salary ranges, rates, and employee benefits are reviewed and considered for adjustment annually and more frequently as necessary. This permits OCTA an opportunity to periodically assess the competitiveness of the compensation plan, including the salary structure, and make necessary adjustments to reflect changes in internal equity and labor market conditions.

### **2.4 INTERNSHIPS**

A person employed in a College Intern position will be compensated at an hourly rate to be determined by the AA. A College Intern is not eligible for employee benefits paid by OCTA, except as required by law. The fiscal year 2025-26 Intern pay rates are: full time undergraduate: \$19.00/hour, graduate – \$20.00/hour, master's degree student - \$22.00/hour.

### **2.5 OUTSIDE EMPLOYMENT ACTIVITIES**

An administrative employee may not engage in outside employment or other outside activities incompatible with the full and proper discharge of the duties and responsibilities of his/her OCTA employment. Before accepting or engaging in any outside employment that may interfere with a current job role, an employee must obtain written permission from their Department Manager.

## 2.6 PERFORMANCE PLANNING AND REVIEW PROGRAM

The AA is responsible for developing and administering a formal performance planning and review program for all full-time and part-time administrative employees.

## 2.7 RELOCATION EXPENSES

OCTA may provide relocation assistance as defined in the [“Reimbursement of Relocation Expenses Policy.”](#)

## 2.8 ELIMINATION OF POSITIONS AND WORKFORCE REDUCTIONS

Whenever it becomes necessary, the CEO may eliminate any position. The CEO has the authority to reduce the workforce and to layoff full-time or part-time employees because of the elimination of a position, lack of funds, lack of work, or for operational efficiencies. An employee who is ~~laid-off~~[laid off](#) because of the elimination of a position or reduction in the workforce may be placed in another position for which the employee is qualified at the same level or below, provided an opening exists. Workforce reductions may allow for the position to remain vacant until the AA finds it necessary to fill the position.

### 2.8A LAYOFF BENEFITS

An employee recalled within six months may be reinstated to the same position if the position is available. For purposes of this section, benefits based on length of service, [with the exception of Deferred Compensation plans](#), will be reinstated to the level prior to layoff if an employee is reinstated to the same or a different position within six months following the date of layoff.

An employee placed on layoff may be granted paid health insurance in accordance with the following schedule:

Years of Service	Length of Coverage
Less than 3	1 month
3 but less than 5	2 months
5 but less than 10	3 months
10 or more	4 months

Upon separation from OCTA due to layoff, all unused or unpaid vacation, personal paid holidays, and sick leave will be paid to the affected employee.

If employment is recalled within six months, health insurance coverage will take effect on the first day of the following month from the rehire date. However, if the granted paid health insurance is still in effect, then coverage will be effective the first day of the month from the return-to-work date.

## 2.8B LAYOFF SEVERANCE PAY

The CEO may authorize the payment of severance pay to full-time and part-time employees in accordance with the following schedule:

Years of Service	Weeks of Severance Pay
Less than 3	2 weeks
3 but less than 5	3 weeks
5 but less than 10	4 weeks
10 or more	5 weeks

Severance pay for part-time employees is prorated in accordance with their regularly scheduled pay.

## **SECTION 3**

### **EXEMPT AND NON-EXEMPT EMPLOYEE, WORKWEEK, SCHEDULES, OVERTIME, AND MAKE-UP TIME**

#### **3.1 EXEMPT EMPLOYEES**

Exempt employees are those in positions that are not covered under the provisions of the Fair Labor Standards Act (FLSA) regarding minimum wage, overtime, maximum hours and recordkeeping.

An exempt employee, either part-time or full-time, is not eligible for overtime payment, compensatory time, or any additional compensation for time worked in excess of eight hours per day or 40 hours per workweek, or time worked in excess of his/her regular schedule, except in accordance with the Disaster Pay and Leave Policy.

Sick leave and vacation accruals, as well as retirement service credits, accrue on paid hours.

#### **3.2 NON-EXEMPT EMPLOYEES**

Non-exempt employees are those in positions that are covered under the provisions of the FLSA regarding minimum wage, overtime, maximum hours and recordkeeping. All hours worked, holidays, and benefit time taken must be accurately recorded on a timesheet and approved by the supervisor. Sick leave and vacation accruals, as well as retirement service credits, accrue on paid hours excluding overtime.

Non-exempt employees are strictly prohibited from volunteering or donating their time to OCTA by performing any work or function that is the same or similar to their regularly scheduled duties while in an unpaid status.

#### **3.3 WORKWEEK**

The FLSA defines workweek as a period of 168 hours consisting of seven consecutive 24-hour periods. The employer can determine the day and hour that the workweek begins. Each workweek is considered on its own to determine minimum wage and overtime payments: there is no averaging of two or more workweeks. The Department of Labor uses workweek to determine compliance with federal regulations such as requirements for wage payments and overtime. Workweek and overtime will be administered consistent with any applicable state and federal laws.

The regular workweek for a full-time OCTA employee is 40 hours per week, Sunday through Saturday, unless otherwise established with an alternative work schedule. The workweek does not need to coincide with the calendar week.

### 3.4 ALTERNATIVE WORK SCHEDULES

The AA has the authority to designate flexible starting, ending, and core times for the performance of work during the standard workday consistent with OCTA's "Workweek and Overtime Policy."

The AA also has the authority to designate alternative workweek schedules, such as 4/10 or 9/80, provided the administration of such schedules is consistent with OCTA policy and any applicable state and federal laws.

The AA may establish necessary guidelines to administer alternative workweek schedules at the department and section level.

### 3.5 OVERTIME

Overtime must be authorized prior to performance of such work. Authorized work performed in excess of eight hours per day or in excess of 40 hours per workweek by a full-time or part-time non-exempt employee is considered overtime. This does not apply to a non-exempt employee who regularly works a 9/80 work schedule or who regularly works any other work schedule totaling 40 hours per workweek. All paid hours except sick time will be considered hours worked.

Excluding employees on an alternative work schedule, non-exempt employees will be paid 1-1/2 times their regular rate for all time worked in excess of eight (hours in a workday or 40 hours in a workweek). Non-exempt employees on alternative work schedules will be eligible for daily overtime for hours worked in excess of their regular schedule or 40 hours in a workweek.

For purposes of calculating overtime compensation, paid holidays not worked and pre-approved vacation not worked are treated as authorized work performed. If a designated holiday occurs on a regularly scheduled day off, these hours are not considered hours worked. Hours away from work due to illness, even when compensated, are not included in overtime calculations.

A non-exempt employee who is required to work on a designated holiday will be paid 1-1/2 times his/her regular rate for authorized work performed, in addition to regular holiday pay. Added pay for holiday hours worked will not be considered when calculating overtime on more than 40 hours in a workweek.

OCTA does not permit the accrual of compensatory time in lieu of payment of overtime.

In no case may a non-exempt employee's workweek be changed when the purpose of the change is to avoid compensating the employee at 1-1/2 times his/her regular rate for work performed in excess of his/her regular work schedule.

If, in the judgment of the employee's supervisor, work beyond the normal workday, workweek, or work period is required, such work may be authorized.

### **3.6 MAKE-UP TIME**

Consistent with OCTA policy, when a non-exempt employee requests to leave or miss certain hours of a day and then to make it up by working longer hours on another day, it is called make-up time. Make-up time is permitted when requested by the employee due to the employee's personal obligation. The employee must request to use make-up time in writing before taking the time off or working the make-up hours, and the supervisor must approve it. The time must be made up within the same workweek as the time that was taken off. The made-up time cannot cause the employee to work more than 11 hours in a day or more than 40 hours in a workweek, as this will require overtime to be paid. Managers and/or Supervisors are prohibited from encouraging or soliciting an employee to request make-up time.



## SECTION 4

### BOARD MEMBER BENEFITS AND COMPENSATION

#### 4.1 BOARD MEMBER BENEFITS

The AA may establish and be responsible for health (medical, dental, and vision), and life (life and accidental death and dismemberment) insurance benefits for Board Members at a cost not to exceed the amount established by the Board in the annual budget.

##### 4.1A BENEFITS ELIGIBILITY

For Public Board Members and for Board Members who do not receive health benefits from the public entity they are elected to serve: The Board Members will have the same premium cost and the same health benefits as full-time ~~Administrative~~administrative employees paid by OCTA, which may change to reflect the current programs offered.

For Board Members who receive health benefits and/or a cash waiver from the public entity they are elected to serve: The Board Members may choose to receive the same health benefits as full-time ~~Administrative~~administrative employees, provided the Board Member pays 100% ~~percent~~ of the OCTA premium, which may change to reflect the current programs offered.

##### 4.1B DEFERRED COMPENSATION

Board Members may participate in OCTA's Deferred Compensation Program.

##### 4.1C RETIREMENT PLAN

Board Members are required to participate in the 3121 Federal Insurance Contributions Act (FICA) Alternative plan, because they are not eligible to participate in the Orange County Employee Retirement System. Board Members contribute 7.50% ~~percent~~ of OCTA pay. The 3121 FICA Alternative plan is required under the Omnibus Budget Reconciliation Act (OBRA) and is administered by a third-party administrator.

##### 4.1D LIFE INSURANCE AND SUPPLEMENTAL LIFE INSURANCE

Life Insurance will be provided by OCTA in the amount of \$50,000 coverage for each Board Member. (Benefit amount reduces at age 75. See Benefits Guide.)

Voluntary Board Member-paid supplemental life insurance may be offered by OCTA for Board Members and/or their dependents. (Benefit amounts reduce at ages 70, 75 and 80. See Benefits Guide.)

#### 4.1E REIMBURSEMENT OF EXPENSES

OCTA will reimburse Board Members and former Board Members who are serving on regional boards at the direction and request of the Board of Directors for actual and necessary expenses incurred in the performance of their duties, as provided in the “Policy for Compensation, Benefits, Reimbursement of Expenses and Mandatory Training for Members of the Board of Directors.”

#### 4.1F COMPENSATION

Board Members and former Board Members, who are serving on regional boards at the direction and request of the Board of Directors, are authorized to receive compensation in the amount of one hundred dollars (\$100) per day, not to exceed five hundred dollars (\$500) in any calendar month, for attending any of the activities outlined in section III of the Policy for Compensation, Benefits, Reimbursement of Expenses and Mandatory Training for Members of the Board of Directors.

#### 4.1G SICK LEAVE

Board Members are eligible for up to five (5) days of paid sick leave in a calendar year. Unused sick leave is not paid out at time of leaving office with the Authority. Board Members who wish to use paid sick leave must notify the Clerk of the Board in advance of not being able to attend a meeting. Sick Leave will be paid in the amount of \$100 per day of absence. For Board Members who have exceeded their maximum payment in a calendar month, no sick leave will be paid.

## **SECTION 5**

### **EMPLOYEE BENEFITS**

#### **5.1 HEALTH, LIFE, AND DISABILITY INSURANCE BENEFITS**

##### **5.1A HEALTH INSURANCE**

The AA will offer health (medical, dental, and vision), life (life and accidental death and dismemberment), and disability insurance programs for all full-time and part-time employees as determined by the Board.

Employees who are scheduled to work a minimum of 20 hours per week or more and meet the criteria under the Affordable Care Act, are eligible to participate in the health, life and disability insurance programs on the first day of the month following 30 days of employment. Employees may be required to pay a portion of the premiums. Part-time employees will pay the same portion of the premiums as full-time employees.

Administrative employees who elect to waive an OCTA medical, dental and vision plan are eligible to receive an employer contribution of \$92.31 per pay period into a 401(a) deferred compensation plan, not to exceed the annual IRS maximum contribution. The employee must provide verification annually from the employer or the insurance carrier which verifies proof of other medical plan coverage in order to receive a contribution into the 401(a) plan. An employee who is a spouse, child or any other dependent of an OCTA [Administrative](#) employee is not eligible if he/she is covered under an OCTA medical, dental or vision plan.

##### **5.1B LIFE INSURANCE AND SUPPLEMENTAL LIFE INSURANCE**

Life insurance will be provided by OCTA to full-time and part-time employees in the amount of two times the annual salary, for a maximum benefit of \$500,000. Voluntary employee-paid supplemental life insurance may be offered by OCTA for employees and/or eligible dependents (IRS). (Benefit amounts reduce at ages 70, 75, and 80. See Benefits Guide.)

##### **5.1C DISABILITY INSURANCE**

Employer-paid short-term disability and long-term disability insurance programs will be provided to full-time and part-time employees. Coordination of state provided disability payments may be required.

##### **5.1D SURVIVOR BENEFIT**

When OCTA is notified of the death of an employee, his/her dependents who were previously enrolled dependents, may be eligible for coverage in accordance with the provisions of the Consolidated Omnibus Budget Reconciliation Act (COBRA). If eligible for

COBRA, OCTA will reimburse the cost of the OCTA-sponsored health benefit plan premium to the dependent(s) for a maximum of three months.

## 5.1E COBRA AND CONTINUED COVERAGE

All full-time or part-time employees separating employment may elect continuing health (medical, dental, and vision) insurance pursuant to the governing provisions of the program in which they are enrolled. The employee will be required to pay the premium for the coverage selected in accordance with the provisions of COBRA, except as provided in the [“Layoff and Workforce Reduction Policy.”](#) Health coverage ends the last day of the month in which the employee separates employment.

## 5.1F CONTINUATION OF HEALTH BENEFITS FOR RETIREES

An employee who retires from OCTA is eligible to continue medical, dental, and/or vision coverage, provided the retiree continues to pay [100% percent](#) of the full monthly premium. Current group health benefits may continue up to age 65.

An employee who defers retirement is not eligible for this benefit.

For additional information regarding retiree health benefits that may apply under the Additional Retiree Benefit Account Plan (ARBA) please refer to section 5.5 C.

## 5.2 MISCELLANEOUS BENEFITS

### 5.2A EMPLOYEE RECREATION ASSOCIATION

The AA will be responsible for monitoring the Employee Recreation Association (ERA), which is administered by the Human Resources Department. The ERA is a council of 11 members who meet to discuss various employee recognition activities and events and how best to fund them.

### 5.2B EMPLOYEE USE OF TRANSPORTATION SYSTEM

The AA has established policies and procedures regarding employees and eligible dependents' free transportation on OCTA's transportation services. See the [“Employee Identification Badge and Dependent Transportation Pass Policy.”](#)

### 5.2C MILEAGE REIMBURSEMENT

An employee will be reimbursed for use of his/her private automobile for official business of OCTA at the rate established by the Internal Revenue Service (IRS).

The AA will determine what constitutes official OCTA business, which would require use of an employee's private automobile. Local travel for mileage reimbursement purposes will include travel in Los Angeles, Orange, San Bernardino, Riverside, and San Diego counties. Executive employees are referenced in section 5.4A.

## 5.2D OUT-OF-POCKET EXPENSES

OCTA will reimburse its employees for out-of-pocket expenses incurred while conducting official business for OCTA as provided in the policies regarding travel and conference expenses.

## 5.2E PROFESSIONAL LICENSES AND CERTIFICATES

OCTA will pay for any work-related professional licenses, certificates, or renewal fees as approved by the AA.

## 5.2F RECOGNITION AND AWARD PROGRAMS

The AA may establish and maintain an employee service award program and employee appreciation programs to provide recognition to employees for performance, continuous service, safety, and commitment to public transportation.

## 5.3 LEAVES OF ABSENCE

Leaves of absence may be granted by the AA to employees with or without pay. This policy will be interpreted and applied in accordance with all applicable state and federal laws. For a detailed description of the various leaves of absence, please refer to the "Leave of Absence Policy" and the "Military Leave Policy."

### 5.3A PERSONAL LEAVE

When requested, the AA may grant a personal leave of absence without pay, for non-medical reasons, on a case-by-case basis, once all accrued/benefit hours have been exhausted, including vacation hours, sick hours, and Personal Paid Holiday (PPH) hours. See Personal Leave of Absence Policy.

~~When requested, the AA may grant a personal leave of absence without pay for an initial period of 30 calendar days and extensions may be granted to a maximum of six months from the beginning date of the personal leave.~~

~~A personal leave of absence may be granted once all accrued/benefit hours have been exhausted, including vacation hours, sick hours, and Personal Paid Holiday (PPH) hours.~~

~~If the personal leave of absence extends for 30 calendar days or less, an employee will be returned to his/her original position. If the personal leave of absence extends for more than~~

~~30 calendar days, OCTA will not guarantee the employee's position or employment with OCTA but will attempt to reinstate the employee to a like or similar position for which the employee is qualified.~~

~~During the initial 30 calendar days following the date on which the personal leave of absence begins, OCTA will continue to offer life insurance, medical, dental and vision benefits at the same employee coverage cost and the same contribution for dependent premiums at the current applicable rate. To continue health coverage, employees on an unpaid status are responsible for submitting health insurance contributions, at the same rate and frequency as active employees. Failure to pay the employee's contribution may result in a lapse of coverage.~~

~~After the initial 30 day period, the employee will be required to remit in advance each month, 100 percent of the monthly cost of the group insurance premiums incurred during the remainder of the leave of absence in order to continue group insurance. Non receipt of premium reimbursements will result in the termination of the employee's insurance.~~

~~If an employee returns to work from a personal leave of absence, the employee will be responsible for 100 percent of the monthly cost of the group insurance premiums for the month in which the employee returns to work.~~

## **5.4 REIMBURSEMENTS AND ALLOWANCES**

### **5.4A AUTOMOBILE ALLOWANCE AND ASSIGNMENT OF AUTOMOBILES**

OCTA may elect to provide both an assigned automobile and all related expenses, or to provide a monthly automobile allowance to executive employees. The monthly allowance will be in lieu of the IRS standard mileage reimbursement rate that would otherwise apply in the use of his/her personal automobile in the performance of his/her duties. An executive employee may not receive the automobile allowance for any month during which the employee's driver license has expired, been revoked, or suspended for a moving violation while operating an automobile.

The automobile allowance will be in the same amount as is provided to the County of Orange managers at the department head or agency head level as determined by the Orange County Board of Supervisors.

OCTA may assign vehicles on a 24-hour basis to designated positions, in accordance with the "Non-Revenue Vehicle Fleet Policy." Each OCTA operating base and administrative facility will be assigned a pool of non-revenue vehicles for authorized OCTA business. Special purpose vehicles will be assigned to a division based on business need as referenced in the "Non-Revenue Vehicle Fleet Policy."

### **5.4B EDUCATIONAL REIMBURSEMENT PROGRAM**

OCTA may provide an Educational Reimbursement Program to reimburse a full-time employee for reasonable educational expenses for work-related courses. The AA will be responsible for developing, administering, and maintaining the program.

As authorized by the “Educational Reimbursement Program Policy,” a full-time employee who satisfactorily completed approved, work-related educational courses as defined in the Educational Reimbursement Program Policy, will be reimbursed in full for eligible expenses up to a maximum of \$5,250 per calendar year. Increases to the tuition reimbursement amount will not exceed the IRS tax-free amount (currently \$5,250). If an employee separates employment or gives notice of separation prior to completion of the course, no reimbursement will be made. Newly hired employees may be eligible for educational reimbursement after six months of employment.

#### **5.4C UNIFORMS**

An administrative employee who is required to wear a uniform on the job will be granted an allowance up to \$500 per year for the purchase of uniforms at OCTA’s authorized uniform supplier. Uniform purchases must comply with the guidelines established by the appropriate division.

#### **5.4D SAFETY SHOES**

Executive Directors are authorized to approve the cost of a pair of work-required safety shoes approved by the employee’s manager.

### **5.5 RETIREMENT AND DEFERRED COMPENSATION**

#### **5.5A DEFERRED COMPENSATION**

OCTA may provide all full-time, part-time, and extra-help employees with a deferred compensation program. The Deferred Compensation program is a benefit available to eligible employees to help them to save for retirement. The AA will be responsible for the establishment and administration of this program, utilizing the services of an outside administrator. This service will be provided at no cost to OCTA.

The Deferred Compensation Program is overseen by the Deferred Compensation Plan Committee. The Charter of the Deferred Compensation Plan Committee for the OCTA Retirement Plan Program constitutes the articles governing the operation of the committee. The Authority has delegated to the CEO the responsibility of determining the committee members which comprise the Deferred Compensation Plan Committee as well as the duties and responsibilities of the committee members.

Enrollment in this program will be offered to employees on a voluntary basis, unless mandated by state or federal law. Employee contributions to the program will be made by a payroll deduction. The CEO may authorize OCTA to pay a lump sum contribution for designated positions.

Administrative employees will receive OCTA-paid matching contributions to 401 (a) plans based on years of service as set forth below, provided employees are making contributions of at least that amount to the OCTA 457 (b) plan:

Years of Service	Percent of Base Pay
New Hire but less than 3	1%
3 but less than 5	2%
5 or more	3%

In addition to the above scale, employees in Salary Grade 260 and above, including executive employees, will receive an employer-paid matching contribution of up to 2.0% two percent of base salary to the 401 (a) plan upon hire or promotion, provided employees are making contributions of at least that amount to the OCTA 457(b) plan.

## 5.5B RETIREMENT

All full-time and part-time employees of OCTA will participate in the Orange County Employees Retirement System (OCERS) and will be governed by its rules and regulations. All employees shall pay 100% percent of the OCERS employee contribution rate each pay period.

## 5.5C ADDITIONAL RETIREE BENEFIT ACCOUNT PLAN

An employee who retires from OCTA after January 1, 1995, who is in good standing with OCTA may be eligible for a benefit under the Additional Retiree Benefit Account Plan (ARBA). The retiring employee is eligible if the following conditions are met:

- at least ten years of service and at least 50 years of age at retirement, and
- receives a retirement benefit under OCERS within 30 days from the date of separation.

### For retirees after January 1, 1995 and through June 30, 2023

The benefit amount represents \$10.00 per month, per year of service, not to exceed a monthly benefit of \$150.00.

### For retirees on or after July 1, 2023

The benefit amount on July 1, 20254 is \$36.41~~35.70~~ per month, per year of service, not to exceed a monthly benefit of \$546.21~~535.50~~. Retirees will receive a 2.0% cost adjustment on July 1 of each year.

OCTA reserves the right to modify or terminate this plan at any time by action of the Board. Administration of the ARBA Plan will be in accordance with the plan document.



## 5.6 TIME OFF BENEFITS

### 5.6A TIME OFF ACCRUALS

All paid time-off benefits will accrue during a leave of absence for only the period during which the employee is paid. An employee on unpaid leave of absence does not earn service credit for purposes of retirement benefits. An employee who returns to work from a leave of absence retains all accumulated service credit. Service credit for retirement benefits will be based on the specifications of the retirement system.

### 5.6B BEREAVEMENT LEAVE

In accordance with the “Bereavement Leave Policy,” a full-time or part-time employee will be granted paid bereavement leave, up to five regularly scheduled workdays, upon the death of an immediate family member, consistent with the Bereavement Leave Policy.

The paid bereavement leave will not be chargeable to sick leave or vacation. The AA will authorize such absence from work.

Additional leave, if required, to make arrangements and/or attend the funeral, cremation, or memorial service of an immediate family member may be approved by the AA and will be charged against accrued sick or vacation leave.

An employee may take up to five days of reproductive loss leave following a reproductive loss event, consistent with California law and the Bereavement Leave Policy.

### 5.6C CATASTROPHIC LEAVE DONATIONS

Employees may elect to donate accrued sick and/or vacation leave for use by an employee who has met the eligibility requirements under the Catastrophic Leave Policy. For a detailed description, please refer to the “Catastrophic Leave Policy.”

### 5.6D HOLIDAYS AND PERSONAL PAID HOLIDAYS

OCTA will observe 12 paid holidays consisting of designated holidays and Personal Paid Holidays (PPH) as determined by the CEO. Annually, the listing of holidays observed for the year will be posted on the OCTA Intranet.

A full-time, non-exempt employee will receive the equivalent of 12 days of holiday pay at his/her regular rate during the calendar year. A full-time non-exempt employee who works an alternative work schedule will receive holiday pay for each of the above holidays based on his/her normally scheduled workday.

When a holiday falls on a Saturday, the previous day will be observed as the holiday, and when a holiday falls on a Sunday, the next day will be observed as the holiday, unless otherwise designated by the CEO. When a holiday falls on an employee's scheduled day off, either the previous working day or the next scheduled working day will be observed by the employee as the holiday.

A full-time or part-time non-exempt employee who is required to work on a holiday will be paid at 1-1/2 times his/her regular hourly rate for all hours worked in addition to pay for his/her regularly scheduled workday. An exempt employee will receive no premium pay for work on a scheduled OCTA holiday.

A full-time, exempt employee will receive holiday pay for each of the holidays observed and will be paid based on his/her normally scheduled workday.

All part-time employees will receive holiday pay for each holiday at his/her regular rate on a pro-rated basis.

PPHs are taken at an employee's discretion following supervisory approval. An employee will be paid for any unused PPHs for the current calendar year in the event of separation or retirement. The maximum number of PPHs that an employee may accrue will be two days over the current calendar year's entitlement. For new hires, the PPH accrual schedule for their first year will be posted on the OCTA Intranet and given to them during orientation.

## 5.6E JURY DUTY

A full-time or part-time employee who is called for jury duty or for examination for jury duty will receive compensation at his/her regular rate of pay for those days that coincide with the employee's regularly scheduled workdays.

Full-time and part-time employees are not eligible to receive additional compensation from the court system, except for mileage reimbursement, consistent with state law.

## 5.6F SICK LEAVE – FULL-TIME AND PART-TIME EMPLOYEES

OCTA provides a plan for full-time and part-time employees to accrue sick leave.

Sick leave may be used for an absence from employment consistent with the Sick Leave Policy and state and federal law.

A full-time employee will accrue sick leave with pay for each paid hour in a regularly scheduled workweek at the rates as provided in the following table:

Years of Service	Accrual Rates	Approximate Accrual
Less than 3 years	.0347 Hours	9 days per year
3 years or more	.0462 Hours	12 days per year

A part-time employee will accrue sick leave with pay for each paid hour in a regularly scheduled workweek at the rates as provided in the following table:

Accrual Rate	Approximate Accrual
.04 Hours	40 hours per year

Sick leave will be paid consistent with an employee's regularly scheduled workday. Accrued sick leave will be added to the employee's sick leave accumulation account upon the completion of the pay period, with no credit to be applied during the progress of the pay period or for a fraction of the pay period during which an employee separates service.

An employee who separates from OCTA with ten years or more of continuous service and who is in good standing with OCTA will receive payment of any earned but unused sick leave up to a maximum of 160 hours.

Upon the death of an employee, the employee's estate will be paid 100% ~~percent~~ of the employee's unused or unpaid sick leave.

Upon retirement from OCTA, provided the employee has ten years or more of continuous service and is in good standing with OCTA, the employee will be paid a maximum of 240 hours of his/her unused sick leave. An employee is considered retired if he/she begins receiving a retirement benefit from OCERS at the time of his/her separation. This benefit does not apply to deferred retirement.

Upon separation from OCTA due to layoff, all unused or unpaid sick leave will be paid to the affected employee.

An employee who is injured on the job, resulting in loss of time, will be paid for the balance of the assignment on the day of injury at the regular rate of pay. The employee will also be paid for the time lost during the waiting period (first three days following date of injury, for which no Workers' Compensation benefits are provided). This payment will be at benefit rates provided under the Workers' Compensation Act. Payments under this section will not be charged against the employee's accumulated sick leave. Vacation and sick leave accruals will continue during the three-day period and the employee will be credited as if he/she had worked his/her regularly scheduled hours each day.

For group insurance purposes only, time lost due to an on-the-job injury will not be considered an unpaid leave of absence. OCTA will continue to maintain and pay for the employee's group health coverage at the same level as active employees. To continue health coverage, an employee will be responsible for submitting health insurance contributions at the same rate and frequency as active employees. Failure to pay the employee's contribution may result in a lapse of coverage.

#### Extra-Help Employees and Interns

OCTA provides a plan for extra-help employees and interns to accrue sick leave. The employee will be eligible to use their sick leave on the 90<sup>th</sup> day of employment. Unused sick

leave is not paid out at time of separation from employment. However, employees who are re-employed with OCTA within a year of separation will have their accrued unused bank of sick time made available to them immediately upon re-employment.

Sick leave may be used for an absence from employment consistent with the Sick Leave Policy and state and federal law.

An employee will accrue sick leave with pay for each paid hour in a regularly scheduled workweek at the rate as provided in the following table:

Accrual Rate	Approximate Accrual
.04 Hours	40 hours per year

#### 5.6G SICK LEAVE SELLBACK

An employee who has accumulated sick leave in excess of 120 hours, as of the close of the first pay period ending in November, may choose to retain all unused accumulated sick leave and continue to accrue sick leave or to receive a single payment at his/her current rate of pay for any amount in excess of 120 hours. If the employee elects to receive payment, it will be paid no later than the pay date of the final payroll of that year.

#### 5.6H VACATION

OCTA provides vacation leave with pay for full-time and part-time employees. Vacation leave is differentiated from other types of leave because it is intended for the rest, relaxation, and renewal of employees.

Accrued vacation leave will be applied to the employee's vacation accumulation account only upon completion of each pay period, except when an employee separates employment.

Upon separation, all unused vacation leave accrued through the employee's separation date will be paid.

Upon hire, an employee with less than two years of service will earn .0577 hours of vacation leave for each straight time hour of pay in a regularly scheduled workweek, unless otherwise approved by the AA and authorized by the Department Manager, Human Resources.

Accrual rates change beginning with the pay period following the pay period that begins the next year of service.

The maximum allowable accrued vacation leave at any time for full-time or part-time employees is listed below.

At the Beginning of Year:	The Employee Shall Earn:	To a Maximum Per Year of:	Maximum Accrued Vacation Leave
0 through year 2	.0577 hours	120 hours	240 hours
3 through year 4	.0577 hours	120 hours	300 hours
5 through year 9	.0770 hours	160 hours	300 hours
10 through year 14	.0962 hours	200 hours	390 hours
15 through year 18	.1039 hours	216 hours	390 hours
19 or more	.1154 hours	240 hours	440 hours

An employee will not accrue vacation leave in excess of the maximum amount unless authorized by the CEO. The CEO is exempt from a maximum accrual. Vacations will be scheduled consistent with efficient OCTA operations.

## 5.6I VACATION SELLBACK

An employee has the option of selling back up to 200 hours of vacation pay each calendar year for accrued but unused vacation. An employee must use at least 40 hours of vacation during the previous 12 months before exercising the sellback option.

The sellback option may be exercised twice in any given calendar year and may not exceed 200 hours.

Under unusual circumstances involving verifiable emergencies, the AA may authorize a cash value payment to an employee for an amount up to the total amount of accrued vacation.

An employee separating from OCTA will be paid, in a lump sum payment, for all unused vacation leave accrued through his/her separation date at his/her current rate of pay.

## SECTION 6 COMPENSATION

### 6.1 COMPENSATION PHILOSOPHY

OCTA's objective is to provide competitive wages based on the market value for comparable work. Human Resources strives to administer the compensation program in a flexible but consistent manner. The purpose of the compensation program is to attract, retain, and motivate employees.

Employees are recognized for their contributions through performance-based merit increases.

#### 6.1A SALARY RESOLUTION

The purpose of the Salary Resolution is to:

- attract and retain a workforce dedicated to excellence, thereby ensuring OCTA's ability to meet the present and future business objectives of the organization; and
- maintain a salary program that will give maximum incentive to real accomplishments and compensate individuals on the basis of merit without discrimination, while providing necessary administrative control of salary costs; and
- provide salary structures that are internally equitable and externally competitive.

#### 6.1B SALARY STRUCTURE

The Salary Structure is designed to provide:

- salary grade ranges for classifications based upon the scope and level of responsibility of work performed in comparison to other work performed within OCTA, and in comparison, to the external market; and
- salaries paid to employees that reflect the level of responsibilities of the classification and the performance of the individual.

### 6.2 ADMINISTRATION OF COMPENSATION

The AA is responsible for the establishment of definitive guidelines for adjusting individual salaries and salary ranges. The development and administration of these guidelines may be delegated to appropriate staff.

Within guidelines established by the AA, compensation adjustments may be given:

- as an increase to base pay; and
- in a lump sum payment.

The AA is authorized to adjust an incumbent's salary.

### 6.3 EXECUTIVE COMPENSATION

The salary of each executive employee will be determined by the CEO. The salary range for the following titles are noted below:

Chief Financial Officer  
Chief Operating Officer  
Deputy CEO  
Executive Director  
General Manager  
LOSSAN Managing Director

The current salary range for the above-mentioned titles is \$212,014.40 (\$101.93/hour) - \$376,334.40 (\$180.93/hour).

Directors and the LOSSAN Deputy Managing Director are also considered executive employees. The salary range that they are assigned to is salary grade 285 (refer to salary grade table on Page 37).  
~~The salary of each Executive employee will be determined by the CEO. The salary range for the following titles are noted below:~~

~~Chief Financial Officer~~  
~~Chief Operating Officer~~  
~~Deputy CEO~~  
~~Executive Director~~  
~~General Manager~~  
~~LOSSAN Managing Director~~

~~The fiscal year 2024-25 salary range for the above-mentioned titles is \$200,012.80 (\$96.16/hour) - \$355,014.40 (\$170.68/hour).~~

### 6.4 NEWLY HIRED/PROMOTED EMPLOYEES

An employee may be hired or promoted into a position at any salary within the range for the classification; such salary is to be determined based on individual qualifications. Approval by the Division Executive Director is required for starting salaries at or above the midpoint of the salary grade for external hires. Approval by the CEO is required for starting salaries at or above the midpoint of the salary grade for external hires in salary grade 260 and above, for employee salary increases over 10.0% ten percent or for executive level salaries. All

promotions and salary increases must have an effective date that is the first day of a pay period.

For new hires, after six months of employment, the employee's performance will be evaluated.

The performance of promoted employees may be evaluated after six months, as determined by the hiring manager prior to the job offer. The six-month review date is calculated from the beginning of the pay period in which they were promoted.

Subsequent performance reviews will be conducted annually on a common review date and merit increases may be authorized at that time.

## **6.5 RECLASSIFICATIONS**

When a position is changed to a different classification in a higher salary grade, a lower salary grade, or in the same salary grade, it will be considered a reclassification. This action is based on substantial changes in the kind, difficulty, and/or responsibility level of the duties performed. {Refer to the Reclassification Policy}.

Any employee in a position that is reclassified to a higher salary grade will be paid at least the minimum of the new salary grade. An employee in a position that is reclassified to a lower salary grade may have his/her salary reduced to the maximum of the new salary grade or with approval of the AA, may retain his/her salary paid prior to the reclassification.

## **6.6 CLASSIFICATION TITLES**

All filled positions must have classification titles that are included in the PSR. The CEO or the Board may authorize the addition of new classification titles to the PSR and assign or authorize changes to classification salary grade assignments at any time during the year.

## **6.7 MERIT ADJUSTMENTS**

For fiscal year 20254-265, a pool for merit-based salary increases of 4.0% has been established for administrative positions, based on the availability of financial resources, as approved by the Board of Directors.

An employee may receive a merit increase based on his/her performance evaluation rating at the time of the common review unless the overall rating is "Does Not Meet Expectations."

Individual merit increases may vary in amount depending on performance.

An employee's performance may be reviewed at any time during the year as appropriate, but his/her salary may not be adjusted other than as provided in this PSR.



## 6.8 SPECIAL PERFORMANCE AWARDS

For fiscal year 202~~54~~-2~~65~~, a special performance award pool of 4.0% has been established for administrative positions based on the availability of financial resources, as approved by the Board of Directors.

Should a special performance award pool be established, the AA may authorize special performance awards for full-time and part-time employees based on individual employee performance. Each award will be a single lump sum payment and will not increase an employee's base salary. Employees who have not completed six months of employment are not eligible to receive a Special Performance Award. An employee may not receive over 6.0% ~~six percent~~ of their total salary in Special Performance Awards per fiscal year.

## 6.9 TEMPORARY ASSIGNMENTS

### Performing Additional Duties of a Different Classification

When an employee is temporarily assigned duties of a different position with the same or higher salary grade, the employee's salary may be increased by an amount not to exceed 5.0% ~~five percent~~ per salary grade for the difference between the employee's current classification and the temporary assignment. Same salary grade temporary increases are limited to a maximum of 5.0% ~~five percent~~. Such increases may be made only in those instances where the assignment will last at least 30 days and will not, in any event, be paid for a period in excess of 180 days, without written authorization by the CEO. Temporary increases must be effective the first day of a pay period.

### Performing Duties Critical to the Organization

At the sole discretion of the CEO, when an employee is performing duties critical to the organization during a crucial project or period of time, a temporary increase or stipend can be used to incentivize the key employee to remain at OCTA. This compensation can be in the form of a percentage of base salary, one or more lump sum amounts, or an additional employer non-matching deferred compensation contribution. The CEO must provide written authorization, by way of a memo, which includes the justification and time period for which this will be in effect. The amount and type of compensation will be determined by the CEO and reviewed annually or when the critical duties are no longer being performed.

## 6.10 EQUITY ADJUSTMENTS

The AA is authorized to adjust an incumbent's base salary to resolve a significant salary disparity manifested by internal salary compression, external market pressure(s), or both, whereby the individual is no longer appropriately compensated and a base salary adjustment is appropriate.

Equity adjustments should be used sparingly and should not be done in lieu of or in combination with, a promotion, reclassification, transfer, or merit adjustment. The types of situations in which an equity adjustment is appropriate include, but are not limited to:

- a. retention of critical staff;
- b. salary compression issues;
- c. impact of new hires whose hiring rate exceeds those of current staff;
- d. offer from another employer;
- e. assignment of more complex duties that do not meet the criteria for reclassification; and
- f. equity with peers in the same classification with similar education and experience levels.

Equity adjustments may not increase an incumbent's salary outside the specified salary range. Additionally, equity adjustments do not affect any established merit pool approved by the Board.

Equity adjustments may only be approved by the CEO.

## TITLES AND SALARY GRADE ASSIGNMENTS

Class Title	Salary Grade
Accountant	185
Accountant, Associate	175
Accountant, Principal	205
Accountant, Senior	195
Accounting Specialist	155
Accounting Specialist, Associate	145
Accounting Specialist, Senior	165
Administrative Specialist	160
Analysis Project Manager	205
Applications Analyst	200
Applications Analyst, Associate	190
Applications Analyst, Principal	220
Applications Analyst, Senior	210
<del>Asset Management Administrator</del>	<del>155</del>
Assistant Base Manager	215
Base Manager	235
Benefits Specialist	185
Benefits Specialist, Associate	175
Benefits Specialist, Principal	215
Benefits Specialist, Senior	205
<del>Bid Coordinator</del>	<del>190</del>
<del>Bus Operations Supervisor</del>	<del>190</del>
Business Computing Solutions Specialist	205
Business Computing Solutions Specialist, Associate	195
Business Computing Solutions Specialist, Lead	225
Business Computing Solutions Specialist, Senior	215
Business Intelligence Analyst	205
Business Intelligence Analyst, Associate	195
Business Intelligence Analyst, Senior	215
Business Systems Analyst	195
Business Systems Analyst, Associate	185
Business Systems Analyst, Principal	215
Business Systems Analyst, Senior	205
Business Unit Analyst	185
Business Unit Analyst, Associate	175
Business Unit Analyst, Principal	205
Business Unit Analyst, Senior	195

<b><u>Business Unit Specialist</u></b>	<b><u>170</u></b>
Buyer	180
Buyer, Associate	170
Buyer, Senior	190
Civil Engineer	215
Civil Engineer, Principal	235
Civil Engineer, Senior	225
Claims Manager	220
Claims Representative	180
Claims Representative, Associate	170
Claims Representative, Senior	190
Clerk of the Board Specialist	175
Clerk of the Board Specialist, Assistant	165
Clerk of the Board Specialist, Principal	190
Clerk of the Board Specialist, Senior	180
<b><u>Coach Operator Instructor</u></b>	<b><u>190</u></b>
Communications Department Manager, Senior	280
Communications Specialist	190
Communications Specialist, Associate	180
Communications Specialist, Principal	210
Communications Specialist, Senior	200
Community Relations Specialist	175
Community Relations Specialist, Associate	165
Community Relations Specialist, Principal	195
Community Relations Specialist, Senior	185
Community Transportation Coordinator	195
Community Transportation Coordinator, Principal	215
Community Transportation Coordinator, Senior	205
Compensation Analyst	190
Compensation Analyst, Associate	180
Compensation Analyst, Principal	210
Compensation Analyst, Senior	200
Construction Safety Section Manager	235
Construction Safety Specialist, Principal	210
Contract Analyst	205
Contract Administrator, Principal	215
Contract Administrator, Senior	205
Contract Administrator	195
Contract Administrator, Associate	185
Creative Services Specialist	170
Creative Services Specialist, Associate	160

Creative Services Specialist, Principal	190
Creative Services Specialist, Senior	180
Customer Relations Representative	130
Customer Relations Representative, Senior	140
Customer Relations Specialist	160
Customer Relations Specialist, Associate	150
Customer Relations Specialist, Senior	170
Cyber Security Analyst	200
Cyber Security Analyst, Associate	190
Cyber Security Analyst, Senior	210
Cyber Security Compliance Analyst	195
Cyber Security Compliance Analyst, Associate	185
Cyber Security Compliance Analyst, Senior	205
Cyber Security Engineer, Associate	205
Cyber Security Engineer	210
Cyber Security Engineer, Senior	220
Cyber Security Intrusion Analyst	200
Cyber Security Intrusion Analyst, Associate	190
Cyber Security Intrusion Analyst, Senior	210
Cyber Security Risk Analyst	200
Cyber Security Risk Analyst, Principal	220
Cyber Security Risk Analyst, Senior	210
Data Warehouse Architect	215
Data Warehouse Architect, Associate	205
Data Warehouse Architect, Principal	235
Data Warehouse Architect, Senior	225
Database Administrator	205
Database Administrator, Principal	225
Database Administrator, Senior	215
DBE (Disadvantaged Business Enterprise) Specialist	185
DBE (Disadvantaged Business Enterprise) Specialist, As	175
DBE (Disadvantaged Business Enterprise) Specialist, Se	195
Department Manager	260
Department Manager, Senior	270
Deputy Treasurer	230
Desktop Support Technician	180
Desktop Support Technician, Associate	170
Desktop Support Technician, Senior	190
Desktop Support Technician, Principal	200
Digital/Reprographic Specialist	150
Digital/Reprographic Specialist, Senior	160

Director	285
Emergency Management Specialist	210
Employee Programs Administrator	190
Employee Programs Specialist	175
Employee Relations Representative	190
Employee Relations Representative, Associate	180
Employee Relations Representative, Principal	210
Employee Relations Representative, Senior	200
Executive Assistant I	160
Executive Assistant II	170
Executive Assistant III	175
Executive Assistant IV	180
Executive Assistant V	190
Facilities Maintenance Supervisor	205
Field Administrator	180
Field Administrator, Associate	170
Field Administrator, Senior	190
Financial Analyst	195
Financial Analyst, Associate	185
Financial Analyst, Principal	215
Financial Analyst, Senior	205
Fleet Analyst	175
Fleet Analyst, Associate	165
Fleet Analyst, Senior	185
General Services Specialist	145
General Services Specialist, Assistant	135
General Services Specialist, Senior	155
GIS Analyst	195
GIS Analyst, Associate	185
GIS Analyst, Principal	215
GIS Analyst, Senior	205
Government Relations Representative	195
Government Relations Representative, Associate	185
Government Relations Representative, Principal	215
Government Relations Representative, Senior	205
Grants Technician	155
Health, Safety & Compliance Specialist, Associate	185
Health, Safety & Environmental Compliance Specialist	195
Health, Safety & Environmental Compliance Specialist, P	215
Health, Safety & Environmental Compliance Specialist, S	205
Human Resources Assistant	160

Human Resources Business Partner	195
Human Resources Business Partner, Associate	185
Human Resources Business Partner, Senior	205
Human Resources Business Partner, Principal	215
Human Resources Representative	185
Human Resources Representative, Associate	175
Human Resources Representative, Senior	195
Internal Audit, Senior Manager	245
Internal Auditor	205
Internal Auditor, Associate	195
Internal Auditor, Principal	225
Internal Auditor, Senior	215
Inventory Analyst	190
IS Business Strategist	230
IS Enterprise Architect	225
IS Project Manager I	210
IS Project Manager II	220
IS Project Manager III	230
IS Project Manager, Senior	240
Learning & Development Administrator, Principal	205
Learning & Development Administrator, Senior	195
Learning and Development Administrator	185
Learning and Development Administrator, Associate	175
LOSSAN Accounting Analyst	185
LOSSAN Accounting Analyst, Associate	175
LOSSAN Accounting Analyst, Senior	195
LOSSAN Capital Program Manager	255
LOSSAN Deputy Managing Director	285
LOSSAN Equipment and Mechanical Manager	235
LOSSAN Executive Administrative Assistant	175
<u>LOSSAN Financial Analyst</u>	<u>195</u>
<u>LOSSAN Financial Analyst, Associate</u>	<u>185</u>
<u>LOSSAN Financial Analyst, Principal</u>	<u>215</u>
<u>LOSSAN Financial Analyst, Senior</u>	<u>205</u>
<u>LOSSAN Financial Planning &amp; Analysis Manager</u>	<u>255</u>
<del>LOSSAN Finance and Administration Manager</del>	<del>260</del>
LOSSAN Marketing and Communications Manager	220
LOSSAN Marketing Specialist	180
LOSSAN Marketing Specialist, Associate	170
LOSSAN Marketing Specialist, Principal	200
LOSSAN Marketing Specialist, Senior	190

LOSSAN Operations Compliance and Safety Manager	245
<del>LOSSAN Planning &amp; Communication Manager</del>	<del>260</del>
<del>LOSSAN Planning and Analysis Manager</del>	<del>245</del>
LOSSAN Program Manager	255
<del>LOSSAN Programming &amp; Grants Manager</del>	<del>255</del>
LOSSAN Project Manager, Senior	240
LOSSAN Senior Manager, Finance & Administration	270
LOSSAN Transportation Analyst	195
LOSSAN Transportation Analyst, Associate	185
LOSSAN Transportation Analyst, Principal	215
LOSSAN Transportation Analyst, Senior	205
LOSSAN Transportation Funding Analyst	195
LOSSAN Transportation Funding Analyst, Associate	185
LOSSAN Transportation Funding Analyst, Principal	215
LOSSAN Transportation Funding Analyst, Senior	205
<u>M2 PMO Manager</u>	<u>245</u>
Maintenance Field Administrator	200
Maintenance Field Administrator, Principal	220
Maintenance Field Administrator, Senior	210
Maintenance Instructor	200
Maintenance Instructor, Senior	210
Maintenance Planner	190
<u>Maintenance Planner, Senior</u>	<u>200</u>
Maintenance Resource Analyst	185
Maintenance Resource Analyst, Senior	195
Maintenance Supervisor	205
Marketing Specialist	180
Marketing Specialist, Assistant	160
Marketing Specialist, Associate	170
Marketing Specialist, Principal	200
Marketing Specialist, Senior	190
Materials Management Planner	190
Network Administrator	200
Network Administrator, Associate	190
Network Administrator, Principal	220
Network Administrator, Senior	210
Network Analyst	200
Network Analyst, Associate	190
Network Analyst, Senior	210
Office Specialist	145
Office Specialist, Assistant	135



Office Specialist, Senior	155
On-Board Evaluator	125
Operations Analyst, Principal	205
Operations Project Manager	230
Pass Sales Coordinator	165
Payroll Administrator	180
Program Management Analyst	195
Program Management Analyst, Associate	185
Program Management Analyst, Principal	215
Program Management Analyst, Senior	205
Program Manager	260
Program Manager, Senior	270
Programming & Grants Development Manager	245
LOSSAN Program Manager, Senior	270
Programmer Analyst	190
Programmer Analyst, Associate	180
Programmer Analyst, Senior	200
Project Controls Analyst, Associate	180
Project Controls Analyst	190
Project Controls Analyst, Principal	210
Project Controls Analyst, Senior	200
Project Manager I	210
Project Manager II	220
Project Manager III	230
Project Manager, Senior	240
Public Records Administrator	170
Public Records Administrator, Associate	160
<u>Radio &amp; Field Specialist</u>	<u>190</u>
<u>Radio &amp; Field Specialist, Lead</u>	<u>195</u>
Rail Maintenance-of-Way Administrator	185
Rail Maintenance-of-Way Administrator, Senior	195
Rail Systems Safety Specialist, Principal	215
Real Property Agent	185
Real Property Agent, Associate	175
Real Property Agent, Principal	205
Real Property Agent, Senior	195
Real Property Department Manager, Senior	280
Records Administrator	160
Records Administrator, Senior	170
Revenue Administrator	185
Revenue Administrator, Associate	175

Revenue Administrator, Principal	205
Revenue Administrator, Senior	195
Schedule Analyst	180
Schedule Analyst, Associate	170
Schedule Analyst, Senior	190
Schedule Analyst, Principal	200
Section Manager I	210
Section Manager II	220
Section Manager III	235
Section Manager, Senior	245
Section Supervisor I	185
Section Supervisor II	195
Section Supervisor, Senior	205
Security Systems Administrator	195
Security Systems Administrator, Associate	185
Security Systems Administrator, Senior	205
Senior Real Property Manager	280
Senior Strategic Communications Manager	280
Service Planning Analyst	195
Service Planning Analyst, Principal	215
Service Planning Analyst, Senior	205
SharePoint System Architect	210
SMS (Safety Management System) Program Manager	220
Stops and Zones Analyst	185
Stops and Zones Analyst, Associate	175
Stops and Zones Analyst, Principal	205
Stops and Zones Analyst, Senior	195
Stops and Zones Planner	185
Stops and Zones Planner, Associate	175
Stops and Zones Planner, Senior	195
Strategic Plan Administrator	245
Systems Engineer	205
Systems Engineer, Associate	195
Systems Engineer, Senior	215
Talent Acquisition Specialist	185
Talent Acquisition Specialist, Associate	175
Talent Acquisition Specialist, Principal	205
Talent Acquisition Specialist, Senior	195
Telecommunications Administrator	180
Telecommunications Technician	180
Transit Project Manager I	210

Transit Project Manager II	220
Transit Project Manager III	230
<u>Transit Technical Services Supervisor</u>	<u>210</u>
Transportation Analyst	195
Transportation Analyst, Associate	185
Transportation Analyst, Principal	215
Transportation Analyst, Senior	205
Transportation Funding Analyst	195
Transportation Funding Analyst, Associate	185
Transportation Funding Analyst, Principal	215
Transportation Funding Analyst, Senior	205
Transportation Funding Specialist	165
Transportation Modeling Analyst	195
Transportation Modeling Analyst, Associate	185
Transportation Modeling Analyst, Principal	215
Transportation Modeling Analyst, Senior	205
Warranty Coordinator	170
Warranty Coordinator, Associate	160
Warranty Coordinator, Senior	180
Web Data Analyst	175
Web Data Analyst, Associate	165
Web Data Analyst, Senior	185
Web Developer	190
Web Developer, Principal	210
Web Developer, Senior	200
Wellness Coordinator	190
<u>Window Coordinator</u>	<u>190</u>
Worker's Compensation Program Specialist	185

# SALARY STRUCTURE

OCTA Salary Grade	Annual			Hourly		
	Min	Mid	Max	Min	Mid	Max
100	35,110.40	41,953.60	48,776.00	16.88	20.17	23.45
105	36,899.20	44,075.20	51,251.20	17.74	21.19	24.64
110	38,729.60	46,259.20	53,788.80	18.62	22.24	25.86
115	40,664.00	48,588.80	56,492.80	19.55	23.36	27.16
120	42,681.60	51,001.60	59,300.80	20.52	24.52	28.51
125	44,824.00	53,560.00	62,275.20	21.55	25.75	29.94
130	47,070.40	56,222.40	65,374.40	22.63	27.03	31.43
135	49,420.80	59,051.20	68,660.80	23.76	28.39	33.01
140	51,896.00	61,984.00	72,072.00	24.95	29.80	34.65
145	54,496.00	65,104.00	75,691.20	26.20	31.30	36.39
150	57,200.00	68,348.80	79,476.80	27.50	32.86	38.21
155	60,070.40	71,760.00	83,449.60	28.88	34.50	40.12
160	63,086.40	75,358.40	87,609.60	30.33	36.23	42.12
165	66,227.20	79,123.20	91,998.40	31.84	38.04	44.23
170	69,555.20	83,096.00	96,616.00	33.44	39.95	46.45
175	73,028.80	87,235.20	101,420.80	35.11	41.94	48.76
180	76,668.80	91,582.40	106,496.00	36.86	44.03	51.20
185	80,516.80	96,179.20	111,820.80	38.71	46.24	53.76
190	84,531.20	100,984.00	117,416.00	40.64	48.55	56.45
195	88,753.60	106,038.40	123,302.40	42.67	50.98	59.28
200	93,204.80	111,342.40	129,459.20	44.81	53.53	62.24
205	97,864.00	116,896.00	135,928.00	47.05	56.20	65.35
210	102,752.00	122,740.80	142,708.80	49.40	59.01	68.61
215	107,889.60	128,876.80	149,864.00	51.87	61.96	72.05
220	113,276.80	135,324.80	157,352.00	54.46	65.06	75.65
225	118,934.40	142,084.80	165,214.40	57.18	68.31	79.43
230	124,883.20	149,177.60	173,472.00	60.04	71.72	83.40
235	131,123.20	156,644.80	182,145.60	63.04	75.31	87.57
240	137,696.00	164,486.40	191,256.00	66.20	79.08	91.95
245	144,580.80	172,702.40	200,824.00	69.51	83.03	96.55
250	151,798.40	181,334.40	210,849.60	72.98	87.18	101.37
255	159,390.40	190,403.20	221,395.20	76.63	91.54	106.44
260	167,356.80	199,929.60	232,481.60	80.46	96.12	111.77
265	175,718.40	209,913.60	244,088.00	84.48	100.92	117.35
270	184,496.00	220,396.80	256,297.60	88.70	105.96	123.22
275	193,731.20	231,420.80	269,110.40	93.14	111.26	129.38
280	203,424.00	243,006.40	282,568.00	97.80	116.83	135.85
285	213,595.20	255,153.60	296,691.20	102.69	122.67	142.64
290	224,265.60	267,904.00	311,521.60	107.82	128.80	149.77
295	235,476.80	281,299.20	327,100.80	113.21	135.24	157.26

## APPENDIX A – GLOSSARY OF TERMS

<b>ADMINISTRATIVE EMPLOYEE</b>	Any employee of OCTA not covered by a collective bargaining agreement.
<b>APPOINTING AUTHORITY</b>	The CEO; he/she may delegate this responsibility.
<b>AT-WILL EMPLOYMENT</b>	An employee's employment status may be changed, including, but not limited to, separation of employment, by OCTA or the employee, at any time for any reason.
<b>BOARD</b>	The Board of Directors of OCTA.
<b>CATASTROPHIC LEAVE</b>	An extended leave due to an employee's own serious illness or medical condition, or that of an immediate family member where the employee is the primary caregiver, that incapacitates the employee and where the employee is expected to use up his/her entire accrued leave.
<b>CLASSIFICATION OR CLASSIFICATION TITLE</b>	The title that identifies the type of work being performed by one or more incumbents in a position.
<b>DOMESTIC PARTNER</b>	A domestic partnership is established in California when both persons file a Declaration of Domestic Partnership with the Secretary of State. A domestic partner is further defined by California's Family Code, Section 297-297.5.
<b>ELIGIBLE DEPENDENT</b>	Spouse, registered domestic partner, and dependent children up to the age 26.
<b>EQUITY INCREASE</b>	An adjustment to an employee's base salary to resolve a significant salary disparity manifested by internal salary compression, external market pressure(s), or both, whereby the individual is no longer appropriately compensated and a base salary adjustment is appropriate.
<b>EXECUTIVE EMPLOYEE</b>	An employee classified as CEO, Deputy CEO, COO, CFO, Executive Director, Director, <del>and</del> General Manager, <a href="#">LOSSAN Managing Director</a> , and <a href="#">LOSSAN Deputy Managing Director</a> .
<b>EXEMPT EMPLOYEE</b>	An employee in a position that is not covered under the provisions of the FLSA regarding minimum wage, overtime, maximum hours, and recordkeeping.
<b>EXTRA-HELP EMPLOYEE</b>	An employee hired to serve as part-time augmentation of staff in which the duty or task defined generally requires less than 20 hours of work per week and no more than 1,000 work hours within a continuous 12-month period. An extra-help employee is not eligible for employee benefits.
<b>FULL-TIME EMPLOYEE</b>	An administrative employee in a position with a normal workweek that totals at least 40 hours.

<b>INTERN</b>	An employee enrolled as a full-time student at a two- or four-year college or university pursuing a course of study that will lead to an undergraduate or graduate degree, or a recent graduate, in a field of study applicable to the hiring department's specialty. The intern provides assistance to departments by performing a variety of duties related to the intern's career field. Guidelines for extra-help employees also apply to interns.
<b>NON-EXEMPT EMPLOYEE</b>	An employee in a position that is covered under the provisions of the FLSA regarding minimum wage, overtime, maximum hours, and record keeping.
<b>PART-TIME EMPLOYEE</b>	An administrative employee in a position with a normal workweek that totals at least 20 hours but not more than 39 hours, and not more than 1040 hours annually.
<b>POSITION</b>	Full-time and part-time positions in the Board-approved fiscal year budget.
<b>PROMOTION</b>	Movement of an employee from one position to a different position in a higher salary grade through the recruitment process.
<b>PROMOTION – "IN-FAMILY"</b>	Movement of an employee through recruitment to a similar position within the same specialty or "family" series. The duties performed are similar in nature and they continue to be reviewed during the Annual Performance Review Cycle.
<b>RECLASSIFICATION</b>	When a position is changed to a different classification in a higher, lower, or the same salary grade, as a result of an evaluation process.
<b>REHIRE</b>	To employ someone who previously separated his/her employment with OCTA (normally following a voluntary resignation) without restoring prior service.
<b>REINSTATE</b>	To return, within six months, an employee, previously separated due to layoff, to active employment with OCTA and to restore prior service and benefit eligibility, with no formal break in service. Vacation, sick, and holiday hours for which the employee was paid at the time of separation are not restored. (This action is unrelated to retirement service credit).
<b>SALARY RANGE</b>	The minimum and maximum of the salary grade for a position. It is based upon the scope and responsibility of work performed in comparison with other work performed within OCTA and in comparison, with the competitive labor market.
<b>TEMPORARY HELP</b>	A person acquired through a temporary help agency to perform work on a limited term basis, not an OCTA employee.
<b>TRANSFER</b>	When an employee retains the same job title and work responsibilities but is moved from one location or section/department to a different location or section/department.

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## APPENDIX C – STATEMENT OF EQUAL EMPLOYMENT OPPORTUNITY (EEO)



### **Orange County Transportation Authority Statement of Equal Employment Opportunity Policy**

The Orange County Transportation Authority (OCTA) practices equal employment opportunity and non-discrimination in all personnel actions. As part of the commitment to equal employment opportunity and affirmative action, OCTA has developed and periodically updates this written nondiscrimination program and makes the Equal Employment Opportunity Program and Affirmative Action Plan (EEO/AAP) available for inspection. All new hires receive copies of the OCTA EEO and Workplace Harassment Prevention Policies, and the policies are posted at each work location.

As OCTA's Chief Executive Officer, I maintain overall responsibility and accountability for OCTA's compliance with its EEO/AAP. To ensure day-to-day management, including program preparation, monitoring, and complaint investigation, I have appointed Maggie McJilton, Executive Director of People and Community Engagement (PACE) as EEO Officer under the title of Federal Compliance Officer. Ms. McJilton reports directly to me and acts with my authority with all levels of management, labor unions, and employees.

All employees are informed that the EEO Officer is Maggie McJilton, Executive Director of PACE, under the title of Federal Compliance Officer. Employees with concerns or questions about the OCTA EEO/AAP, EEO Policy, and/or Workplace Harassment & Discrimination Prevention Policy are encouraged to contact the Federal Compliance Officer or an Employee Relations Representative in the Labor and Employee Relations/Human Resources Department.

The Federal Compliance Officer meets periodically with appropriate management to discuss EEO responsibilities, review the EEO/AAP progress, and to develop personnel action alternatives, if required. The Federal Compliance Officer and her staff also have the responsibility of the EEO/AAP annual and semiannual updates. All OCTA executives, management, and supervisory personnel share the responsibility of implementing and monitoring OCTA's EEO Policy and Program within their respective areas and will be assigned specific tasks to ensure compliance is achieved. OCTA will evaluate its managers' and supervisors' performance on their successful implementation of OCTA's policies and procedures, in the same way OCTA assesses their performance regarding other agency's goals. All of these actions support the OCTA practice of equal opportunity in employment. The OCTA EEO Policy includes, without limitation, the following commitments:

- I. To continue to provide equal employment opportunity to all qualified persons and to continue to recruit, hire, train, promote, and compensate qualified persons in all jobs without regard to race, color, religion, creed, ancestry, national origin, age, sex, pregnancy, gender, gender identity and/or expression, sexual orientation, marital status, medical condition, disability, genetic information, military and veteran status, or other legally protected status as established by federal or state law.
- II. To periodically audit and evaluate all areas of its employment practices under the principles of equal employment opportunity, as well as identify and analyze possible problem areas. Examples of employment practices that are reviewed include the following:
  - A. Recruitment and Selection – The recruitment, testing and hiring of all personnel will be non-discriminatory with regard to race, color, religion, creed, ancestry, national origin, age, sex, pregnancy, gender, gender identity and/or expression, sexual orientation, marital status, medical condition, disability, genetic information, military and veteran status, or other protected status as established by federal or state law. Selections of hiring candidates are based on knowledge, skills, abilities, and qualifications for the job.
  - B. To provide reasonable accommodations to applicants and employees who need them because of a disability or to practice or observe their religion, absent undue hardship.
  - C. Promotions – Individuals will continue to be upgraded and promoted on the basis of their abilities, skills, knowledge, experience, and performance. OCTA will continue to ensure that qualified minority and women employees, as well as those who can qualify through training, are considered for promotion. In making promotion decisions, the supervisors directly involved will ensure that promotions are based on valid occupational qualifications.
  - D. Transfers – The OCTA transfer application procedures are administered by the Human Resources Department. The transfer application procedure assures that qualified transfer applicants will be considered with other candidates for vacant positions, thus increasing greater job opportunities for qualified employees.
  - E. Layoffs – Should reductions in the OCTA workforce become necessary, layoffs will be based on nondiscriminatory factors. OCTA will consider each individual scheduled to be affected by a layoff to assure compliance with this policy and each applicable collective bargaining agreement and will make every good faith effort to ensure that minorities and women are treated in a nondiscriminatory manner.

- III. To continue to administer personnel programs in areas such as compensation, company-sponsored training, education tuition reimbursement, and social and recreational programs without regard to race, color, religion, creed, ancestry, national origin, age, sex, pregnancy, gender, gender identity and/or expression, sexual orientation, marital status, medical condition, disability, genetic information, military and veteran status, or other protected status as established by federal or state law.
- IV. To promulgate and administer the OCTA employee benefit plans, including retirement, pension, disability, and insurance benefits, in conformity with applicable regulations of appropriate regulatory agencies and consistent with federal and state laws.
- V. To review and update the EEO/AAP annually. EEO/AAP updates will be reviewed with appropriate management personnel, and a mid-year Interim Report will be provided to management to assist in measuring the status of the EEO/AAP target goals. OCTA periodically reviews personnel actions and publishes the results in the EEO/AAP.
- VI. All employment actions include but are not limited to recruitment or recruitment advertising, hiring, selection for training, promotion, transfer, demotion, layoff, termination, rates of pay or other forms of compensation, and any treatment of employees will be administered without regard to race, color, religion, creed, ancestry, national origin, age, sex, pregnancy, gender, gender identity and/or expression, sexual orientation, marital status, medical condition, disability, genetic information, military and veteran status, or other protected status as established by federal or state law.

All applicants and employees have the right to file complaints alleging discrimination. Retaliation against an individual who files a charge or complaint of discrimination, participates in an employment discrimination proceeding (such as an investigation or lawsuit), or otherwise engages in protected activity is strictly prohibited and will not be tolerated.

As previously stated, OCTA prohibits workplace harassment, including sexual harassment, which is a form of gender discrimination. OCTA prohibits discrimination on the basis of gender and race (among other protected categories under the California Fair Employment and Housing Act and Title VII) and management has been made aware of this requirement. Among other forms of discrimination that undermine equal opportunity are religious and national origin discrimination. Religious and national origin discrimination are not tolerated at OCTA. Also included are OCTA's EEO/AAP and Workplace Harassment & Discrimination Prevention Policy with accompanying respective memos notifying all personnel of said OCTA policies.

The contact information for the Federal Compliance Officer (EEO Officer) is as follows:

Maggie McJilton, Executive Director, People and Community Engagement

Address: 550 South Main Street  
PO Box 14184  
Orange, CA 92863-1584

Telephone: (714) 560-5824

Email: [mmcjilton@octa.net](mailto:mmcjilton@octa.net)

I am personally committed to a workplace that acts upon its daily responsibility to treat all applicants and employees with dignity and respect, as well as equitably under the guidelines of our EEO Policy and Program.



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Darrell E. Johnson  
Chief Executive Officer  
Orange County Transportation Authority

2/26/2024

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Date

**ORANGE COUNTY TRANSPORTATION AUTHORITY LICENSING  
AND MAINTENANCE AGREEMENTS  
SOLE SOURCE LIST - FISCAL YEAR 2025-26**

**The Standard Contracts over 100K**

Vendor Name	Software/Hardware Product Description	Sole Source Amount	FY 25/26 Budgeted	Owner
AvePoint	Cloud Backup for Microsoft 365	\$ 184,800.00	\$ 168,000.00	Long Leu
Brandmovers, Inc.	OC Bus Rewards website hosting and maintenance	\$ 102,863.00	\$ 97,965.00	Eden Wang
Carahsoft	Salesforce Customer Relations Case Management Software	\$ 210,000.00	\$ 200,000.00	Eden Wang
Carahsoft Technology Corp.	ChatGPT Enterprise Licenses	\$ 262,500.00	\$ 250,000.00	Katrena Schulze
Clever Devices LTD.	Annual subscription renewal for hosting, maintenance, and support for counting, managing, and reporting ridership on our fixed routes. The timely and precise rider count and NDT reporting is regulatory/mandatory for the Department of Transportation (DOT). Add features, Configuration, Refresh or update.	\$ 110,250.00	\$ 105,000.00	Mike Henry
Computer Aid Inc (CAI)	UiPath Licenses, UiPath Robotic Process Automation (RPA)	\$ 165,000.00	\$ 155,000.00	Katrena Schulze
Conduent Transport Solutions, Inc.	Annual Maintenance and Support for Intelligent Transportation Management System	\$ 767,000.00	\$ 667,000.00	Josh Duke
Convergint	Genetec Security Suite	\$ 100,000.00	\$ 80,000.00	Matt Ankley
County of Orange	Countywide Coordinated Communication Systems	\$ 150,000.00	\$ 150,000.00	Timothy Beseau
EcolInteractive	OCfundTracker is a Software as a Service database that manages both the Federal Transportation Improvement Program (FTIP) and the Comprehensive Transportation Funding Program (Measure M2).	\$ 220,000.00	\$ 220,000.00	Ben Ku
Giro	Annual hosting, maintenance, and support for Hastus applications and modules: Map / Vehicle/ Crew/ Crew Opt/ Roster/ Minibus/ ATP/ Interface Program/ Geo Hastus Map/ Hastinfo/ Hastinfo - Web/DailyVehicle/DailyCrew/Bid/BidWeb/ SelfService/EPM/Bing. Add features, Configuration, Refresh or update.	\$ 430,500.00	\$ 410,000.00	Mike Henry
Granicus, aka GovQA	Hosting and Maintenance for Public Records Request (FOIA) and Subpoena Apps. OCTA and LOSSAN Hosting Services for Granicus Board and Committee Agendas and Meeting Webcasts, DisclosureDocs (eForms) Subscription ,Legistar, Send Agenda (Legistar), Performance Accelerator Suite, Open Platform Suite, Government Transparency Suite, Meeting Efficiency Suite, Upgrade to SDI 720p Streaming, Subpoena Duces Tecum Module, govDelivery for Integrations, Granicus Encoding Appliance Software (GT), SMS and Email. Add features, Configuration, Refresh or update. This is a 3 year contract: Year 1 \$166,911 (prorated) Year 2 \$147,741 Year 3 158,083	\$ 235,000.00	\$ 205,000.00	Mike Henry
Hitachi Energy USA Inc.; Hitachi Power Grids	Annual subscription renewal for hosting, support, maintenance, and interfaces relating to the Ellipse Enterprise Asset Management system. Add features, Configuration, Refresh or update.	\$ 551,700.00	\$ 525,500.00	Mike Henry
iCIMS	Applicant tracking application	\$ 182,326.00	\$ 173,644.00	Eden Wang
Infor (US), Ciber	Annual support and maintenance for Lawson HR/Payroll software & Lawson Business Intelligence, Lawson Custom interfaces & modifications, Certified on-call support, and Lawson Learning/Education Suite subscription (CloudSuite) and Hosting. Add features, Configuration, Refresh or update.	\$ 300,000.00	\$ 285,500.00	Mike Henry
Informatica	PowerCenter SE (4-7) & Partitioning Option (4-7) aka Test environment & Production Environment, PowerCenter, PowerExchange Production	\$ 187,425.00	\$ 178,500.00	Eden Wang
INIT Innovation in Transportation	This is a multi-year agreement (5 years) for the extended warranty and annual maintenance onboard validators and platform validators for both software and hardware support. This will be budgeted annually. FY 26 - \$190,528.16 FY 27 - \$184,958.51 FY 28 - \$190,861.06 FY 29 - \$196,929.18 FY 30 - \$203,196.47	\$ 966,500.00	\$ 190,528.00	Isaac Herrera
Konica Minolta	Nintex, Tungsten, Square 9 & Gimmel Physical Software	\$ 210,000.00	\$ 200,000.00	Katrena Schulze
L3Harris Technologies, Inc.	Maintenance and Support for the Intelligent Transportation Management System (ITMS)	\$ 457,700.00	\$ 398,000.00	Josh Duke
LA SAFE	511 System Web, IVR, and Mobile Application Items	\$ 460,000.00	\$ 460,000.00	Patrick Sampson
March Networks Inc.	Administration and Maintenance of On-Board Video Surveillance System (OBVSS) - Evidence Vault Solution	\$ 1,449,000.00	\$ 1,260,000.00	Josh Duke
NV5	GIS Basemap	\$ 80,000.00	\$ 20,000.00	Long Leu
Oracle America, Inc.	Software Update Licenses and Technical Support Services	\$ 575,000.00	\$ 500,000.00	Josh Duke
Origami Risk, LLC	Origami Risk Software hosting, maintenance, support, licensing, and additional contracted support hours. Add features, Configuration, Refresh or update.	\$ 341,500.00	\$ 325,250.00	Mike Henry
Qlik	Annual Maintenance and Support for Qlikview & QlikSense licenses	\$ 102,375.00	\$ 97,500.00	Eden Wang

**ORANGE COUNTY TRANSPORTATION AUTHORITY LICENSING  
AND MAINTENANCE AGREEMENTS  
SOLE SOURCE LIST - FISCAL YEAR 2025-26**

**The Standard Contracts over 100K**

Vendor Name	Software/Hardware Product Description	Sole Source Amount	FY 25/26 Budgeted	Owner
Saba Software	HR (Halogen/Cornerstone) Performance Management Application 2 year agreement FY 24/25- \$124,028 FY 25/26- \$130,200	\$ 136,710.00	\$ 130,200.00	Eden Wang
Salesforce (Exact Target)	Proprietary platform for email and text messaging services	\$ 234,107.00	\$ 222,959.00	Eden Wang
Scribe	Scribe Enterprise, base and users	\$ 30,000.00	\$ 20,000.00	Morgan Levar
Siemens Mobility	License and Maintenance for the Siemens Mobility (formerly known as Bytemark) Mobile Ticketing Solution.	\$ 115,000.00	\$ 109,000.00	Isaac Herrera
Superior/CentralSquare Technologies, LLC	Maintenance; Contract Management module MKS SQL Annual Maintenance Fee TEST: IFAS - MKS Connectivity Suite Maintenance; MicroFocus Server Express Runtime Annual Maintenance Fee OS and TEST: QS - MicroFocus Runtime COBOL NetExpress x.x; Annual maintenance and support for finance suite application; Emergency support on an as-needed basis with no guaranteed usage. Add features, Configuration, Refresh or update.	\$ 220,500.00	\$ 210,000.00	Mike Henry
Swiftly	Connect with Passengers: Service Adjustments, Rider Alerts, Real-time Passenger Predictions, additional SMS & Voice Data Charges, and Live OperationsConnect with Staff: GPS Playback, On-Time Performance, Operator Reports, Run-times, Speed MapSwiftly Implementation Services. HopThru for planning. NTD Services and Implementation Services for Cleanse Ridership Package. Used by I.S. for GTFS feed and Transit operations. This is a 3 year contract: Year 1 \$1,144,516.88 Year 2 \$1,138,200.79 Year 3 \$1,193,850.83	\$ 1,201,742.00	\$ 1,144,516.00	Mike Henry
Switch	Data Center Colocation Services	\$ 368,500.00	\$ 335,000.00	Long Leu
Transit	Marketing Software for Rider Happiness Benchmarking (RHB) Program, Royale for Agencies 3 year agreement: FY 25/26- \$91,455 FY 26/27- \$118,361 FY 27/28- \$154,316	\$ 364,132.00	\$ 91,455.00	Eden Wang
Trapeze Software Group	Trapeze EZ Wallet, TripSpark(RidePro, RidePro App Vanpool), Drivermate, Trapeze Pass, IVR Confirm/Cancel, Real-time Call back & Trip booking, Gateway, Viewpoint, Map Maker, Eligibility Suite(Pass-Cert), Service Infractions(Pass-SUS), MDT-MON/MDC Software & Hardware with Map Maker and VoiceGenie, PASS-MON-SPV, Trapeze ODB & DCC Units, ViewPoint, SUS -Trip Broker Trip Licensing; PASS-MON Vehicle (MDT); PASS Trapeze User Licenses - Work Stations; Maps & Service Area Polygons; Trapeze Web - Online Booking; Trapeze Viewpoint – Dashboard, IPA Module, SMS Email Notifications, and SMS Aggregator solution. Add features, Configuration, Refresh or update.	\$ 651,000.00	\$ 620,000.00	Mike Henry
Xerox	Xerox Maintenance, Printing Equipment, Software, Parts and Supplies	\$ 300,000.00	\$ 211,152.00	Sara Belovsky

**Subtotal \$ 12,423,130.00 \$ 10,416,669.00**

**ORANGE COUNTY TRANSPORTATION AUTHORITY LICENSING  
AND MAINTENANCE AGREEMENTS  
SOLE SOURCE LIST - FISCAL YEAR 2025-26**

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**Contracts with Emergency Support**

*(The vendors listed below have been detailed to reflect the cost of the emergency support that is required for these vendors. This support is not covered in the basic contract. It will be used for emergency support during after hours, weekends & holidays.)*

Vendor Name	Software/Hardware Product Description	Sole Source Amount	FY 25/26 Budgeted	Owner
Computer Aid Inc (CAI)	UiPath Emergency Support	\$ 125,000.00	\$ 125,000.00	Katrena Schulze
Hewlett Packard Enterprises	Emergency Support	\$ 22,000.00	\$ 20,000.00	Long Leu
Konica Minolta	Konica Minolta SharePoint Emergency Support	\$ 100,000.00	\$ 100,000.00	Katrena Schulze
Virtual Consulting	Emergency Support for Tableau, Qlikview/QlikSense/BO for Data Warehouse	\$ 88,200.00	\$ 84,000.00	Eden Wang
Xenotech Software Integration Servie LLC	Xenotech Software Integration Services LLC. Emergency Support and Development	\$ 50,000.00	\$ 50,000.00	Patrick Sampson

**Subtotal \$ 385,200.00 \$ 379,000.00**

**ITEM 8.A**[metrolinktrains.com/meeting](https://metrolinktrains.com/meeting)

**ITEM ID:** 2025-191-0

**TRANSMITTAL DATE:** April 18, 2025

**MEETING DATE:** April 25, 2025

**TO:** Board of Directors

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

**SUBJECT:** Proposed FY2025-2026 (FY26) Metrolink Budget, Four Year Forecasts, and Annual Contract Authority Renewal - Request to Transmit

**Issue**

The Southern California Regional Rail Authority (SCRRA) Joint Exercise of Powers Agreement (JPA) requires that the "Governing Board shall approve a preliminary administrative budget and capital improvement program for the succeeding fiscal year no later than May 1 of each year. The Board shall adopt a final budget no later than June 30 of each year. Decisions dealing with capital and operating fund allocations, as well as annual approval of each Member Agency's share of the Authority's annual budget, shall be approved by the Member Agencies themselves." Proposed budgets are transmitted to Member Agencies not later than May 1 of each year to request the Member Agencies approval and adoption of those budgets, prior to adoption of the budget by the Board of Directors of Metrolink.

**Recommendation**

Audit and Finance Committee recommended (5-0) that the Board approve transmitting the Proposed FY26 Metrolink Budget for the consideration and adoption of the Member Agencies. The Committee also recommended the Board approve transmittal of the Four-Year Forecasts to the Member Agencies for their approval and programming, and the Annual Contract Authority Renewal for review.

**Strategic Commitment**

This report aligns with the Strategic Business Plan commitments of:

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



technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve.

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

The FY26 Budget has been constructed to provide support to each of Metrolink's strategic goals.

## **Background**

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

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

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

The Proposed FY26 Operating Budget is based on the Optimized Service created by that effort and further refined. It included the addition of 32 trains to allow for pulse departures and fill in mid-day service gaps.

As with any new and innovative initiative, time must be allowed to let the results reach their full potential. Consultants advise that two years are required before results can reasonably be evaluated.

## **Discussion**

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

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

The budget requests were submitted and subsequently analyzed and reviewed by staff. Internal meetings were concluded in early February.

The Metrolink CFO conducted meetings with each of the Member Agency CFOs and staff in February.

In response to Member Agency feedback, Staff began to identify additional areas where the budget request could be reduced.

Additional meetings were held with Member Agency CFOs on February 5th thru 6th, February 19th thru the 21st, and March 12th thru the 14th.

Questions were submitted and responses shared with all Member Agencies on February 11th and March 2nd.

With the conclusion of Member Agency meetings, staff had reduced the Operating Budget request by \$10.1M, the SGR request was reduced by \$41.9M, and the New Capital request was reduced by \$15.6M.

The Proposed FY26 Budget was reviewed with the Member Agency Advisory Committee (MAAC) on April 3rd.

An overview of the Proposed FY26 Budget for Operations and the Capital Program detailing the total request for support was reviewed with the Member Agencies' Chief Executive Officers during the February 21st and March 21st monthly meetings.

### **Foundation for Proposed FY26 Budget**

The Proposed FY26 Budget provides funding to achieve:

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

### **FY26 Operating Budget Assumptions:**

## Service

- Continuation of Optimized Service (full year in FY26)

## Revenue

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

## Expense

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

## Reporting:

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

## **FY26 Operating Budget Details**

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

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

The required Operating Support is \$275.5M and is an increase of \$11.5M, or 4.4% from the FY25 Budget. (See Attachment A for comparisons).

The Proposed FY26 Budget Operating Statement by detailed categories compared to the FY25 Budget, by Member Agency, by Line, and historically over the last five years are included as Attachments B, C, D, and E.

## **Discussion of Proposed FY26 Budget Operating Statement**

### **Operating Revenues**

Operating Revenues include Farebox, Dispatching, and Maintenance-of-Way (MOW) Revenues, and Other Revenues, such as bank interest, sales of scrap materials, auctions of obsolete equipment, and other minor miscellaneous revenues. Operating Revenues are estimated to total \$76.9M for FY26, an increase of \$8.9M or 13.1% compared to the FY25 Budget.

Farebox Revenue, which is the largest component of the Total Operating Revenue, is projected at \$51.7M, an increase of \$6.4M or 14.1% compared to the FY25 Budget. Other

subsidies for fares including \$3.6M in a LCTOP grant for reduced student fares, and \$2.6 in Access Rider support are added to the farebox to arrive at a Pro Forma Farebox Revenue totaling \$58.3M, an increase of \$9.9M over FY25.

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

### Operating Expenditures

Operating Expenditures are presented in the following four categories: Train Operations, Maintenance-of-Way (MOW), Administration and Services, and Insurance. Comparisons are to the FY25 Budget.

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

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

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

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

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

Total Train Operations have increased by \$18.9M or 10.3% from the FY25 Budget.

The primary drivers of this increase are:

- Train Operator Services have increased \$6.5M or 13.6%. \$1.6M of this increase is a full year of Optimized Service (compared to 9 months in FY25), the balance is a combination of a salary increase for union rail workers and the expected annual increase;
- Equipment Maintenance increase of 2.3% was the result of the new "Mini-Bundle" agreement;
- Materials have increased \$2.8M or 22.8% as a result of all rolling stock now out of

warranty. Metrolink is the only owner of F125 Locomotives, making replacement parts expensive;

- Operating Facilities Maintenance increased by \$2.7M or 107.2%;
- LA Sheriffs increased by \$1.0M or 7.8% due to county mandated increases for the Los Angeles Sheriff's Department;
- SB Sheriffs are \$3.3M and new in FY26, funded entirely by S BCTA;
- TVM Maintenance has increased by \$1.1M primarily as a result of forecasted increased bank charges for credit cards on higher revenue;
- MOW has increased by \$8.3M or 15.2% from the FY25 Budget as a result of increases to Herzog track and signal maintenance.

Administration and Services have increased from FY25 Budget by \$3.9M or 6.9%.

The primary drivers of this increase are:

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

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

#### Member Agency Operating Support

Member Agency support is required to fund the difference between the total costs of operations and forecasted revenues. The Proposed FY26 Budget estimates total Member Agency support is needed in the amount of \$275.5M or an increase of \$11.5M or 4.4% from the FY25 Budget.

The Budget Summary Comparison (Attachment E) includes a Year-over-Year comparison of net operating support by Member Agency. In response to Member Agency requests, this schedule reflects the FY26 Proposed Member Agency support in whole dollars which are required to create Member Agency Board requests.

#### Capital Program Budget State of Good Repair (SGR)

The Proposed FY26 Proposed Budget was developed based on the Metrolink Rehabilitation Plan (MRP) which was created in fulfillment of the Transit Asset Management (TAM) requirement, and to address the Authority's SGR needs. The MRP addresses two critical elements:

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

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

SGR:

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

### New Capital:

The New Capital authorization request for FY26 was identified as necessary for safe and efficient rail operations. These projects total \$15.6M, an increase from the FY25 request of \$9.7M or 164.4%. The projects are presented by Member Agency, by Line, and by individual project with locations and descriptions in Attachment G.

Carryover Projects are also a portion of the budget.

For FY26 SGR Carryover Projects total \$365.3M as shown in Attachment H.

For FY26 New Capital Carryover Projects total \$92.3M as shown in Attachment I.

A Capital Program cash flow forecast by year is included to indicate the amounts we anticipate billing to each Member Agency. This is Attachment J.

### Multi-Year Forecasts

Operating Budget Forecasts for FY27, FY28, FY29 and FY30. In Attachments K-1 thru K-4 we present forecasts which adhere to the principal discussed in CFO meetings of remaining within an increase of not more than 5% to Member Agency Support each year.

These forecasts are provided to the Member Agencies for consideration and programming. The four-year forecasts will be considered for adoption individually during the applicable year.

Upon approval by the Board, the Proposed FY26 Budget will be transmitted to Member Agencies for consideration and adoption.

### Operating Budget Attachments

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

Attachment A - FY26 Proposed Operating Budget with Comparison to FY25

Attachment B - Historical Actual and Budgeted Operating Statements

Attachment C - FY26 Proposed Operating Budget by Member Agency

Attachment D - FY26 Proposed Operating Budget by Line

Attachment E - History of Actual and Budgeted Operating Support by Member Agency

### Capital Program Budget Attachments

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

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

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

Attachment H - FY26 SGR Carryover Projects

Attachment I - FY26 New Capital Carryover Projects

Attachment J - FY26 Proposed Capital Program Cashflow

### Multi-Year Forecast

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

Attachment L - Annual Contract Authority Renewal

## **Budget Impact**

This report and the transmittal of the Proposed FY26 Budget has no impact on the FY25 or FY26 Budget.

## **Next Steps**

- April 25: Board Approval for FY26 Budget transmittal to Member Agencies
- May-June 2025: Staff presentations at Member Agencies' Committee and Board meetings, as requested.
- June 13: Request AFCOM recommendation for adoption of FY26 Budget and approval of 4-year forecasts, approval of Annual Contract Authority renewals, and approval of the FY26 Salary Resolution.
- June 27: Board Adoption of FY26 Budget and approval of 4-year forecasts, Annual Contract Authority renewals approval, and approval of the FY26 Salary Resolution.

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

Approved by: Tom Schamber, Interim Chief Financial Officer  
Arnold Hackett, Former Chief Financial Officer

## **Attachment(s)**

[Attachment A - Operating Budget.pdf](#)

[Attachment B - Historical Budget.pdf](#)

[Attachment C - Budget by Member.pdf](#)

[Attachment D - Budget by Line.pdf](#)

[Attachment E - Support by Member.pdf](#)

[Attachment F - FY26 Proposed SGR Projects by Member Agency Line and Project Detail - UPDATED.pdf](#)

[Attachment G - FY26 Proposed New Capital by Member Agency, Line, and Project Detail List - UPDATED.pdf](#)

[Attachment H - FY26 SGR Carryover Projects.pdf](#)

[Attachment I - FY26 New Capital Carryover Projects.pdf](#)

[Attachment J - FY26 Proposed Capital Program Cashflow - UPDATED.pdf](#)

[Attachment K-1 - FY27 Forecast.pdf](#)

[Attachment K-2 - FY28 Forecast.pdf](#)

[Attachment K-3 - FY29 Forecast.pdf](#)

[Attachment K-4 - FY30 Forecast.pdf](#)

[Attachment L - Annual Contract Authority Renewal.pdf](#)

[Presentation - Proposed FY26 Budget](#)

## FY26 Proposed Operating Budget

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

Numbers may not foot due to rounding



# Historical Actual and Budgeted Operating Statements

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

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

Numbers may not foot due to rounding.

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

## FY26 Proposed Operating Budget by Member Agency

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

## FY26 Proposed Operating Budget by Line

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

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

### Support by Member Agency

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

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

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

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

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

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3166	Rehab	Ventura County Line	Ventura - VC County	Track	SoGR_FY26_VENTURA (VC)_TRACK	BUDGET DECREASED BY 70%; SCOPE STILL TO BE DECREASED ACCORDINGLY. Ventura Sub (VC) Track Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings Specific Work will include: 3,000 Ties; 1 Road Crossing  BUDGET DECREASED from \$2,606K to \$781K; SCOPE STILL TO BE DECREASED ACCORDINGLY.	\$781,000	\$0	\$0	\$0	\$0	\$781,000	\$0
3167	Rehab	Ventura County Line	Ventura - VC County	Structures	SoGR_FY26_VENTURA (VC)_STRUCTURES_DESIGN	Ventura (VC) Sub Structures Design addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts -Tunnels Specific work will include: Update Bridge Load Ratings for Bridges on Ventura Sub in Ventura County Design and Environmental Clearance for 5 culverts in Ventura County  Budget reduced by 25%; need to adjust descope.	\$773,000	\$0	\$0	\$0	\$0	\$773,000	\$0
3168	Rehab	Ventura County Line	Ventura - VC County	Train Control	SoGR_FY26_VENTURA (VC)_SIGNAL	Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Signal systems - Crossing systems  Specific Work will include Upgrading control points and crossings  Budget reduced by 35%; NEED TO ADJUST SCOPE.	\$2,008,000	\$0	\$0	\$0	\$0	\$2,008,000	\$0
3172	Rehab	Ventura County Line	Ventura - LA County	Structures	SoGR_FY26_VENTURA (LA)_STRUCTURES_DESIGN	Ventura (LA) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts -Tunnels Specific work will include: Design and Environmental Clearance for 5 culverts in LA County Design for 3 Bridges in LA County  Budget reduced by 45%; need to adjust descope.	\$1,275,000	\$1,275,000	\$0	\$0	\$0	\$0	\$0
3173	Rehab	San Bernardino Lline	San Gabriel	Train Control	SOGF_FY26_SAN GABRIEL_SIGNAL	BUDGET DECREASED BY 65%; SCOPE STILL TO BE DECREASED ACCORDINGLY. San Gabriel (SG) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems (7) VHLC (3) Crossings  BUDGET DECREASED from \$12.6M to \$4.4M; SCOPE STILL TO BE DECREASED ACCORDINGLY.	\$4,425,000	\$2,655,000	\$0	\$0	\$1,770,000	\$0	\$0



PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3174	Rehab	San Bernardino LIne	San Gabriel	Track	SOGF_FY26_SAN GABRIEL_TRACK	<p>BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.</p> <p>San Gabriel (SG) Track Rehabilitation addresses five major components to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <p>-Rail</p> <p>-Ties</p> <p>-Crossings</p> <p>-Special Trackwork</p> <p>-Ballast</p> <p>Specific work will include:</p> <p>Replacing 7546 feet of Rail</p> <p>Upgrading 1 crossing</p> <p>Replace 2 turnouts</p> <p>Ballast to support projects listed</p> <p>BUDGET DECREASED from \$6.8M to \$3.4 M; SCOPE NEEDS TO BE DECREASED.</p>	\$3,408,000	\$2,044,800	\$0	\$0	\$1,363,200	\$0	\$0
3176	Rehab	San Bernardino LIne	San Gabriel	Structures	SOGF_FY26_SAN GABRIEL_STRUCTURES_CONSTRUCTION	<p>San Gabriel (SG) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <p>-Bridges</p> <p>-Culverts</p> <p>-Tunnels</p> <p>Specific work will include:</p> <p>REPLACE (4) CULVERTS/BRIDGES THAT HAVE DESIGNED/ENVIRONMENTALLY CLEARED WITH FY-22 FUNDING</p> <p>Budget reduced by 25%; need to adjust descope.</p>	\$4,875,000	\$2,925,000	\$0	\$0	\$1,950,000	\$0	\$0
3177	Rehab	ALL	River	Train Control	SOGF_FY26_RIVER_SIGNAL	<p>River (RV) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog:</p> <p>*Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems</p> <p>UPGRADE (2) CONTROL POIINT HOUSE AND SIGNALS</p> <p>Budget reduced by 30%; need to adjust descope.</p>	\$3,010,000	\$1,429,750	\$595,980	\$334,110	\$433,440	\$216,720	\$0
3178	Rehab	ALL	River	Structures	SOGF_FY26_RIVER_STRUCTURES_DESIGN	<p>River (RV) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <p>-Bridges</p> <p>-Culverts</p> <p>-Tunnels</p> <p>Specific work will include:</p> <p>River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <p>- Bridges</p> <p>*DESIGN ONLY* Bridge load rating analysis updates, design and/or repair recommendations, and alternative analysis and environmental clearance</p> <p>Budget reduced by 35%; need to adjust descope.</p>	\$1,625,000	\$771,875	\$321,750	\$180,375	\$234,000	\$117,000	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3179	Rehab	ALL	River	Track	SOGR_FY26_RIVER_TRACK	<p>River (RV) Track Rehabilitation addresses five major components to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <ul style="list-style-type: none"> <li>-Rail</li> <li>-Ties</li> <li>-Crossings</li> <li>-Special Trackwork</li> <li>-Ballast</li> </ul> <p>Specific work will include: REHAB (7) TURNOUTS</p> <p>Budget reduced by 35%; need to adjust descope.</p>	\$2,893,000	\$1,374,175	\$572,814	\$321,123	\$416,592	\$208,296	\$0
3180	Rehab	Perris Valley Line	San Jacinto (PVL)	Train Control	SOGR_FY26_PERRIS_VALLEY_SIGNAL	<p>Perris Valley (PVL) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog:</p> <p>*Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems</p> <p>Upgrade (3) VHLC</p> <p>Budget reduced by 35%; need to adjust scope.</p>	\$2,018,000	\$0	\$0	\$2,018,000	\$0	\$0	\$0
3185	Rehab	ALL	All	Information Technology	Rehab of Network Device Assets (Corporate and Train Control)	<p>Replace Cisco Switches, Cisco Meraki Wireless Access Points and Palo Alto Firewalls that are reaching end of support</p> <p>BUDGET DECREASED by 8% from \$923K; SCOPE MAY NEED TO BE DECREASED.</p>	\$850,000	\$403,750	\$168,300	\$94,350	\$122,400	\$61,200	\$0
3187	Rehab	ALL	All	Information Technology	Upgrade of Metrolink Server Infrastructure Environment	<p>Metrolink IDTS is planning on upgrading its server environment, moving away from a dependency of VMware and migrating towards Nutanix.</p>	\$483,000	\$229,425	\$95,634	\$53,613	\$69,552	\$34,776	\$0
3205	Rehab	Antelope Valley Line	Valley	Track	SoGR_FY26_VALLEY_TRACK	<p>BUDGET DECREASED BY 38%; SCOPE STILL TO BE DECREASED ACCORDINGLY.</p> <p>Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <ul style="list-style-type: none"> <li>- Rail</li> <li>- Ties</li> <li>- Crossings</li> <li>- Special Trackwork</li> <li>- Ballast</li> </ul> <p>Specific work will include: TIES: 11,000 Wood Tie Replacement RAIL: 10,000ft of Rail to address curves BALLAST: Ballast to support projects listed.</p> <p>"</p> <p>BUDGET DECREASED from \$9.7M to \$6.3M; SCOPE NEEDS TO BE ADJUSTED.</p>	\$6,005,000	\$6,005,000	\$0	\$0	\$0	\$0	\$0
3206	Rehab	Antelope Valley Line	Valley	Structures	SoGR_FY26_VALLEY_STRUCTURES_CONSTRUCTION	<p>Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <ul style="list-style-type: none"> <li>- Bridges</li> <li>- Culverts</li> <li>- Tunnels</li> </ul> <p>Specific work will include: Construction funds for Valley Sub Structure repairs that will be designed with FY22 funds. This would address up to This would address up to 6 Structures of 10 on the Valley Sub that will be made Shovel-Ready with FY22 Design. These funds are needed due to construction cost escalation issues Metrolink has recently experienced.</p> <p>Budget reduced by 25%; need to adjust scope.</p>	\$4,875,000	\$4,875,000	\$0	\$0	\$0	\$0	\$0

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

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

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

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

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

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

SCOPE			TYPE: REHAB   MRP						
Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.									
Mile Posts: 441.24 - 460.8			Division: Ventura - LA County    County: LA    Asset Type: Communications						
OBJECTIVES			RISKS CAUSING PROJECT DELAY						
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
JUSTIFICATION			RANKING // PROJECT READINESS						
SCRRA's communications systems infrastructure has evolved over the past 30 years, which requires changes in technology. Much of SCRRA's infrastructure has aged to the point of its useful life, is obsolete or is no longer supported by its manufacturer. SCRRA's long-term goal is to upgrade and replace existing infrastructure to not only maintain a good state of repair, but to enhance its communications systems to stay at the forefront of available technologies. FY25 Ventura (LA) Comm Project was not funded, so there is a funding need to maintain SoGR.			1. Condition of Asset..... Marginal 2. System Impact..... Low						
RISK CREATED BY NON-IMPLEMENTATION									
The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents.									
Current Age: 24 Year(s)    Standard Lifespan: 15 Year(s)									
BUDGET			CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$59,000								
ENVIRONMENTAL	\$0			2027	\$34,200	\$34,200	\$34,200	\$34,200	\$136,800
ROW ACQUISITION	\$0								
MATERIAL	\$110,000			2028	\$45,600	\$45,600	\$45,600	\$45,600	\$182,400
CONSTRUCTION	\$200,000								
SPECIAL RAIL EQUIP	\$0			2029	\$34,200	\$34,200	\$34,200	\$34,200	\$136,800
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$5,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$42,000								
* SUPPORT STAFF	\$14,000								
* CONSULTANT	\$0								
CONTINGENCY	\$26,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$456,000								





# PROJECT PROPOSAL

**FY26**

SMITHL PROJECT# 3045.00

**PROJECT : METROLINK CAM EXPENSES FOR FISCAL 2026**

SCOPE				TYPE: REHAB   NON-MRP						
Perform rehab work at LA Union Station to address drainage issues, upgrade lighting to LED, landscape refurbishment, upgrade safety and security elements at the stations, and modernize plumbing. This is year 3 of the agreed \$5,000,000 over 3 years. Future years to be negotiated.										
Mile Posts: n/a				Division: All    County: ALL    Asset Type: Facilities						
OBJECTIVES				RISKS CAUSING PROJECT DELAY						
1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership 2. (Goal 2: Maintain Fiscal Sustainability) Increase fare revenue 3. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... Average  We are going to get billed by Metro and pay our share.						
JUSTIFICATION										
Short pay CAM expenses from FY 2019 to current -Pay current station share of rehab costs for the use of Union Station.										
RISK CREATED BY NON-IMPLEMENTATION										
Failure to implement improvements can lead to lead station vulnerability, additional co in utilities and subcontractor.										
Current Age: 124 Year(s)    Standard Lifespan: 0 Year(s)										
BUDGET				CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL	
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$1,360,000	\$1,360,000	
DESIGN	\$0									
ENVIRONMENTAL	\$0			2027	\$85,000	\$85,000	\$85,000	\$85,000	\$340,000	
ROW ACQUISITION	\$0									
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$1,600,000									
SPECIAL RAIL EQUIP	\$0			2029	\$0	\$0	\$0	\$0	\$0	
FLAGGING	\$0									
BUS BRIDGES	\$0			2030	\$0	\$0	\$0	\$0	\$0	
CLOSE OUT	\$0									
DBE/LABOR	\$14,000			2031	\$0	\$0	\$0	\$0	\$0	
PROJECT MANAGEMENT										
* P.M STAFF	\$5,000									
* SUPPORT STAFF	\$15,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%						
* CONSULTANT	\$0									
CONTINGENCY	\$66,000									
TOTAL	\$1,700,000									

**PROJECT : PTC TRACK DATABASE AND TECHNICAL SERVICES REHAB**

SCOPE		TYPE: REHAB   NON-MRP						
<p>• Corgi is the PTC database manager, it's the interface used for geospatial data management of the track database. It has been in place since the PTC Integrator Vendor (I/V) project in 2012 and migration of PTC into revenue service on Metrolink property in 2015. The scope of work will include Phase 2 of rewriting/reprogramming Corgi so it it compliant with the latest cyber security protocols and SCRRA IDTS policies, including a major update so it can support an updated Interoperable Train Control (ITC) industry data model. This will require the Corgi Vendor to make the updates and perform DEV and Postproduction testing with SCRRA PTC staff. Additionally, as required with this overhaul any supporting tools (i.e. Wabtrax/Webtrax, ArcGIS, ESRI) or operating system updates will be completed.</p> <p>• PTC utilizes IBM Engineering Workflow Management (aka Jazz) to comply with CFR Title 49 part 236 supporting Configuration, Change, Discrepancy, Risk, Requirements, Records and Reporting management. This application has been in place since 2016. This program now calls for a major software upgrade but there are security and database rehab dependencies that will need to be completed as part of this project.</p> <p>Scope of work:</p> <p>-Migration of Database System from MSSQL to latest Oracle Enterprise Edition per SCRRA security and IDTS policies</p> <p>-Upgrade any operating systems and security tools</p> <p>-Update any scripting or configurations pre-deployment and post deployment</p> <p>-Testing</p> <p>-Upgrade IBM Engineering Workflow Management and its related program artifacts to the latest version &amp; Validation. This may require hardware updates upon assessment once project is ready to start. Support from SCRRA's internal IT will be required as these programs reside on the SCRRA IT infrastructure. PTC Staff and consultants would provide additional support.</p> <p>Mile Posts: n/a</p> <p>Division: All    County: ALL    Asset Type: Train Control</p>								
OBJECTIVES		RISKS CAUSING PROJECT DELAY						
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents								
2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair								
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost								
4. (Goal 4: Retain and Grow Ridership) Improve service reliability								
JUSTIFICATION		RANKING // PROJECT READINESS						
To remain compliant with the latest regulatory, security, and industry standards the PTC applications of Corgi and IBM Engineering Workflow Management and their infrastructure require rehab. This will also support the state of good repair, as Corgi supports PTC track database changes tied to rehabilitation, capital and third-party projects. It also supports any PTC database changes tied to to PTC efficiency and smart projects (i.e., WCNSS, EO-PTC), including interoperable operations. IBM Engineering Workflow Management is the program used to support the regulatory required PTC configuration revision control measures and record keeping.		1. Condition of Asset..... Worn						
		2. System Impact..... Low						
		This does not directly impact service, but it can impact the ability to deliver projects and putting changes into service.						
RISK CREATED BY NON-IMPLEMENTATION								
Unable to support any project delivery projects or capital projects that require PTC track database updates and support any updates to interoperable operations. Unable to remain complaint with security and regulatory requirements impacting the configuration revision control measures in place for PTC. Potential cyber security exposure without required updates in place.								
Current Age: 12 Year(s)      Standard Lifespan: 7 Year(s)								
BUDGET		CASH FLOW						
AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0		2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0							
ENVIRONMENTAL	\$0		2027	\$123,250	\$123,250	\$123,250	\$123,250	\$493,000
ROW ACQUISITION	\$0							
MATERIAL	\$200,000		2028	\$123,250	\$123,250	\$123,250	\$123,250	\$493,000
CONSTRUCTION	\$0							
SPECIAL RAIL EQUIP	\$0		2029	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0							
BUS BRIDGES	\$0		2030	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0							
DBE/LABOR	\$8,000		2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT								
* P.M STAFF	\$16,000							
* SUPPORT STAFF	\$84,000							
* CONSULTANT	\$588,000							
CONTINGENCY	\$90,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$986,000							

## PROJECT : EAM SOFTWARE OPTIMIZATION AND FUTURE ENHANCEMENTS

SCOPE			TYPE: REHAB   MRP						
<p>Metrolink is focusing on improving its Transit Asset Management (TAM) best practices by leveraging the Trapeze EAM System and managing a single system of truth. As the utilization of the EAM system increases and the software evolves with each new version, staff anticipates system enhancements to continue, and business workflows to be further refined. One system improvement that is planned includes the delivery of the State of Good Repair (SGR) and Capital Planning module. This SGR module will make it easier for staff to monitor the progress towards the agency's SGR goals and to report reliability of assets and expand its ability to make improved capital investment decisions. This along with other planned system and process improvements are expected to add value and allow improved decision-making by the asset managers.</p> <p>These additional system improvements will require a commensurate level of asset management technical support, targeted training, and system implementation efforts. These resources will work in collaboration with each business unit to ensure asset strategies and objectives are being achieved. This includes leveraging data from the EAM System, which considers benefits and risks associated with each asset, rigorous assessment of asset conditions to guide lifecycle management, implementation of new asset management procedures, combining agency engineering and operational functional requirements. In addition, the agency is developing a new EAM Learning &amp; Development Program and will require dedicated contracted support to deliver and execute the proposed framework. Which includes a comprehensive, centralized and effective training program that will meet the agency's training goals and objectives. Contracted support includes technical instructional designer and coordinators to support the Learning Management System implementation and to work collaboratively with our 3rd party vendors to ensure all training needs are met and the agency complies with all applicable federal rail administration</p> <p>Mile Posts: n/a Division: All County: ALL Asset Type: Business Systems</p>									
OBJECTIVES			RISKS CAUSING PROJECT DELAY						
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 4: Retain and Grow Ridership) Increase system utilization 4. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 5. (Goal 2: Maintain Fiscal Sustainability) Increase fare revenue									
JUSTIFICATION			RANKING // PROJECT READINESS						
In 2021, Metrolink began optimizing and building out the Enterprise Asset Management (EAM) System that was suffering from lack of attention and funding deficits. Since this time, the agency has been able to consolidate siloed asset management systems into a single system of record establishing a consistent and solid asset foundation, based upon high quality data, and improved business workflows. This has led to business units being able to capture asset maintenance records and asset condition data to make more informed decisions over an asset life cycle. It's important to continue these investments in the EAM System and maintain the agency's assets in a State of Good Repair (SGR). A key limitation noted in a recent 2023 Federal Transit Administration sponsored TAM Best Practices assessment; identified the need for the agency to continue to enhance its EAM System and establish formal, data driven condition-based support tools so that decisions are made while considering the full life-cycle costs. The agency is responding to these findings and is currently working on implementing a Rail Friction Management decision support tool on a pilot basis that will prioritize rail segments to improve grinding and recommend optimal grinding strategies for segments and routes to maximize asset life extension leading to cost savings. The output from this pilot will also provide the agency with unique decay curves that can be input into the EAM System SGR module when implemented. However, the Facilities, Rolling Stock and Maintenance of Way departments will require a commensurate level of technical support to deliver data analytics, refined business processes, condition and risk frameworks that take into consideration calculated rankings to drive prioritization and actionable projects. Furthermore, the business units will benefit from technical support as they work towards delivering their asset class strategies. The added technical support will also be utilized to acquire necessary business requirements for future EAM System enhancements, providing data science and analytics, creating and reporting Key Performance Indicators, assisting with application programming interfaces improving business processes, and working in collaboration with the EAM Learning & Development Team to ensure all applicable functional application training is delivered in compliance with CFR requirements. Ultimately this technical support will be instrumental in enhancing the agency's asset management capabilities, and create greater efficiency, accuracy, and standardization in asset management processes and maximizing the potential of the Trapeze EAM System.			1. Condition of Asset..... Worn 2. System Impact..... High						
RISK CREATED BY NON-IMPLEMENTATION									
The risk of not continuing to improve the agency's asset management practices and its primary decision support tool could lead to poorly understood risks, excessive maintenance and capital costs, and noncompliance with federal Current Age: 125 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET			CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$600,000			2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2027	\$56,250	\$56,250	\$56,250	\$56,250	\$225,000
MATERIAL	\$0								
CONSTRUCTION	\$0			2028	\$131,250	\$131,250	\$131,250	\$131,250	\$525,000
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0			2029	\$131,250	\$131,250	\$131,250	\$131,250	\$525,000
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2030	\$56,250	\$56,250	\$56,250	\$56,250	\$225,000
DBE/LABOR	\$15,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
* P.M STAFF	\$139,000								
* SUPPORT STAFF	\$49,000								
* CONSULTANT	\$585,000								
CONTINGENCY	\$112,000								
TOTAL	\$1,500,000								

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



# PROJECT PROPOSAL

**FY26**

HAD PROJECT# 3105.00

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

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

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

SCOPE			TYPE: REHAB   NON-MRP											
<p>This project aims to rehabilitate and upgrade a range of end-user equipment - including laptops, desktops, monitors, docking stations, tablets, Ricoh and HP printers, and conference room technology such as video and audio equipment - to enhance operational efficiency by reducing downtime caused by outdated or malfunctioning technology, ensure reliable performance through regular maintenance and upgrades to minimize the risk of technical issues, improve user experience by providing modern equipment that effectively meets their needs, support organizational growth by establishing a foundation for future technological innovations, and strengthen cybersecurity.</p> <p>Mile Posts: n/a</p> <p>Division: All    County: ALL    Asset Type: Information Technology</p>														
OBJECTIVES			RISKS CAUSING PROJECT DELAY											
<p>1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</p> <p>2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</p> <p>3. (Goal 3: Invest in People and Assets) Reduce employee turnover</p> <p>4. (Goal 6: Improve Communications to Customers and Stakeholders) Improve communication and</p> <p>5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications</p>			<p>1. Condition of Asset..... Marginal</p> <p>2. System Impact..... High</p> <p>The end-user computing infrastructure plays a critical role in the daily operations of all users across various locations, including those working remotely, such as contractors. This infrastructure encompasses all devices and systems that facilitate user access to applications, data, and communication tools, as well as essential equipment like printers and conference room technology.</p>											
JUSTIFICATION									RANKING // PROJECT READINESS					
<p>The IT department has made significant investments in various assets approaching the end of their useful life. As these assets near this critical phase, they face the risk of becoming unsupported, which can lead to increased vulnerability and operational challenges. Specifically, the assets in question include printers, conference room equipment (such as audio-visual units, video displays, and televisions), user laptops, desktops, tablets, monitors, and Polycom phones.</p> <p>Particularly concerning are the Ricoh printers, which are nearing a point where repair parts may become scarce or completely unavailable. This not only threatens the functionality of the printing infrastructure but also raises the risk of operational delays and increased costs associated with sourcing alternative solutions. As these devices age, they are likely to exhibit diminished performance, leading to frequent breakdowns, slower processing times, and increased maintenance costs, which ultimately hinders the organization's ability to operate smoothly and meet its goals.</p> <p>Additionally, outdated technology poses significant cybersecurity risks. As equipment becomes unsupported, it may not receive critical security updates, leaving the organization vulnerable to cyber threats. This includes potential data breaches and malware attacks that can exploit weaknesses in obsolete systems. Modernizing the infrastructure is vital not just for operational efficiency but also for enhancing the organization's security posture.</p> <p>This project is essential to address these challenges proactively. By rehabilitating and upgrading the aging assets, we aim to ensure that all equipment remains functional, efficient, and secure. Upgrading these critical components will not only improve reliability but also strengthen cybersecurity defenses, protecting sensitive information and ensuring a secure working environment. Investing in modern technology will enable the organization to maintain a competitive edge, enhance productivity, and prepare for future growth, all while safeguarding against potential cyber threats.</p>														
RISK CREATED BY NON-IMPLEMENTATION														
<p>The risks associated with not funding this project include the following: 1. Users will lack the necessary tools to effectively perform their daily responsibilities. 2. Communication among employees, departments, and customers will be impaired. 3. Equipment may become unusable due to the inability to service or repair aging assets. 4. There will be an increased risk of cybersecurity threats, as unsupported systems may not receive critical security updates.</p> <p>Current Age: 11 Year(s)    Standard Lifespan: 6 Year(s)</p>														
BUDGET			CASH FLOW											
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL					
CONTRACT PACKAGING		\$0		2026	\$0	\$0	\$0	\$0	\$0					
DESIGN		\$0												
ENVIRONMENTAL		\$0		2027	\$60,750	\$60,750	\$60,750	\$60,750	\$243,000					
ROW ACQUISITION		\$0												
MATERIAL		\$433,000		2028	\$60,750	\$60,750	\$60,750	\$60,750	\$243,000					
CONSTRUCTION		\$0												
SPECIAL RAIL EQUIP		\$0		2029	\$0	\$0	\$0	\$0	\$0					
FLAGGING		\$0												
BUS BRIDGES		\$0		2030	\$0	\$0	\$0	\$0	\$0					
CLOSE OUT		\$0												
DBE/LABOR		\$4,000		2031	\$0	\$0	\$0	\$0	\$0					
PROJECT MANAGEMENT														
* P.M STAFF		\$14,000		2031	\$0	\$0	\$0	\$0	\$0					
* SUPPORT STAFF		\$11,000												
* CONSULTANT		\$0		2031	\$0	\$0	\$0	\$0	\$0					
CONTINGENCY		\$24,000												
TOTAL		\$486,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%										



# PROJECT PROPOSAL

**FY26**

AZEVEDOA PROJECT# 3165.00

**PROJECT : FY26 SYSTEMWIDE TRACK MEASUREMENT SYSTEMS**

SCOPE			TYPE: REHAB   MRP						
Condition assessments, and measurement systems for Track, Track components, and also Systemwide Asset Management, MRP Updates, and SGR Planning and reporting.									
Mile Posts: n/a			Division: All    County: ALL    Asset Type: Track						
OBJECTIVES			RISKS CAUSING PROJECT DELAY						
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 4. (Goal 4: Retain and Grow Ridership) Increase system utilization									
JUSTIFICATION			RANKING // PROJECT READINESS						
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.			1. Condition of Asset..... Worn 2. System Impact..... High  This can be started upon funding execution because this work requires mostly professional services from Metrolink's available Engineering On-Call Contracts.						
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 100 Year(s)    Standard Lifespan: 50 Year(s)									
BUDGET			CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$1,000,000			2027	\$37,500	\$37,500	\$37,500	\$37,500	\$150,000
ENVIRONMENTAL	\$0			2028	\$131,250	\$131,250	\$131,250	\$131,250	\$525,000
ROW ACQUISITION	\$0			2029	\$131,250	\$131,250	\$131,250	\$131,250	\$525,000
MATERIAL	\$0			2030	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
CONSTRUCTION	\$0			2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
FLAGGING	\$50,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$15,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$175,000								
* SUPPORT STAFF	\$23,000								
* CONSULTANT	\$100,000								
CONTINGENCY	\$137,000								
TOTAL	\$1,500,000								





# PROJECT PROPOSAL

**FY26**

LOPEZS PROJECT# 3167.00

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

SCOPE				TYPE: REHAB   MRP											
Ventura (VC) Sub Structures Design addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts -Tunnels Specific work will include: Update Bridge Load Ratings for Bridges on Ventura Sub in Ventura County Design and Environmental Clearance for 5 culverts in Ventura County Budget reduced by 25%; need to adjust descope.															
Mile Posts: 426.4 - 441.24				Division: Ventura - VC County    County: VN    Asset Type: Structures											
OBJECTIVES				RISKS CAUSING PROJECT DELAY											
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents															
JUSTIFICATION										RANKING // PROJECT READINESS					
Structures Design identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The design needs have been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.															
RISK CREATED BY NON-IMPLEMENTATION															
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.															
Current Age: 101 Year(s)    Standard Lifespan: 100 Year(s)															
BUDGET				CASH FLOW											
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL						
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0						
DESIGN	\$645,000														
ENVIRONMENTAL	\$0														
ROW ACQUISITION	\$0														
MATERIAL	\$0			2027	\$19,325	\$19,325	\$19,325	\$19,325	\$77,300						
CONSTRUCTION	\$0														
SPECIAL RAIL EQUIP	\$0														
FLAGGING	\$0														
BUS BRIDGES	\$0			2028	\$67,638	\$67,638	\$67,638	\$67,636	\$270,550						
CLOSE OUT	\$0														
DBE/LABOR	\$5,000														
PROJECT MANAGEMENT															
* P.M STAFF	\$41,000			2029	\$67,638	\$67,638	\$67,638	\$67,636	\$270,550						
* SUPPORT STAFF	\$6,000														
* CONSULTANT	\$5,000														
				2030	\$38,650	\$38,650	\$38,650	\$38,650	\$154,600						
				2031	\$0	\$0	\$0	\$0	\$0						
Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%															
CONTINGENCY	\$71,000														
TOTAL	\$773,000														







# PROJECT PROPOSAL

**FY26**

LOPEZS PROJECT# 3172.00

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

SCOPE				TYPE: REHAB   MRP					
Ventura (LA) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts -Tunnels Specific work will include: Design and Environmental Clearance for 5 culverts in LA County Design for 3 Bridges in LA County Budget reduced by 45%; need to adjust descope.									
Mile Posts: 441.24 - 426.39				Division: Ventura - LA County    County: LA    Asset Type: Structures					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Structures Design identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The design needs have been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 101 Year(s)    Standard Lifespan: 100 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$1,000,000								
ENVIRONMENTAL	\$0			2027	\$31,875	\$31,875	\$31,875	\$31,875	\$127,500
ROW ACQUISITION	\$0								
MATERIAL	\$0			2028	\$111,562	\$111,562	\$111,562	\$111,564	\$446,250
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2029	\$111,562	\$111,562	\$111,562	\$111,564	\$446,250
FLAGGING	\$10,000								
BUS BRIDGES	\$0			2030	\$63,750	\$63,750	\$63,750	\$63,750	\$255,000
CLOSE OUT	\$0								
DBE/LABOR	\$10,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$102,000								
* SUPPORT STAFF	\$21,000								
* CONSULTANT	\$16,000								
CONTINGENCY	\$116,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$1,275,000								



# PROJECT PROPOSAL

**FY26**

ROBLESSAU PROJECT# 3173.00

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

SCOPE				TYPE: REHAB   MRP					
BUDGET DECREASED BY 65%; SCOPE STILL TO BE DECREASED ACCORDINGLY. San Gabriel (SG) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems (7) VHLC (3) Crossings Mile Posts: 1.08 - 57.66									
				Division: San Gabriel    County: LA / SB    Asset Type: Train Control					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.									
RISK CREATED BY NON-IMPLEMENTATION									
Location may fail which will cause train delays and possible safety issues. 1. Condition of Asset..... Worn 2. System Impact..... High Current Age: 30 Year(s) Standard Lifespan: 20 Year(s)									
Current Age: 33 Year(s)    Standard Lifespan: 20 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$600,000								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2027	\$88,500	\$88,500	\$88,500	\$88,500	\$354,000
MATERIAL	\$1,100,000								
CONSTRUCTION	\$1,300,000								
SPECIAL RAIL EQUIP	\$0			2028	\$221,250	\$221,250	\$221,250	\$221,250	\$885,000
FLAGGING	\$45,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2029	\$365,062	\$365,062	\$365,062	\$365,064	\$1,460,250
DBE/LABOR	\$10,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$385,000			2030	\$309,750	\$309,750	\$309,750	\$309,750	\$1,239,000
* SUPPORT STAFF	\$32,000								
* CONSULTANT	\$550,000								
CONTINGENCY	\$403,000			2031	\$121,688	\$121,688	\$121,688	\$121,686	\$486,750
TOTAL	\$4,425,000								
Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%									



# PROJECT PROPOSAL

**FY26**

ROBLESSAU PROJECT# 3174.00

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

SCOPE				TYPE: REHAB   MRP					
BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.									
San Gabriel (SG) Track Rehabilitation addresses five major components to sufficiently rehabilitate aging infrastructure and growing backlog:									
-Rail									
-Ties									
-Crossings									
-Special Trackwork									
-Ballast									
Specific work will include:									
Replacing 7546 feet of Rail									
Upgrading 1 crossing									
Replace 2 turnouts									
Ballast to support projects listed									
Mile Posts: 3.73 - 57.66				Division: San Gabriel    County: LA / SB    Asset Type: Track					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair									
2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn					
				2. System Impact..... High					
				1. Condition of Asset..... Worn					
				2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.									
Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)									
Current Age: 125 Year(s)    Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$150,000			2027	\$85,200	\$85,200	\$85,200	\$85,200	\$340,800
ENVIRONMENTAL	\$0			2028	\$298,200	\$298,200	\$298,200	\$298,200	\$1,192,800
ROW ACQUISITION	\$0			2029	\$298,200	\$298,200	\$298,200	\$298,200	\$1,192,800
MATERIAL	\$450,000			2030	\$170,400	\$170,400	\$170,400	\$170,400	\$681,600
CONSTRUCTION	\$1,900,000			2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$60,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$10,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$200,000								
* SUPPORT STAFF	\$28,000								
* CONSULTANT	\$300,000								
CONTINGENCY	\$310,000								
TOTAL	\$3,408,000								
Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%									



# PROJECT PROPOSAL

**FY26**

ROBLESSAU PROJECT# 3176.00

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

SCOPE				TYPE: REHAB   MRP						
San Gabriel (SG) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts -Tunnels Specific work will include: Mile Posts: 1.08 - 57.66										
				Division: San Gabriel    County: LA / SB    Asset Type: Structures						
OBJECTIVES				RISKS CAUSING PROJECT DELAY						
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents										
JUSTIFICATION				RANKING // PROJECT READINESS						
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because The assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High						
RISK CREATED BY NON-IMPLEMENTATION				1. Condition of Asset..... Worn 2. System Impact..... High						
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 125 Year(s)    Standard Lifespan: 100 Year(s)										
BUDGET				CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL	
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0	
DESIGN	\$75,000			2027	\$182,812	\$182,812	\$182,812	\$182,814	\$731,250	
ENVIRONMENTAL	\$0			2028	\$548,438	\$548,438	\$548,438	\$548,436	\$2,193,750	
ROW ACQUISITION	\$0			2029	\$365,625	\$365,625	\$365,625	\$365,625	\$1,462,500	
MATERIAL	\$0			2030	\$121,875	\$121,875	\$121,875	\$121,875	\$487,500	
CONSTRUCTION	\$3,000,000			2031	\$0	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP	\$0									
FLAGGING	\$250,000									
BUS BRIDGES	\$25,000									
CLOSE OUT	\$10,000									
DBE/LABOR	\$14,000									
PROJECT MANAGEMENT										
* P.M STAFF	\$487,000									
* SUPPORT STAFF	\$70,000									
* CONSULTANT	\$500,000									
CONTINGENCY	\$444,000									
TOTAL	\$4,875,000									
				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%						



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

SCOPE				TYPE: REHAB   MRP					
River (RV) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts -Tunnels Specific work will include: River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges *DESIGN ONLY* Bridge load rating analysis updates, design and/or repair recommendations, and alternative analysis and environmental clearance Mile Posts: 0.8 - 484.9 Division: River    County: ALL    Asset Type: Structures									
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High 1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because the assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.									
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 125 Year(s)    Standard Lifespan: 100 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$800,000								
ENVIRONMENTAL	\$325,000								
ROW ACQUISITION	\$0			2027	\$40,625	\$40,625	\$40,625	\$40,625	\$162,500
MATERIAL	\$0								
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2028	\$142,188	\$142,188	\$142,188	\$142,186	\$568,750
FLAGGING	\$20,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2029	\$142,188	\$142,188	\$142,188	\$142,186	\$568,750
DBE/LABOR	\$7,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$140,000			2030	\$81,250	\$81,250	\$81,250	\$81,250	\$325,000
* SUPPORT STAFF	\$35,000								
* CONSULTANT	\$150,000								
CONTINGENCY	\$148,000			2031	\$0	\$0	\$0	\$0	\$0
TOTAL	\$1,625,000								
				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					



# PROJECT PROPOSAL

**FY26**

ROBLESSAU PROJECT# 3179.00

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

SCOPE				TYPE: REHAB   MRP					
River (RV) Track Rehabilitation addresses five major components to sufficiently rehabilitate aging infrastructure and growing backlog: Rail, Ties, Crossings, Special Track Work, Ballast Mile Posts: .70 - 484.9									
				Division: River    County: ALL    Asset Type: Track					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High 1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 33 Year(s)    Standard Lifespan: 25 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$115,000			2027	\$72,325	\$72,325	\$72,325	\$72,325	\$289,300
ENVIRONMENTAL	\$0			2028	\$253,138	\$253,138	\$253,138	\$253,136	\$1,012,550
ROW ACQUISITION	\$0			2029	\$253,138	\$253,138	\$253,138	\$253,136	\$1,012,550
MATERIAL	\$400,000			2030	\$144,650	\$144,650	\$144,650	\$144,650	\$578,600
CONSTRUCTION	\$1,500,000			2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
FLAGGING	\$80,000								
BUS BRIDGES	\$20,000								
CLOSE OUT	\$10,000								
DBE/LABOR	\$15,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$165,000								
* SUPPORT STAFF	\$50,000								
* CONSULTANT	\$275,000								
CONTINGENCY	\$263,000								
TOTAL	\$2,893,000								





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

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





# PROJECT PROPOSAL

**FY26**

KURIAJ PROJECT# 3205.00

**PROJECT : SOGR\_FY26\_VALLEY\_TRACK**

SCOPE			TYPE: REHAB   MRP					
BUDGET DECREASED BY 38%; SCOPE STILL TO BE DECREASED ACCORDINGLY.								
Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:								
- Rail								
- Ties								
- Crossings								
- Special Trackwork								
- Ballast								
Specific work will includes:								
TIES: 11,000 Wood Tie Replacement								
RAIL: 10,000ft of Rail to address curves								
BALLAST: Ballast to support projects listed.								
"								
Mile Posts: 3.67 - 76.63			Division: Valley    County: LA    Asset Type: Track					
OBJECTIVES			RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair								
2. (Goal 4: Retain and Grow Ridership) Improve service reliability								
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost								
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents								
JUSTIFICATION			RANKING // PROJECT READINESS					
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.			1. Condition of Asset..... Worn					
			2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION								
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.								
Current Age: 101 Year(s)    Standard Lifespan: 60 Year(s)								
BUDGET			CASH FLOW					
	AMOUNT	START      END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0		2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$45,000							
ENVIRONMENTAL	\$0		2027	\$150,125	\$150,125	\$150,125	\$150,125	\$600,500
ROW ACQUISITION	\$0							
MATERIAL	\$900,000		2028	\$525,438	\$525,438	\$525,438	\$525,436	\$2,101,750
CONSTRUCTION	\$3,000,000							
SPECIAL RAIL EQUIP	\$0		2029	\$525,438	\$525,438	\$525,438	\$525,436	\$2,101,750
FLAGGING	\$800,000							
BUS BRIDGES	\$45,000		2030	\$300,250	\$300,250	\$300,250	\$300,250	\$1,201,000
CLOSE OUT	\$8,000							
DBE/LABOR	\$15,000		2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT								
* P.M STAFF	\$315,000							
* SUPPORT STAFF	\$35,000							
* CONSULTANT	\$296,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
CONTINGENCY	\$546,000							
TOTAL	\$6,005,000							

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

SCOPE			TYPE: REHAB   MRP					
Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Construction funds for Valley Sub Structure repairs that will be designed with FY22 funds. This would address up to This would address up to 6 Structures of 10 on the Valley Sub that will be made Shovel-Ready with FY22 Design. These funds are needed due to construction cost escalation issues Metrolink has recently experienced.  Budget reduced by 25%; need to adjust scope.  Mile Posts: 3.67 - 76.63								
			Division: Valley    County: LA    Asset Type: Structures					
OBJECTIVES			RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents								
JUSTIFICATION			RANKING // PROJECT READINESS					
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below s State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.			1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION								
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 121 Year(s)    Standard Lifespan: 100 Year(s)								
BUDGET			CASH FLOW					
AMOUNT                      START                      END								
CONTRACT PACKAGING                      \$0			FY	Q1	Q2	Q3	Q4	TOTAL
DESIGN                      \$75,000			2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL                      \$0								
ROW ACQUISITION                      \$0			2027	\$182,812	\$182,812	\$182,812	\$182,814	\$731,250
MATERIAL                      \$0								
CONSTRUCTION                      \$3,000,000			2028	\$548,438	\$548,438	\$548,438	\$548,436	\$2,193,750
SPECIAL RAIL EQUIP                      \$0								
FLAGGING                      \$250,000								
BUS BRIDGES                      \$25,000			2029	\$365,625	\$365,625	\$365,625	\$365,625	\$1,462,500
CLOSE OUT                      \$10,000								
DBE/LABOR                      \$14,000			2030	\$121,875	\$121,875	\$121,875	\$121,875	\$487,500
PROJECT MANAGEMENT								
* P.M STAFF                      \$487,000			2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF                      \$70,000								
* CONSULTANT                      \$500,000								
CONTINGENCY                      \$444,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL                      \$4,875,000								

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



# PROJECT PROPOSAL

**FY26**

KURIAJ PROJECT# 3207.00

**PROJECT : SOGR\_FY26\_VALLEY\_SIGNAL**

SCOPE				TYPE: REHAB   MRP					
BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY. Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading Control Points (CP) and intermediates *Crossing systems - Upgrading crossings 1> 1 EL1A Upgrade (Construction Only) 2> 2 Crossings 3> 1 EL1A Upgrade 4> 1 VHLC Upgrade 5> 1 HB-DE Detector Upgrade  Mile Posts: 3.67 - 76.63  Division: Valley    County: LA    Asset Type: Train Control									
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.									
RISK CREATED BY NON-IMPLEMENTATION									
Location may fail which will cause train delays and possible safety issues.									
Current Age: 35 Year(s)    Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$575,000								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2027	\$89,500	\$89,500	\$89,500	\$89,500	\$358,000
MATERIAL	\$1,150,000								
CONSTRUCTION	\$1,300,000								
SPECIAL RAIL EQUIP	\$0			2028	\$223,750	\$223,750	\$223,750	\$223,750	\$895,000
FLAGGING	\$50,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2029	\$369,188	\$369,188	\$369,188	\$369,186	\$1,476,750
DBE/LABOR	\$10,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$388,000			2030	\$313,250	\$313,250	\$313,250	\$313,250	\$1,253,000
* SUPPORT STAFF	\$35,000								
* CONSULTANT	\$560,000								
CONTINGENCY	\$407,000			2031	\$123,062	\$123,062	\$123,062	\$123,064	\$492,250
TOTAL	\$4,475,000								
Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%									



# PROJECT PROPOSAL

**FY26**

KURIAJ PROJECT# 3208.00

**PROJECT : SOGR\_FY26\_ORANGE\_SIGNAL**

SCOPE				TYPE: REHAB   MRP					
Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading Control Points (CP), intermediates and HT Switches *Crossing systems - Upgrading crossings 1> Control Point - VHLC Upgrade 2> Intermediates - Signals 3> Hand Throw Switches 4> Crossings  Budget reduced by 30%; need to adjust scope.  Mile Posts: 165.08 - 207.4  Division: Orange    County: OC    Asset Type: Train Control									
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.									
RISK CREATED BY NON-IMPLEMENTATION									
Location may fail which will cause train delays and possible safety issues.  Current Age:  31 Year(s)     Standard Lifespan: 20 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$735,000			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2027	\$147,000	\$147,000	\$147,000	\$147,000	\$588,000
MATERIAL	\$1,750,000								
CONSTRUCTION	\$2,600,000								
SPECIAL RAIL EQUIP	\$0			2028	\$367,500	\$367,500	\$367,500	\$367,500	\$1,470,000
FLAGGING	\$85,000								
BUS BRIDGES	\$25,000								
CLOSE OUT	\$0			2029	\$606,375	\$606,375	\$606,375	\$606,375	\$2,425,500
DBE/LABOR	\$16,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$685,000			2030	\$514,500	\$514,500	\$514,500	\$514,500	\$2,058,000
* SUPPORT STAFF	\$50,000								
* CONSULTANT	\$735,000								
CONTINGENCY	\$669,000			2031	\$202,125	\$202,125	\$202,125	\$202,125	\$808,500
TOTAL	\$7,350,000								
				Cash Flow is constructed based on overall % of project completion as determined by project management office.  1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					

Cash Flow is constructed 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

**FY26**

KURIAJ PROJECT# 3210.00

**PROJECT : SOGR\_FY26\_ORANGE\_STRUCTURES\_CONSTRUCTION**

SCOPE				TYPE: REHAB   MRP					
Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include Mile Posts: 165.08 - 207.4									
				Division: Orange    County: OC    Asset Type: Structures					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because the assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 121 Year(s)    Standard Lifespan: 100 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$60,000								
ENVIRONMENTAL	\$0			2027	\$140,625	\$140,625	\$140,625	\$140,625	\$562,500
ROW ACQUISITION	\$0								
MATERIAL	\$125,000			2028	\$421,875	\$421,875	\$421,875	\$421,875	\$1,687,500
CONSTRUCTION	\$2,225,000								
SPECIAL RAIL EQUIP	\$0			2029	\$281,250	\$281,250	\$281,250	\$281,250	\$1,125,000
FLAGGING	\$200,000								
BUS BRIDGES	\$25,000								
CLOSE OUT	\$10,000			2030	\$93,750	\$93,750	\$93,750	\$93,750	\$375,000
DBE/LABOR	\$14,000								
PROJECT MANAGEMENT				2031	\$0	\$0	\$0	\$0	\$0
* P.M STAFF	\$340,000								
* SUPPORT STAFF	\$35,000								
* CONSULTANT	\$375,000								
CONTINGENCY	\$341,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$3,750,000								





# PROJECT PROPOSAL

**FY26**

KURIAJ PROJECT# 3212.00

**PROJECT : SOGR\_FY26\_ORANGE\_TRACK**

SCOPE				TYPE: REHAB   MRP					
Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will includes: RAIL: Upgrade 115# to 136# Rail Tangent North Rail (Approx. 15,000 LF) SPECIAL TRACKWORK: 2 - #20 turnouts BALLAST: Ballast to support projects listed.  Mile Posts: 165.08 - 207.4									
				Division: Orange    County: OC    Asset Type: Track					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.									
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.									
Current Age: 101 Year(s)    Standard Lifespan: 60 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$150,000								
ENVIRONMENTAL	\$0			2027	\$134,075	\$134,075	\$134,075	\$134,075	\$536,300
ROW ACQUISITION	\$0								
MATERIAL	\$775,000			2028	\$469,262	\$469,262	\$469,262	\$469,264	\$1,877,050
CONSTRUCTION	\$3,000,000								
SPECIAL RAIL EQUIP	\$0			2029	\$469,262	\$469,262	\$469,262	\$469,264	\$1,877,050
FLAGGING	\$125,000								
BUS BRIDGES	\$25,000			2030	\$268,150	\$268,150	\$268,150	\$268,150	\$1,072,600
CLOSE OUT	\$10,000								
DBE/LABOR	\$15,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$245,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
* SUPPORT STAFF	\$75,000								
* CONSULTANT	\$455,000								
CONTINGENCY	\$488,000								
TOTAL	\$5,363,000								

## PROJECT : FY26 BACK-OFFICE TRAIN CONTROL SYSTEM REHAB

SCOPE		TYPE: REHAB   MRP				
<p>Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life.</p> <p>Train Control Back Office:</p> <p>1) DOC/MOC/Vegas Servers</p> <p>2) CAD Workstations and Monitors</p> <p>Mile Posts: n/a</p> <div style="text-align: right; margin-top: 10px;">Division: All    County: ALL    Asset Type: Train Control</div>						
OBJECTIVES	RISKS CAUSING PROJECT DELAY					
<p>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</p> <p>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</p> <p>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</p> <p>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</p>						
JUSTIFICATION	RANKING // PROJECT READINESS					
<p>Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and Centralized train control systems and equipment. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards. Some of the PTC hardware is already 10 years old and some of the design was 5 years earlier than that. The office element consists mainly of computers (servers, field laptops, etc.) that date back to 2011, 2012. Mission critical computers are usually rehabbed every 5 years. Our onboard and wayside cellular systems that were implemented back in 2012 were state of the art 3G systems that will be unsupported and completely sun-setted by the Telco companies.</p>	<p>1. Condition of Asset..... Worn</p> <p>2. System Impact..... High</p>					
RISK CREATED BY NON-IMPLEMENTATION						
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.</p> <p>Current Age: 124 Year(s)    Standard Lifespan: 0 Year(s)</p>						
BUDGET	CASH FLOW					
<div style="display: flex; justify-content: space-between;"> <span>AMOUNT</span> <span>START</span> <span>END</span> </div>	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING						
DESIGN						
ENVIRONMENTAL						
ROW ACQUISITION						
MATERIAL						
CONSTRUCTION						
SPECIAL RAIL EQUIP						
FLAGGING						
BUS BRIDGES						
CLOSE OUT						
DBE/LABOR						
PROJECT MANAGEMENT						
* P.M STAFF						
* SUPPORT STAFF						
* CONSULTANT						
CONTINGENCY						
TOTAL						







# PROJECT PROPOSAL

**FY26**

FERNANDEZK PROJECT# 3230.00

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

<b>SCOPE</b>			<b>TYPE: REHAB   MRP</b>						
Upgrade the remaining PTC equipment and software on locomotives that have not been updated in the past 7–12 years. With evolving standards and the phasing out of certain technologies, more equipment is becoming obsolete and in need of modernization.									
Mile Posts: n/a			Division: All    County: ALL    Asset Type: Train Control						
<b>OBJECTIVES</b>			<b>RISKS CAUSING PROJECT DELAY</b>						
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
<b>JUSTIFICATION</b>			<b>RANKING // PROJECT READINESS</b>						
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.			1. Condition of Asset..... Worn 2. System Impact..... High						
<b>RISK CREATED BY NON-IMPLEMENTATION</b>									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 124 Year(s)    Standard Lifespan: 0 Year(s)									
<b>BUDGET</b>			<b>CASH FLOW</b>						
	<b>AMOUNT</b>	<b>START</b>	<b>END</b>	<b>FY</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>TOTAL</b>
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2027	\$62,500	\$62,500	\$62,500	\$62,500	\$250,000
ROW ACQUISITION	\$0								
MATERIAL	\$1,250,000			2028	\$218,750	\$218,750	\$218,750	\$218,750	\$875,000
CONSTRUCTION	\$625,000								
SPECIAL RAIL EQUIP	\$0			2029	\$218,750	\$218,750	\$218,750	\$218,750	\$875,000
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000
CLOSE OUT	\$0								
DBE/LABOR	\$10,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$175,000								
* SUPPORT STAFF	\$49,000								
* CONSULTANT	\$249,000								
CONTINGENCY	\$142,000								
TOTAL	\$2,500,000								
				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					

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

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

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



PROJECT PROPOSAL

FY26

VELEZC PROJECT# 3234.00

PROJECT : F125 INTERMEDIATE ENGINE OVERHAUL

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



# PROJECT PROPOSAL

**FY26**

BLEICHK PROJECT# 3235.00

**PROJECT : METROLINK COMMUNICATION SYSTEM OVERHAUL**

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





# PROJECT PROPOSAL

**FY26**

BLEICHK PROJECT# 3237.00

**PROJECT : CAR END-DOOR SYSTEM IMPROVEMENT**

SCOPE			TYPE: REHAB   NON-MRP					
<ul style="list-style-type: none"><li>Improvement in passengers' comfort in opening end-door of Bombardier &amp; Talgo-SYSTRA cars.</li><li>New design on the end-door mechanism.</li><li>All legacy Bombardier car and Talgo-SYSTRA car.</li></ul>								
Mile Posts: n/a			Division: All    County: ALL    Asset Type: Rolling Stock					
OBJECTIVES			RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents								
JUSTIFICATION			RANKING // PROJECT READINESS					
One of the major complaints from the passengers is the end-door being difficult to operate. Hyundai-Rotem cars had a resolution applied with a project and delivered a new design to the system for around 30% improvement in the end-door operation. This project is to cover the rest of the fleet - legacy Bombardier cars and Talgo-SYSTRA rebuilt cars.			1. Condition of Asset..... Marginal 2. System Impact..... Average It is very true that current end door system in Bombardier and even Talgo-SYSTRA passenger cars requires a significant amount of force to open. This can present a safety issue for passengers traveling between train cars. To mitigate the issue for improving the system, it would require new design on the end-door system. This requested project will bring a new design and deliver a product to reduce the force required to open end doors therefore providing convenience to the customer as well as ensuring safety for any emergency case. A similar project is active on the Rotem rail car fleet which resulted in such satisfactory outcome to the agency.					
RISK CREATED BY NON-IMPLEMENTATION								
Continuous complaint from the passengers. Impact to safe operation when it is needed in any emergency.								
Current Age: 33 Year(s)    Standard Lifespan: 30 Year(s)								
BUDGET			CASH FLOW					
AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0		2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0		2027	\$56,750	\$56,750	\$56,750	\$56,750	\$227,000
ENVIRONMENTAL	\$0		2028	\$56,750	\$56,750	\$56,750	\$56,750	\$227,000
ROW ACQUISITION	\$0		2029	\$0	\$0	\$0	\$0	\$0
MATERIAL	\$270,000		2030	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0		2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0							
FLAGGING	\$0							
BUS BRIDGES	\$0							
CLOSE OUT	\$2,000							
DBE/LABOR	\$5,000							
PROJECT MANAGEMENT								
* P.M STAFF	\$25,000							
* SUPPORT STAFF	\$10,000							
* CONSULTANT	\$100,000							
CONTINGENCY	\$42,000							
TOTAL	\$454,000							



PROJECT PROPOSAL

PROJECT : LAUS BACKUP GENERATOR REPLACEMENT

SCOPE

Replace 2 1995 and 1996 back-up generators providing backup power to LAUS switches, signaling and comm shelter.

Olympian 95A01920-S 1995

Olympian 96A04252-S 1996

Mile Posts: n/a

Division: All    County: ALL    Asset Type: Facilities

OBJECTIVES

1. (Goal 4: Retain and Grow Ridership) Improve service reliability

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

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

JUSTIFICATION

Based on the report provided to SCRRA in 2023 by the generator maintenance contractor, the requested two generators have only 0-5 year life expectancy due to condition, availability of replacement parts and critical nature of the location. We had a similar unit failed at CMF, when under load in 2016 causing internal damage to the motor. It not cost effective to overhaul this size and type of generators and due to new AQMD regulation, more appropriate and cost effective to replace them with new one.

RISK CREATED BY NON-IMPLEMENTATION

Catastrophic failure of the generator(s) during a power outage can bring LAUS rail traffic to a halt after UPS batteries are depleted.

Current Age: 30 Year(s)    Standard Lifespan: 25 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$0		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$200,000		
CONSTRUCTION	\$75,000		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$5,000		
BUS BRIDGES	\$0		
CLOSE OUT	\$4,000		
DBE/LABOR	\$3,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$4,000		
* SUPPORT STAFF	\$6,000		
* CONSULTANT	\$0		
CONTINGENCY	\$30,000		
TOTAL	\$327,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	\$0	\$0	\$0	\$0	\$0
2027	\$77,662	\$77,662	\$77,662	\$77,664	\$310,650
2028	\$4,088	\$4,088	\$4,088	\$4,086	\$16,350
2029	\$0	\$0	\$0	\$0	\$0
2030	\$0	\$0	\$0	\$0	\$0
2031	\$0	\$0	\$0	\$0	\$0

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

## PROJECT : MOW - ROLLING STOCK TRAPEZE

SCOPE			TYPE: REHAB   MRP						
EAM Application – Role: Administrator to support EAM Application. In support of the Agency's EAM efforts and system wide roll out of Trapeze, IT requires consultant support until a permanent position is filled. This initial funding will cover approximately two years of FTE support.									
A. As an administrator of EAM application, support all user groups that uses different modules of application.									
B. Dispatch Operations team – Major and minor schedule changes, equipment cycles, training to new dispatch team members, refresher training and any issues related dispatching of trips. Also helps with Incident management module by automating Delay creation, entering new Delay codes, retiring existing delay codes etc.									
C. Mechanical (Rolling stock) team – Helps Rolling stock team with equipment maintenance like PM (Preventive Maintenance) and Repair work orders. Setting new PM schedules, changes to existing schedules, new reports, and training. Helps Alstom team with any issues related to EAM application.									
D. Material management team – Helps materials team with Inventory counts, reports and any issue with application, receiving and PO interfaces.									
E. Facilities team – Helps Facilities team with PM schedules, Asset configuration, parent-child relation setups and any issues with Mobile focus app.									
F. MOW (Maintenance of Way) Team – Communications and Structures team are recently gone live with EAM application. Helps these team with any issues with PM work orders, general application issues and training.									
Mile Posts: n/a			Division: All    County: ALL    Asset Type: Information Technology						
OBJECTIVES			RISKS CAUSING PROJECT DELAY						
1. (Goal 4: Retain and Grow Ridership) Increase system utilization									
2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
3. (Goal 7: Improve Organizational Efficiency) Clearly define staff roles and responsibilities									
JUSTIFICATION			RANKING // PROJECT READINESS						
We need a backup resource for trapeze application support. From the start of this software implementation back in 2022, there has been a heavy reliance on the (1) Integrated Digital & Technology Services (IDTS) EAM Architect staff to provide the application support for database administration, assisting with loading asset inventories, refining maintenance inspections, adjusting inspection cycles, reviewing and validating new asset data, creating interfaces, scheduled reporting, ad-hoc reporting, training, investigating and/or responding to user product support calls and inquiries, and supporting the execution and rollout of new system workflows. The lack of agency technical staff was a known risk at the start of this EAM effort; however, the project team has utilized external contractor resources to backfill and provide the necessary support to keep the project progressing forward.			1. Condition of Asset..... Worn						
However, as the project team continues to build out the Trapeze EAM System across the remaining MoW and the Rolling Stock Service and Inspection (S&I) Teams, the number of end-users is expected to significantly increase. The additional MoW end-users are currently utilizing a Herzog purchased software known as TrackAsset and is supported by a separate software vendor. To date, there are approximately 116 end-users spanning across the agencies administration and operations departments. With the addition of the MoW and Rolling Stock S&I Teams, the number of end users is expected to grow to nearly 335 or a 189 percent increase by the end of fiscal year 2026.			2. System Impact..... High						
As the agency transitions to a post go-live support role it highly recommended to increase the level of technical application support staff commensurate to the increase in workload that is anticipated with the addition of 6 new business units. In addition to the increased number of business units and user population, there is a greater level of technical expertise required to manage the complexities of MoW teams. This is due in part because some MoW teams such as the Signals team are regulated by the Federal Rail Administration and their workflows and inspections receive a high level of scrutiny and are subject to regular audits. There are also several million more assets, asset components, and sub elements, that require a high degree of asset management and administration, which the agency has not had to oversee in the past. It is not feasible to manage these groups with the level of existing IDTS support who lacks the technical background to support these new MoW business units. As a result, the Operations Division is requesting the equivalent of (2) additional application specialists who have relevant business unit knowledge and technical expertise to support the Trapeze EAM end-users to ensure optimal system performance and to mitigate any down time.									
RISK CREATED BY NON-IMPLEMENTATION									
Major operational impact. And due to strict Federal Rail Administration requirements, some of these groups can't afford any downtime when they call for support.The lack of agency technical staff was a known risk at the start of this EAM effort;									
Current Age: 124 Year(s)    Standard Lifespan: 0 Year(s)									
BUDGET			CASH FLOW						
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2026	\$0	\$0	\$0	\$0	\$0
DESIGN		\$0							
ENVIRONMENTAL		\$0		2027	\$51,750	\$51,750	\$51,750	\$51,750	\$207,000
ROW ACQUISITION		\$0							
MATERIAL		\$0		2028	\$51,750	\$51,750	\$51,750	\$51,750	\$207,000
CONSTRUCTION		\$350,000							
SPECIAL RAIL EQUIP		\$0		2029	\$0	\$0	\$0	\$0	\$0
FLAGGING		\$0							
BUS BRIDGES		\$0		2030	\$0	\$0	\$0	\$0	\$0
CLOSE OUT		\$0							
DBE/LABOR		\$5,000		2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF		\$14,000		2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF		\$21,000							
* CONSULTANT		\$0							
CONTINGENCY		\$24,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL		\$414,000							

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



# PROJECT PROPOSAL

**FY26**

KURIAJ PROJECT# 3246.00

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

SCOPE				TYPE: REHAB   NON-MRP					
BUDGET DECREASED BY 8%; SCOPE STILL TO BE DECREASED ACCORDINGLY. Tunnel 25 Track and Drainage improvements (TO BE FILLED IN WHEN FEASIBILITY STUDY IS COMPLETE). Need \$5M upfront for geo test testing/drilling, and design for slab track section. The total project cost will be around \$40M.									
BUDGET DECREASED from \$5M to \$4.6M; SCOPE MAY NEED TO BE ADJUSTED.									
Mile Posts: 3.67 - 76.63				Division: Valley    County: LA    Asset Type: Structures					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below s State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.									
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.									
Current Age: 125 Year(s)    Standard Lifespan: 100 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$4,000,000								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2027	\$287,500	\$287,500	\$287,500	\$287,500	\$1,150,000
MATERIAL	\$0								
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2028	\$575,000	\$575,000	\$575,000	\$575,000	\$2,300,000
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2029	\$287,500	\$287,500	\$287,500	\$287,500	\$1,150,000
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$140,000			2030	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$44,000								
* CONSULTANT	\$75,000								
CONTINGENCY	\$341,000			2031	\$0	\$0	\$0	\$0	\$0
TOTAL	\$4,600,000								
Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%									

PROJECT : HYUNDAI-ROTEM RAILCAR OVERHAUL

SCOPE			TYPE: REHAB   MRP						
BUDGET DECREASED BY 60%; SCOPE STILL TO BE DECREASED ACCORDINGLY.									
<div>• General overhaul on board system such as truck, brake system, coupler, diaphragm, windows, restroom, rubber floor, exterior scheme, next generation door engine, etc.</div> <div>• Upgrades onboard system - convenience outlet at every seat, door obstacle detection system, etc.</div>									
BUDGET DECREASED from \$25M to \$10M; SCOPE NEEDS TO BE ADJUSTED.									
Mile Posts: n/a			Division: All    County: ALL    Asset Type: Rolling Stock						
OBJECTIVES			RISKS CAUSING PROJECT DELAY						
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
JUSTIFICATION			RANKING // PROJECT READINESS						
Hyundai-Rotem fleet will hit 15 years of mid-life next year, 2025. The overhaul will be required to operate the cars safely and reliably.			1. Condition of Asset..... Adequate						
			2. System Impact..... Average						
RISK CREATED BY NON-IMPLEMENTATION									
Increase of impact to revenue service due to increase in unscheduled maintenance on degraded equipment.									
Current Age: 15 Year(s)      Standard Lifespan: 30 Year(s)									
BUDGET			CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$500,400	\$500,400
DESIGN	\$0								
ENVIRONMENTAL	\$0			2027	\$500,400	\$500,400	\$500,400	\$500,400	\$2,001,600
ROW ACQUISITION	\$0								
MATERIAL	\$7,670,000			2028	\$875,700	\$875,700	\$875,700	\$875,700	\$3,502,800
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2029	\$750,600	\$750,600	\$750,600	\$750,600	\$3,002,400
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$250,200	\$250,200	\$250,200	\$250,200	\$1,000,800
CLOSE OUT	\$33,000								
DBE/LABOR	\$25,000								
PROJECT MANAGEMENT				2031	\$0	\$0	\$0	\$0	\$0
* P.M STAFF	\$420,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
* SUPPORT STAFF	\$175,000								
* CONSULTANT	\$775,000								
CONTINGENCY	\$910,000								
TOTAL	\$10,008,000								





# PROJECT PROPOSAL

**FY26**

CONLEYD PROJECT# 3271.00

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

SCOPE				TYPE: REHAB   MRP											
Orange Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.															
Mile Posts: 165.06 - 207.36				Division: Orange    County: OC    Asset Type: Communications											
OBJECTIVES				RISKS CAUSING PROJECT DELAY											
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 4: Retain and Grow Ridership) Improve service reliability 4. (Goal 4: Retain and Grow Ridership) Increase system utilization 5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer				1. Condition of Asset..... Marginal 2. System Impact..... High											
JUSTIFICATION										RANKING // PROJECT READINESS					
Over the last 25 years, SCRRA's Communications systems has infrastructure has evolved and grown to keep pace with the technological demands of the railroad operations. Many components of the Communications Systems have exceeded their en of-life cycle. To Maintain and upgrade the Communications Systems requires continual assessments of the state of the system components in order to prioritize the system rehab efforts.															
RISK CREATED BY NON-IMPLEMENTATION															
Communication System failures and resulting impacts to train operation could be the result of not implementing the maintenance and upgrades that are needed.															
Current Age: 24 Year(s)    Standard Lifespan: 15 Year(s)															
BUDGET				CASH FLOW											
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL						
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0						
DESIGN	\$40,000														
ENVIRONMENTAL	\$0			2027	\$36,000	\$36,000	\$36,000	\$36,000	\$144,000						
ROW ACQUISITION	\$0														
MATERIAL	\$120,000			2028	\$48,000	\$48,000	\$48,000	\$48,000	\$192,000						
CONSTRUCTION	\$227,000														
SPECIAL RAIL EQUIP	\$0			2029	\$36,000	\$36,000	\$36,000	\$36,000	\$144,000						
FLAGGING	\$0														
BUS BRIDGES	\$0			2030	\$0	\$0	\$0	\$0	\$0						
CLOSE OUT	\$0														
DBE/LABOR	\$5,000			2031	\$0	\$0	\$0	\$0	\$0						
PROJECT MANAGEMENT															
* P.M STAFF	\$44,000														
* SUPPORT STAFF	\$16,000														
* CONSULTANT	\$0														
				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%											
CONTINGENCY	\$28,000														
TOTAL	\$480,000														



# PROJECT PROPOSAL

**FY26**

GORGYOUSA PROJECT# 3272.00

**PROJECT : CMF ROOF REPLACEMENT**

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





# PROJECT PROPOSAL

**FY26**

CONLEYD PROJECT# 3273.00

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

SCOPE				TYPE: REHAB   MRP					
San Gabriel Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.									
Mile Posts: 2.4 - 57.7				Division: San Gabriel    County: LA / SB    Asset Type: Communications					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 4: Retain and Grow Ridership) Improve service reliability 4. (Goal 4: Retain and Grow Ridership) Increase system utilization 5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications				1. Condition of Asset..... Marginal 2. System Impact..... Average					
JUSTIFICATION									
Over the last 25 years, SCRRA's Communications systems has infrastructure has evolved and grown to keep pace with the technological demands of the railroad operations. Many components of the Communications Systems have exceeded their end-of-life cycle. To Maintain and upgrade the Communications Systems requires continual assessments of the state of the system components in order to prioritize the system rehab efforts.									
RISK CREATED BY NON-IMPLEMENTATION									
Communication System failures and resulting impacts to train operation could be the result of not implementing the maintenance and upgrades that are needed.									
Current Age: 24 Year(s)    Standard Lifespan: 15 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$60,000								
ENVIRONMENTAL	\$0			2027	\$47,925	\$47,925	\$47,925	\$47,925	\$191,700
ROW ACQUISITION	\$0								
MATERIAL	\$150,000			2028	\$63,900	\$63,900	\$63,900	\$63,900	\$255,600
CONSTRUCTION	\$325,000								
SPECIAL RAIL EQUIP	\$0			2029	\$47,925	\$47,925	\$47,925	\$47,925	\$191,700
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$5,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$44,000								
* SUPPORT STAFF	\$18,000								
* CONSULTANT	\$0								
Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%									
CONTINGENCY	\$37,000								
TOTAL	\$639,000								





# PROJECT PROPOSAL

**FY26**

CONLEYD PROJECT# 3275.00

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

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

Mile Posts: 426.4 - 441.24 Division: Ventura - VC County    County: VN    Asset Type: Communications

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
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- 1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
- 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
- 3. (Goal 4: Retain and Grow Ridership) Improve service reliability
- 4. (Goal 4: Retain and Grow Ridership) Increase system utilization
- 5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
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Over the last 25 years, SCRRA's Communications systems has infrastructure has evolved and grown to keep pace with the technological demands of the railroad operations. Many components of the Communications Systems have exceeded their end-of-life cycle. To Maintain and upgrade the Communications Systems requires continual assessments of the state of the system components in order to prioritize the system rehab efforts.

- 1. Condition of Asset..... Marginal
- 2. System Impact..... Average

<b>RISK CREATED BY NON-IMPLEMENTATION</b>
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Communication System failures and resulting impacts to train operation could be the result of not implementing the maintenance and upgrades that are needed.

Current Age: 24 Year(s)    Standard Lifespan: 15 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$30,000			2027	\$24,900	\$24,900	\$24,900	\$24,900	\$99,600
ENVIRONMENTAL	\$0			2028	\$33,200	\$33,200	\$33,200	\$33,200	\$132,800
ROW ACQUISITION	\$0			2029	\$24,900	\$24,900	\$24,900	\$24,900	\$99,600
MATERIAL	\$115,000			2030	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$136,000			2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$5,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$21,000								
* SUPPORT STAFF	\$9,000								
* CONSULTANT	\$0								
CONTINGENCY	\$16,000								
TOTAL	\$332,000								

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



# PROJECT PROPOSAL

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

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



PROJECT PROPOSAL

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

SCOPE			TYPE: REHAB   MRP					
Riverside Line Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: Customer Information Systems - Shelter Environmental Subsystems. Specifically (PEDELY, WEST CORONA, NORTH MAIN CORONA, LA SIERRA STATIONS) Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors. Note: cut EAST ONTARIO station from this scope as it resides in SB County.								
Mile Posts: 26.6 BNSF / 41.6 UP - 24.1 BNSF / 49.6			Division: Riverside County: RV Asset Type: Communications					
OBJECTIVES			RISKS CAUSING PROJECT DELAY					
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 4: Retain and Grow Ridership) Improve service reliability 4. (Goal 4: Retain and Grow Ridership) Increase system utilization 5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications			1. Condition of Asset..... Worn 2. System Impact..... Average					
JUSTIFICATION								
The Customer Information Systems (CIS), both audio and visual, at these stations are the original equipment installed when the stations first open and are below current SCRRA standards. They also do not include the LCD Monitors that show upcoming train arrivals. Traditionally, SCRRA has not requested Agency funding for Communications (or any other assets) at these stations since they are adjacent to track that is not owned or maintained by Metrolink.								
RISK CREATED BY NON-IMPLEMENTATION								
Communication System failures and resulting impacts to train operation could be the result of not implementing the maintenance and upgrades that are needed. Current Age: 29 Year(s) Standard Lifespan: 15 Year(s)								
BUDGET			CASH FLOW					
AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0		2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$40,000							
ENVIRONMENTAL	\$0							
ROW ACQUISITION	\$0		2027	\$27,600	\$27,600	\$27,600	\$27,600	\$110,400
MATERIAL	\$90,000							
CONSTRUCTION	\$160,000							
SPECIAL RAIL EQUIP	\$0		2028	\$36,800	\$36,800	\$36,800	\$36,800	\$147,200
FLAGGING	\$0							
BUS BRIDGES	\$0							
CLOSE OUT	\$0		2029	\$27,600	\$27,600	\$27,600	\$27,600	\$110,400
DBE/LABOR	\$5,000							
PROJECT MANAGEMENT								
* P.M STAFF	\$28,000		2030	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$14,000							
* CONSULTANT	\$10,000							
CONTINGENCY	\$21,000		2031	\$0	\$0	\$0	\$0	\$0
TOTAL	\$368,000							
			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					

## PROJECT : LOS ANGELES FREIGHT ROW CIS, SYSTEMS REHABILITATION

SCOPE			TYPE: REHAB   MRP					
LOS ANGELES FREIGHT ROW Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog for the Customer Information Systems - Video Surveillance and Security Systems. SPECIFICALLY LOOKING TO UPGRADE CUSTOMER INFORMATION SYSTEMS AT (COMMERCE, MONTEBELLO AND INDUSTRY STATIONS) FOR FY26. Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.								
Mile Posts: 2.1 UP - 25 UP			Division: Freight RR ROW    County: LA    Asset Type: Communications					
OBJECTIVES			RISKS CAUSING PROJECT DELAY					
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 4: Retain and Grow Ridership) Improve service reliability 4. (Goal 4: Retain and Grow Ridership) Increase system utilization 5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications								
JUSTIFICATION			RANKING // PROJECT READINESS					
The Customer Information Systems (CIS), both audio and visual, at these stations are the original equipment installed when the stations first open and are below current SCRRA standards. They also do not include the LCD Monitors that show upcoming train arrivals. Traditionally, SCRRA has not requested Agency funding for Communications (or any other assets) at these stations since they are adjacent to track that is not owned or maintained by Metrolink.			1. Condition of Asset..... Worn					
			2. System Impact..... Average					
RISK CREATED BY NON-IMPLEMENTATION								
Communication System failures and resulting impacts to train operation could be the result of not implementing the maintenance and upgrades that are needed								
Current Age:  29 Year(s)    Standard Lifespan: 15 Year(s)								
BUDGET			CASH FLOW					
AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0		2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$40,000		2027	\$33,750	\$33,750	\$33,750	\$33,750	\$135,000
ENVIRONMENTAL	\$0		2028	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
ROW ACQUISITION	\$0		2029	\$33,750	\$33,750	\$33,750	\$33,750	\$135,000
MATERIAL	\$120,000		2030	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$200,000		2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0							
FLAGGING	\$0							
BUS BRIDGES	\$0							
CLOSE OUT	\$0							
DBE/LABOR	\$0							
PROJECT MANAGEMENT								
* P.M STAFF	\$14,000							
* SUPPORT STAFF	\$35,000							
* CONSULTANT	\$15,000							
CONTINGENCY	\$26,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$450,000							

Cash Flow is constructed 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

**FY26**

HAD PROJECT# 3365.00

**PROJECT : MP36 LOCOMOTIVE SERVICE LIFE EXTENSION & REPAIR**

SCOPE			TYPE: REHAB   MRP						
BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.									
<p>The MP36 OOS &amp; Service Life Extension project is scoped to send 4 “base” units in for Heavy Repair to allow them to return to service.</p> <p>The ask of \$12.4M being requested for FY-26 will allow us to overhaul the entire fleet and extend the life of the fleet by 15 more years. With the inclusion of this ask of \$12.5M we will be able to overhaul all the units and be ready for the Olympics.</p> <p>The prior funding associated with this project is as follows:</p> <p>FY21 = \$1M</p> <p>FY23 = \$3.6M</p> <p>FY24 = \$3.6M</p> <p>FY25 = \$8.316M</p> <p>This is an ongoing program with the current funding associated with procurement that is expected to be executed by May 2025.</p> <p>Mile Posts: n/a</p> <p>Division: All    County: ALL    Asset Type: Rolling Stock</p>									
OBJECTIVES			RISKS CAUSING PROJECT DELAY						
<p>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</p> <p>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</p> <p>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</p> <p>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</p> <p>5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</p>									
JUSTIFICATION			RANKING // PROJECT READINESS						
<p>• This overhaul is intended for life extension and repair of out-of-service locomotive to support 2028 Olympic program with sufficient locomotive availability.</p>			<p>1. Condition of Asset..... Adequate</p> <p>2. System Impact..... High</p>						
RISK CREATED BY NON-IMPLEMENTATION									
<p>• Increase of impact to revenue service due to increase in unscheduled maintenance on degraded equipment.</p> <p>Current Age: 17 Year(s)    Standard Lifespan: 30 Year(s)</p>									
BUDGET			CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2027	\$124,920	\$124,920	\$124,920	\$124,920	\$499,680
ROW ACQUISITION	\$0								
MATERIAL	\$4,775,000			2028	\$312,300	\$312,300	\$312,300	\$312,300	\$1,249,200
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2029	\$515,295	\$515,295	\$515,295	\$515,295	\$2,061,180
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$437,220	\$437,220	\$437,220	\$437,220	\$1,748,880
CLOSE OUT	\$20,000								
DBE/LABOR	\$20,000			2031	\$171,765	\$171,765	\$171,765	\$171,765	\$687,060
PROJECT MANAGEMENT									
* P.M STAFF	\$300,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
* SUPPORT STAFF	\$88,000								
* CONSULTANT	\$475,000								
CONTINGENCY	\$568,000								
TOTAL	\$6,246,000								



PROJECT PROPOSALS FOR FY2026 BUDGET - NEW CAPITAL PROJECTS ONLY

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



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

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



# PROJECT PROPOSAL

**FY26**

GROSMANV PROJECT# 3125.00

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

SCOPE			TYPE: CAPITAL   NON-MRP						
Implement an ITIL-compliant IT Service Management solution to support the IDENTIFY critical cyber security domain of the National Institute of Standards and Technology Cyber Security Framework. Currently, IDTS is unable to maintain a comprehensive inventory of technology assets, critical functions, and cyber security risks to ensure their protection, and properly manage the services they provide.									
Mile Posts: n/a			Division: All    County: ALL    Asset Type: Information Technology						
OBJECTIVES			RISKS CAUSING PROJECT DELAY						
1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
2. (Goal 6: Improve Communications to Customers and Stakeholders) Improve communication and partnership with stakeholders									
3. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications									
4. (Goal 7: Improve Organizational Efficiency) Clearly define staff roles and responsibilities									
JUSTIFICATION			RANKING // PROJECT READINES						
<p>The need for this project arises from the critical necessity to enhance the cybersecurity posture and IT service management capabilities of the organization, specifically within the context of the National Institute of Standards and Technology (NIST) Cybersecurity Framework. Currently, the organization's IT Department faces significant challenges in maintaining a comprehensive inventory of technology assets, monitoring critical functions, and managing cyber risks. These challenges hinder the ability to effectively protect and secure the technology environment, which in turn impacts the delivery and quality of IT services to stakeholders. The implementation of an ITIL-compliant IT Service Management (ITSM) solution is essential to address these challenges by providing a structured, process-driven framework for managing IT services in alignment with both business objectives and cybersecurity standards. ITIL, as a globally recognized best practice framework, will enable IDTS to establish standardized processes for managing the complete lifecycle of IT services—from service design and transition to operation and continual improvement.</p> <p>The proposed ITSM solution will directly support the "Identify" domain of the NIST Cybersecurity Framework by enabling the organization to maintain a complete, up-to-date inventory of IT assets and their associated risks. This will facilitate the identification of critical assets, vulnerabilities, and dependencies, allowing for more effective risk management and the establishment of appropriate controls. By improving visibility into the IT landscape and enhancing the management of services, the organization will be better positioned to protect its systems and data, detect potential threats, and respond to incidents with greater agility.</p> <p>In addition to the cybersecurity benefits, this solution will enable IDTS to optimize service delivery, improve communication with stakeholders, and increase overall operational efficiency. By leveraging ITIL best practices, IDTS will be able to reduce service downtime, improve service quality, and align IT operations more closely with the evolving needs of the organization. The outcome will be a more resilient IT environment that is capable of meeting both current and future cybersecurity challenges, while also delivering high-quality, reliable services to the organization and its stakeholders.</p>			1. System Reliability..... Average						
			2. Ridership Increase..... Low						
			3. Capacity Improvements..... Low						
			4. Safety & Security..... Low						
			5. Environmental..... Low						
			The ranking does apply to software.						
RISK CREATED BY NON-IMPLEMENTATION									
<p>If the ITIL-compliant IT Service Management solution is not implemented, the organization faces several significant risks, particularly in terms of cybersecurity and service delivery. Without a comprehensive asset inventory and structured processes, the organization will struggle to identify and address critical vulnerabilities within its IT environment. This lack of visibility can lead to undetected security risks, slower response times to cyber incidents, and a heightened likelihood of successful attacks. Moreover, the absence of an ITIL-compliant framework will hinder effective service management, leading to inefficiencies, service disruptions, and prolonged downtimes. Furthermore, without a systematic approach to continual improvement, the organization may fail to adapt to evolving business needs and emerging threats, limiting its ability to scale and innovate. Ultimately, this lack of structure and oversight could severely impact the organization's ability to deliver reliable, secure IT services, diminishing stakeholder confidence.</p>									
Current Age: New    Standard Lifespan: 10 Year(s)									
BUDGET			CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2027	\$28,875	\$28,875	\$28,875	\$28,875	\$115,500
ROW ACQUISITION	\$0								
MATERIAL	\$0			2028	\$28,875	\$28,875	\$28,875	\$28,875	\$115,500
CONSTRUCTION	\$180,000								
SPECIAL RAIL EQUIP	\$0			2029	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$5,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$14,000								
* SUPPORT STAFF	\$11,000								
* CONSULTANT	\$0								
CONTINGENCY	\$21,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$231,000								



# PROJECT PROPOSAL

**FY26**

PEREZO PROJECT# 3186.00

**PROJECT : ENHANCE NETWORK INFRASTRUCTURE SECURITY**

<b>SCOPE</b>			<b>TYPE: CAPITAL   MRP  </b>						
Enhance the Network Infrastructure Security by implementing Software Firewalls in our Cloud Environments (Azure, AWS, etc) and introduce AI security products									
Mile Posts: n/a			Division: All County: ALL Asset Type: Information Technology						
<b>OBJECTIVES</b>			<b>RISKS CAUSING PROJECT DELAY</b>						
1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 4: Retain and Grow Ridership) Increase system utilization 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 3: Invest in People and Assets) Reduce employee turnover 5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
<b>JUSTIFICATION</b>			<b>RANKING // PROJECT READINESS</b>						
Metrolink's increased usage of cloud based services has prompted the need to increase the security posture in its cloud environment (specifically Microsoft Azure). Metrolink IDTS is looking to added Palo Alto Software Firewalls to it's cloud environments to increase the security of our cloud services by adding more features and functionality and more granularity in creating security rules. Metrolink IDTS also is looking to add an AI network monitoring tool to flush out unwanted malware, threats and other vulnerabilities			1. System Reliability..... High 2. Ridership Increase..... Average 3. Capacity Improvements..... Average 4. Safety & Security..... High 5. Environmental..... Low Improving the cybersecurity posture of Metrolink increases the uptime of our webservices and minimizes the risks due to potential cybersecurity attacks						
<b>RISK CREATED BY NON-IMPLEMENTATION</b>									
The risk of not funding this project is that it increase the chances of cybersecurity attacks on our cloud services, mainly Metrolink's web servers									
Current Age: New Standard Lifespan: 0 Year(s)									
<b>BUDGET</b>			<b>CASH FLOW</b>						
	<b>AMOUNT</b>	<b>START</b>	<b>END</b>	<b>FY</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>TOTAL</b>
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2027	\$17,700	\$17,700	\$17,700	\$17,700	\$70,800
ROW ACQUISITION	\$0								
MATERIAL	\$0			2028	\$23,600	\$23,600	\$23,600	\$23,600	\$94,400
CONSTRUCTION	\$195,000								
SPECIAL RAIL EQUIP	\$0			2029	\$17,700	\$17,700	\$17,700	\$17,700	\$70,800
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$5,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$14,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$0								
CONTINGENCY	\$22,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$236,000								



## PROJECT : LAUS WEST PORTAL CUSTOMER SERVICE OFFICE REFURBISHMENT

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

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

## PROJECT : MOBILE TRAIN DISPATCH OPERATIONS CENTER

SCOPE			TYPE: CAPITAL   NON-MRP					
<p>Procure and upfit a mobile dispatch trailer with appropriate equipment and software capable to being trailered by F550 or similar truck, procured by this project. The mobile train dispatch center equips SCRRA with the ability to execute remote train dispatch over all SCRRA lines, independent of the DOC and MOC. This flexibility also enables the mobile center to be relocated throughout the Southern California region to cater to events that necessitate key staff to operate away from Pomona, CA.</p> <p>The existing SCRRA infrastructure encompasses two critical facilities, which are the exclusive means of dispatching trains across the system, located within a half-mile radius of each other and on the same electrical utility feed. In the event of a natural disaster, terrorist attack, or a cyber-attack that compromises this specific area or assets, it poses a significant risk of halting all SCRRA rail operations across Southern California.</p> <p>Mobile dispatching provides system resiliency and frees up much needed office space at MOC to convert to engineering offices, moving remaining two Program Delivery departments from DOC to one building, MOC</p> <p>Cost includes:</p> <p>Mobile fifth wheel Dispatch Center, servers, furniture and monitors, software license, F550 or similar truck, consultant for designs, training and construction, as well as consultant's design cost to convert MOC dispatch area into office space.</p>								
Mile Posts: n/a			Division: All    County: ALL    Asset Type: Non-Revenue Fleet					
OBJECTIVES			RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 3. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents								
JUSTIFICATION			RANKING // PROJECT READINESS					
The existing SCRRA infrastructure encompasses two critical facilities, which are the exclusive means of dispatching trains across the system, located within a half-mile radius of each other and on the same electrical utility feed. In the event of a natural disaster, terrorist attack, or a cyber-attack that compromises this specific area or assets, it poses a significant risk of halting all SCRRA rail operations across Southern California.			1. System Reliability..... High 2. Ridership Increase..... High 3. Capacity Improvements..... High					
RISK CREATED BY NON-IMPLEMENTATION								
Due to proximity of existing primary and back up dispatch centers, during natural disaster, terrorist attack, or a cyber-attack, dispatching capacity of SCRRA maybe significantly impacted, delaying or suspending service during the most needed times.			4. Safety & Security..... High 5. Environmental..... High					
Current Age: 124 Year(s)    Standard Lifespan: 20 Year(s)								
BUDGET			CASH FLOW					
AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0		2026	\$0	\$0	\$0	\$0	\$0
DESIGN	\$96,000		2027	\$147,375	\$147,375	\$147,375	\$147,375	\$589,500
ENVIRONMENTAL	\$0		2028	\$687,750	\$687,750	\$687,750	\$687,750	\$2,751,000
ROW ACQUISITION	\$0		2029	\$147,375	\$147,375	\$147,375	\$147,375	\$589,500
MATERIAL	\$250,000		2030	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$1,254,000		2031	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$1,048,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
FLAGGING	\$0							
BUS BRIDGES	\$0							
CLOSE OUT	\$10,000							
DBE/LABOR	\$25,000							
PROJECT MANAGEMENT								
* P.M STAFF	\$119,000							
* SUPPORT STAFF	\$102,000							
* CONSULTANT	\$573,000							
CONTINGENCY	\$453,000							
TOTAL	\$3,930,000							



# PROJECT PROPOSAL

**FY26**

GORGYOUSA PROJECT# 3240.00

**PROJECT : CONSTRUCTION OF PTC TRAINING CENTER**

SCOPE	TYPE: CAPITAL   NON-MRP
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BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.  
The construction of the PTC Training Center at the Melbourne facility will include the following features:

A. Two PTC simulator rooms, with an instructor's room positioned between them, equipped with glass windows for direct observation of trainee activities. (one for F125, one for DMU/ZEMU)

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

COSTS TO BE SPLIT 90% Systemwide / 10% ARROW funding (#3406)

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

OBJECTIVES	RISKS CAUSING PROJECT DELAY
1. (Goal 4: Retain and Grow Ridership) Increase system utilization 2. (Goal 3: Invest in People and Assets) Reduce employee turnover 3. (Goal 4: Retain and Grow Ridership) Improve service reliability	
JUSTIFICATION	RANKING // PROJECT READINESS
Provide additional PTC training facility will have impact on. • enhance and improve training capabilities for operational teams, particularly train engineers, are vital for the agency's ability to maintain safe and efficient revenue service. These upgrades are not just beneficial, but essential for meeting safety standards, regulatory compliance, and ensuring that staff are equipped to handle both current and future operational demands.  • Furthermore, any delay in securing the required funds could result in project delays, increased costs due to inflation and market fluctuations, and potential disruptions to the agency's overall service. Investing in this project now ensures cost efficiency and prevents costly future repairs or stop-gap measures.	1. System Reliability..... Average 2. Ridership Increase..... Average 3. Capacity Improvements..... Average 4. Safety & Security..... High 5. Environmental..... Low With the current and anticipated increase in train operations, the PTC training program must scale to meet the growing demand in the near future. Further underscoring the need for infrastructure improvements and expanded capacity to accommodate the increasing PTC training requirements. Ensuring the safe operation of revenue service relies on having well-trained engineering teams. This program will provide the agency with a larger pool of highly qualified and skilled engineers, enhancing safety and operational efficiency for the agency's services.
RISK CREATED BY NON-IMPLEMENTATION	
• Disruption to PTC Training Program: Without the necessary funds, the Melbourne facility will be unable to support the required enhancements to the (PTC) training program. This would significantly impact the ability to adequately train engineers, potentially compromising operational readiness and safety.	
Current Age: New Standard Lifespan: 50 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$108,050	\$108,050
DESIGN	\$250,000								
ENVIRONMENTAL	\$0			2027	\$108,050	\$108,050	\$108,050	\$108,050	\$432,200
ROW ACQUISITION	\$0								
MATERIAL	\$0			2028	\$189,088	\$189,088	\$189,088	\$189,086	\$756,350
CONSTRUCTION	\$1,540,000								
SPECIAL RAIL EQUIP	\$0			2029	\$162,075	\$162,075	\$162,075	\$162,075	\$648,300
FLAGGING	\$0								
BUS BRIDGES	\$0			2030	\$54,025	\$54,025	\$54,025	\$54,025	\$216,100
CLOSE OUT	\$15,000								
DBE/LABOR	\$12,000			2031	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$63,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
* SUPPORT STAFF	\$60,000								
* CONSULTANT	\$24,000								
CONTINGENCY	\$197,000								
TOTAL	\$2,161,000								



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

SCOPE			TYPE: CAPITAL   NON-MRP									
Procure and commission 1 Portable Wheel True lathe and 1 Rotor Change machine. Includes equipment and maintenance training for mechanical crew. 1. Portable Wheel True will allow mechanical to fix (true) defect wheels at any location in the system, providing seamless repair to a failure that currently require hospital move to CMF and separation of cart or locomotive from the consist, cutting impact to operations form days to hours. This wheel true machine will also able to cut wheels for Arrow fleet, removing the need to remove and reinstall buggies, transport to them to CMF to wheel true and bring back to San Bernardino. Currently we only have one, 32 year old, stationary wheel true machine for the entire system at CMF, with single point of failure. 2. Rotor change our machine will allow mechanical team to replace defect rotors from cars on the PM track without having to cut the defective car from the consist, shopping equipment for days. The equipment can be repaired during the service window at CMF.												
Mile Posts: n/a			Division: All    County: ALL    Asset Type: Non-Revenue Fleet									
OBJECTIVES			RISKS CAUSING PROJECT DELAY									
1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost												
JUSTIFICATION			RANKING // PROJECT READINESS									
Currently we only have one, 32 year old, stationary wheel true machine for the entire system at CMF, with single point of failure. Portable Wheel True will allow mechanical to fix (true) defect wheels at any location in the system, providing seamless repair to a failure that currently require hospital move to CMF and separation of cart or locomotive from the consist, cutting impact to operations form days to hours. This wheel true machine will also able to cut wheels for Arrow fleet, removing the need to remove and reinstall buggies, transport to them to CMF to wheel true and bring back to San Bernardino. Rotor change our machine will allow mechanical team to replace defect rotors from cars on the PM track without having to cut the defective car from the consist, shopping equipment for days. The equipment can be repaired during the service window at CMF.			1. System Reliability..... High 2. Ridership Increase..... High 3. Capacity Improvements..... High 4. Safety & Security..... High 5. Environmental..... High									
RISK CREATED BY NON-IMPLEMENTATION												
Service interruption due to lack of available revenue equipment for service when a there are wheel or rotor defects. If 32 year old stationary wheel true machine fails at CMF, we will have to contract with nearby RR and mover equipment to their yard for wheel truing.												
Current Age: New    Standard Lifespan: 10 Year(s)												
BUDGET			CASH FLOW									
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL			
CONTRACT PACKAGING	\$0			2026	\$0	\$0	\$0	\$0	\$0			
DESIGN	\$0				2027	\$21,600	\$21,600	\$21,600	\$21,600	\$86,400		
ENVIRONMENTAL	\$0					2028	\$100,800	\$100,800	\$100,800	\$100,800	\$403,200	
ROW ACQUISITION	\$0						2029	\$21,600	\$21,600	\$21,600	\$21,600	\$86,400
MATERIAL	\$0							2030	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0			2031					\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$505,000				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%							
FLAGGING	\$0											
BUS BRIDGES	\$0											
CLOSE OUT	\$0											
DBE/LABOR	\$3,000											
PROJECT MANAGEMENT												
* P.M STAFF	\$4,000											
* SUPPORT STAFF	\$11,000											
* CONSULTANT	\$0											
CONTINGENCY	\$53,000											
TOTAL	\$576,000											

## PROJECT : EV INFRASTRUCTURE

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



# PROJECT PROPOSAL

**FY26**

ZAVAREIS PROJECT# 3305.00

**PROJECT : NEW BUDGET SYSTEM**

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

## FY2025-26 State of Good Repair Carryover Projects

(\$000's)

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

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

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Systemwide	Track	520011	-	-	-	-	-	-	-
Systemwide	Track	521010	-	-	-	-	-	-	-
Systemwide	Track	521011	-	-	-	-	-	-	-
Systemwide	Track	521012	9	4	2	3	1	-	19
Systemwide	Track	522010	-	-	-	-	-	-	-
Systemwide	Track	522011	18	8	4	6	3	-	39
Systemwide	Track	523010	17	7	4	5	3	-	36
Systemwide	Track	523011	450	188	105	136	68	-	947
Systemwide	Track	524010	756	-	-	-	-	-	756
Systemwide	Track	524011	601	-	-	-	-	-	600
Systemwide	Track	523030	3	1	1	1	1	-	7
Systemwide	Train Control	525040	1,123	468	262	340	170	-	2,364
Systemwide	Train Control	525041	1,346	561	314	408	204	-	2,833
Systemwide	Train Control	521040	-	-	-	-	-	-	-
Systemwide	Train Control	521041	13	7	4	5	3	-	32
Systemwide	Train Control	522040	890	371	208	270	135	-	1,875
Systemwide	Train Control	522041	651	271	152	197	99	-	1,370
Systemwide	Train Control	523040	1,141	476	267	346	173	-	2,403
Systemwide	Train Control	523041	910	379	213	276	138	-	1,916
Systemwide	Train Control	524040	1,179	491	275	357	179	-	2,481
Systemwide	Train Control	524041	-	-	-	-	-	-	-
Systemwide	Vehicle	520062	-	-	-	-	-	-	-
Systemwide	Vehicle	521090	42	18	10	13	6	-	88
Systemwide	Vehicle	522090	303	127	71	92	46	-	639
Valley	Communications	520340	-	-	-	-	-	-	-
Valley	Communications	522340	124	-	-	-	-	-	124
Valley	Signal	519330	5	-	-	-	-	-	5
Valley	Signal	520330	315	-	-	-	-	-	315
Valley	Signal	520331	596	-	-	-	-	-	596
Valley	Signal	522330	2,422	-	-	-	-	-	2,422
Valley	Structures	522320	2,168	-	-	-	-	-	2,168
Valley	Structures	524320	3,403	-	-	-	-	-	3,403
Valley	Track	525310	4,725	-	-	-	-	-	4,725
Valley	Track	519310	35	-	-	-	-	-	35
Valley	Track	520310	23	-	-	-	-	-	23
Valley	Track	522310	713	-	-	-	-	-	713
Valley	Track	523310	3,716	-	-	-	-	-	3,716
Valley	Track	524310	8,299	-	-	-	-	-	8,299
Valley	Train Control	525330	2,509	-	-	-	-	-	2,509
Valley	Train Control	523330	1,507	-	-	-	-	-	1,507
Valley	Train Control	523340	220	-	-	-	-	-	220
Valley	Train Control	524330	4,250	-	-	-	-	-	4,250
Valley	Train Control	524340	475	-	-	-	-	-	475
Valley Sub	Bridge/Structure	572304	-	-	-	-	-	33	33
Valley Sub	Facilities	522360	856	-	-	-	-	-	856
Valley Sub	Tracks	572014	-	-	-	-	-	-	-
Ventura - LA County	Communications	519240	-	-	-	-	-	-	-
Ventura - LA County	Communications	520240	1	-	-	-	-	-	1
Ventura - LA County	Communications	522240	2	-	-	-	-	-	2
Ventura - LA County	Signal	522230	1,181	-	-	-	-	-	1,181
Ventura - LA County	Track	519210	47	-	-	-	-	-	47
Ventura - LA County	Track	520210	20	-	-	-	-	-	20
Ventura - VC County	Communications	525140	-	-	-	-	284	-	284
Ventura - VC County	Communications	522140	-	-	-	-	31	-	31
Ventura - VC County	Facilities	519160	-	-	-	-	-	-	-
Ventura - VC County	Facilities	591804	-	-	-	-	-	-	-
Ventura - VC County	Signal	520130	-	-	-	-	3,407	-	3,407
Ventura - VC County	Signal	522130	-	-	-	-	383	-	383
Ventura - VC County	Structures	519120	-	-	-	-	2,958	6,359	9,317
Ventura - VC County	Structures	520120	-	-	-	-	210	-	210
Ventura - VC County	Structures	521120	-	-	-	-	230	-	230
Ventura - VC County	Structures	522220	-	-	-	-	-	-	-
Ventura - VC County	Track	525110	-	-	-	-	1,643	-	1,643
Ventura - VC County	Track	520110	-	-	-	-	12	-	12
Ventura - VC County	Track	521110	-	-	-	-	1,802	-	1,802
Ventura - VC County	Train Control	525130	-	-	-	-	1,900	-	1,900
Ventura - VC County	Train Control	521130	-	-	-	-	738	-	738
Ventura - VC County	Train Control	521140	-	-	-	-	-	-	-
Ventura (LA)	Structures	524220	24	-	-	-	-	-	24
Ventura (LA)	Track	524210	2,924	-	-	-	-	-	2,924
Ventura (LA)	Train Control	524230	1,149	-	-	-	-	-	1,149
Ventura (LA)	Train Control	524240	68	-	-	-	-	-	68
Ventura (VC)	Structures	524120	-	-	-	-	950	-	950
Ventura (VC)	Structures	524121	-	-	-	-	806	-	806
Ventura (VC)	Track	524110	-	-	-	-	1,831	-	1,831
Ventura (VC)	Train Control	524130	-	-	-	-	781	-	781
Ventura (VC)	Train Control	524131	-	-	-	-	900	-	900
Ventura (VC)	Train Control	524132	-	-	-	-	1,530	-	1,530
Ventura (VC)	Train Control	524140	-	-	-	-	21	-	21
Ventura Sub - Los Angeles Co	Track	522210	-	-	-	-	-	-	-
Ventura Sub - Los Angeles Co	Track	522211	-	-	-	-	-	-	-
<b>Grand Total</b>			<b>162,248</b>	<b>78,417</b>	<b>35,335</b>	<b>41,835</b>	<b>34,739</b>	<b>12,694</b>	<b>365,268</b>

## FY2025-26 New Capital Carryover Projects Detail

(\$000's)

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

**FY26 Proposed Capital Program Cashflow**

Attachment J

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

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

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

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

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

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

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

Numbers may not foot due to rounding.

## FY28 Forecast - Operating Budget by Member Agency

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

Numbers may not foot due to rounding.

## FY29 Forecast - Operating Budget by Member Agency

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

Numbers may not foot due to rounding.

## FY30 Forecast - Operating Budget by Member Agency

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

Numbers may not foot due to rounding.

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

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

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

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

## Attachment L

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





# METROLINK

## Proposed FY26 Budget Review





# Agenda

- Budget Challenges
- FY26 Budget Assumptions
- Sperry Capital / KPMG Ridership Forecast
- Proposed FY26 Operating Budget
- Proposed FY26 Capital Program Budget
- FY26 Budget Summary

## Our Operating Budget Challenges

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

# Proposed FY26 Operating Budget Assumptions

## **Service Level:**

- Optimized Service Schedule

## **Revenue:**

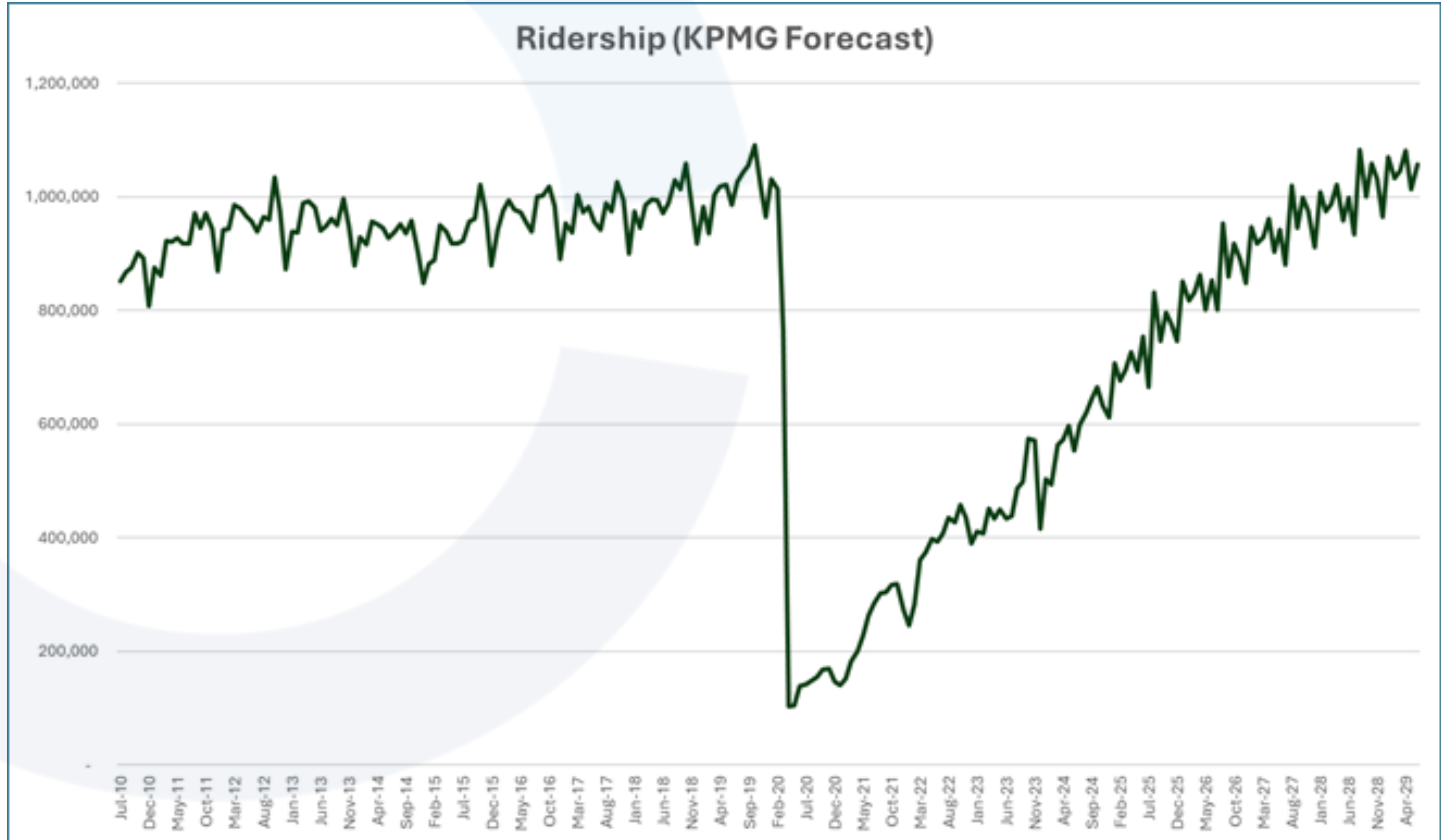
- Revenue / Ridership based on Updated Sperry Capital / KPMG Forecast
- No Fare Increases
- New Fare Promotions
- Student/Youth Discount 50% (No Student Ride Free Program)
- Fare Restructure Impacts

## **Expenses:**

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

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

# Sperry Capital / KPMG Ridership Forecast



# Operating Budget



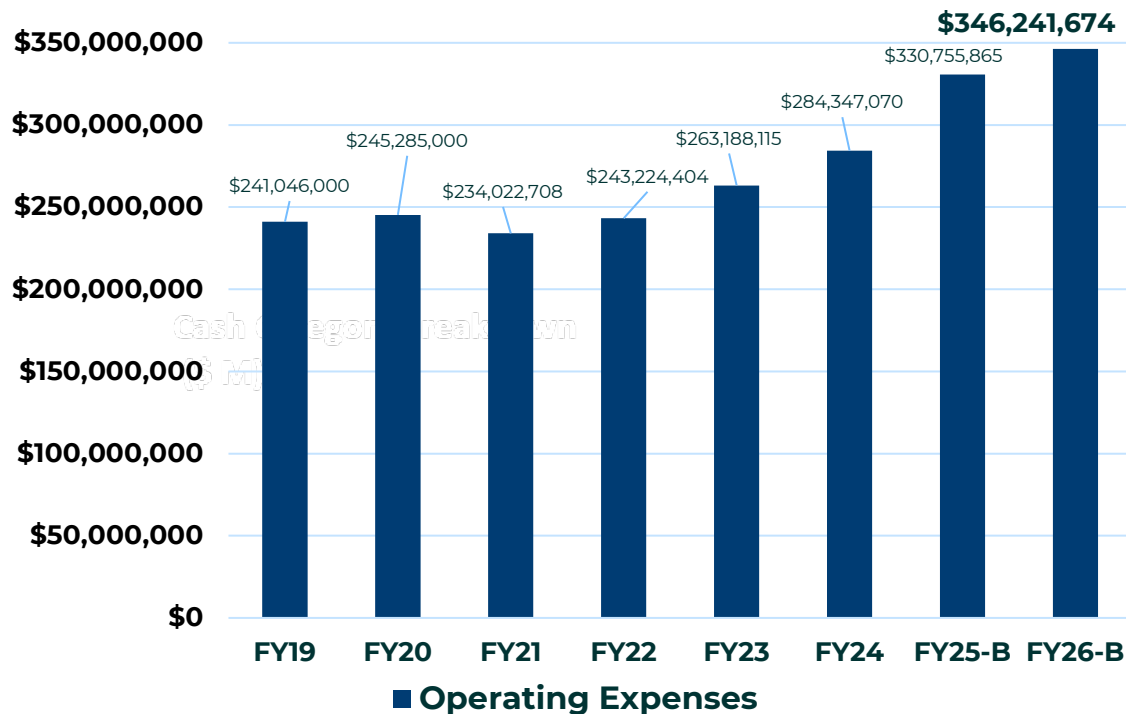


# Proposed FY26 Operating Budget Summary

- Operating Revenue - **\$76.9M**
  - Increase from FY25 of **\$8.9M** or **13.1%**
- Total Expenses - **\$346.2M**
  - Increase from FY25 of **\$15.5M** or **4.7%**
    - Including costs to implement New FRA Regulations & 2028 Olympic Readiness
    - Does not include FY25 & FY26 LA Metro Outside 20' & FY26 SBCTA SB Sheriffs
    - FY25 includes Mini-Bundle Mobilization
- Member Agency Support - **\$269.3M**
  - Increase from FY25 of **\$6.6M** or **2.5%**
    - Including costs to implement New FRA Regulations & 2028 Olympic Readiness
    - Does not include FY25 & FY26 LA Metro Outside 20' & FY26 SBCTA SB Sheriffs
    - FY25 includes Mini-Bundle Mobilization

# Operating Expenses FY19 – FY26

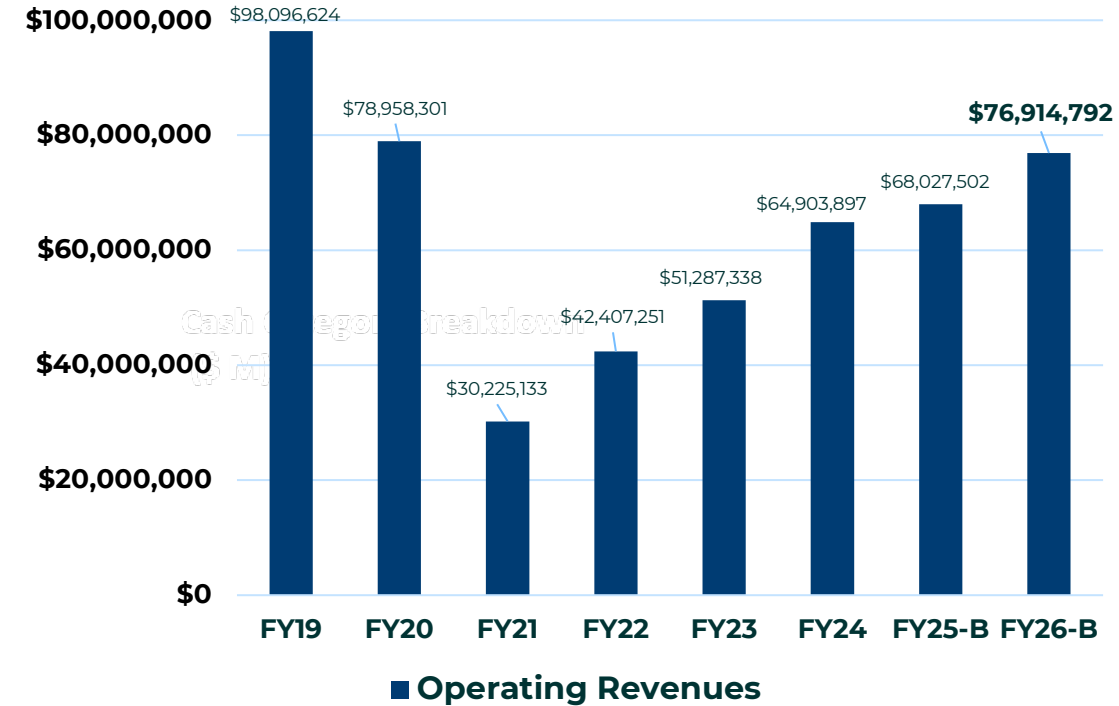
## Operating Expenses FY19 – FY26



### Notes:

- FY19, FY20, FY21, FY22, FY23, & FY24 Actuals
- FY25 & FY26 Budgets not Actuals
  - FY25 include Mini-Bundle Mobilization
  - FY26 includes New FRA Regulations (CFR 245 & 246) & 2028 Olympics Readiness
  - Does not include LA Metro Outside 20' & SBCTA SB Sheriffs

# Operating Revenues FY19 – FY26



**Note:**

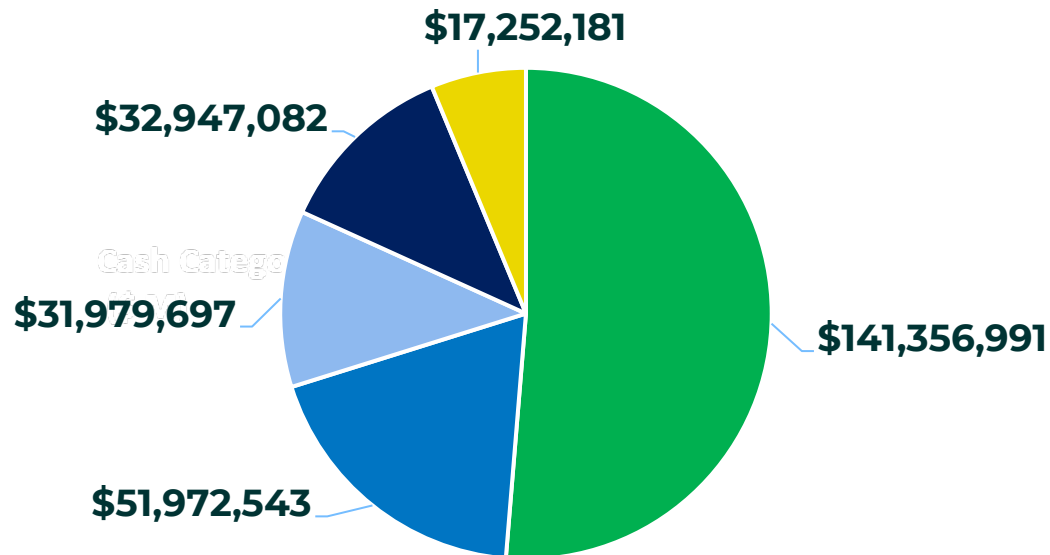
- FY19, FY20, FY21, FY22, FY23, & FY24 Actuals
- FY25 & FY26 Budgets not Actuals (does include Student Adventure Pass)

Operating  
Revenues  
FY19 – FY26



# Proposed FY26 Operating Support Required by Member Agency

Operating Support Required (\$275.5M)



■ METRO ■ OCTA ■ RCTC ■ SBCTA ■ VCTC

## Notes:

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

Operating  
Support  
Required from  
Member  
Agencies

# Proposed FY26 Operating Budget

## Summary of Support by Member Agency

### FY26 Proposed Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Revenue	42,431,038	17,177,656	5,912,791	8,763,959	2,629,349	<b>76,914,793</b>
Total Expense	183,788,029	69,150,199	37,892,488	41,711,041	19,881,530	<b>352,423,287</b>
<b>FY26 Member Agency Support (Loss)</b>	<b>(141,356,991)</b>	<b>(51,972,543)</b>	<b>(31,979,697)</b>	<b>(32,947,082)</b>	<b>(17,252,181)</b>	<b>(275,508,494)</b>

### FY25 Adopted Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Revenue	37,152,823	15,178,020	5,506,389	7,743,559	2,446,712	<b>68,027,503</b>
Total Expense	167,657,251	62,521,623	34,420,603	35,884,822	18,021,833	<b>318,506,132</b>
<b>FY25 Member Agency Support (Loss)</b>	<b>(130,504,428)</b>	<b>(47,343,603)</b>	<b>(28,914,214)</b>	<b>(28,141,263)</b>	<b>(15,575,121)</b>	<b>(250,478,629)</b>

**Note:** Excludes Mini-Bundle Mobilization & Member Agency Student Adventure Pass Funding

### Year-Over-Year Variance

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Revenues	5,278,215	1,999,636	406,402	1,020,400	182,637	<b>8,887,290</b>
% variance	14.2%	13.2%	7.4%	13.2%	7.5%	<b>13.1%</b>
Expenses	16,130,778	6,628,576	3,471,885	5,826,219	1,859,697	<b>33,917,155</b>
% variance	9.6%	10.6%	10.1%	16.2%	10.3%	<b>10.6%</b>
<b>Member Agency Support (increase) / decrease</b>	<b>(10,852,563)</b>	<b>(4,628,940)</b>	<b>(3,065,483)</b>	<b>(4,805,819)</b>	<b>(1,677,060)</b>	<b>(25,029,865)</b>
% variance	8.3%	9.8%	10.6%	17.1%	10.8%	<b>10.0%</b>

**Note:**

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

# FY26 Operating Budget Summary – Major Expense Drivers

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

# FY26 Capital Program Budget





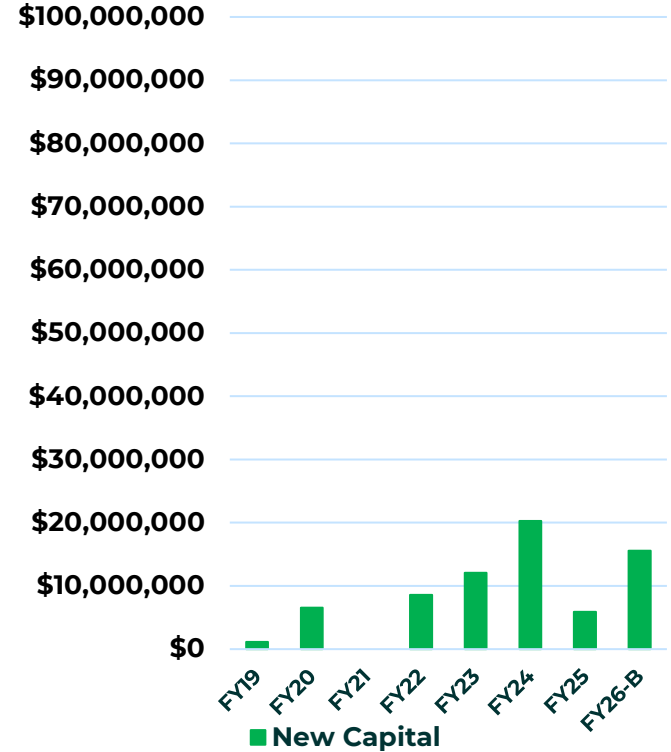
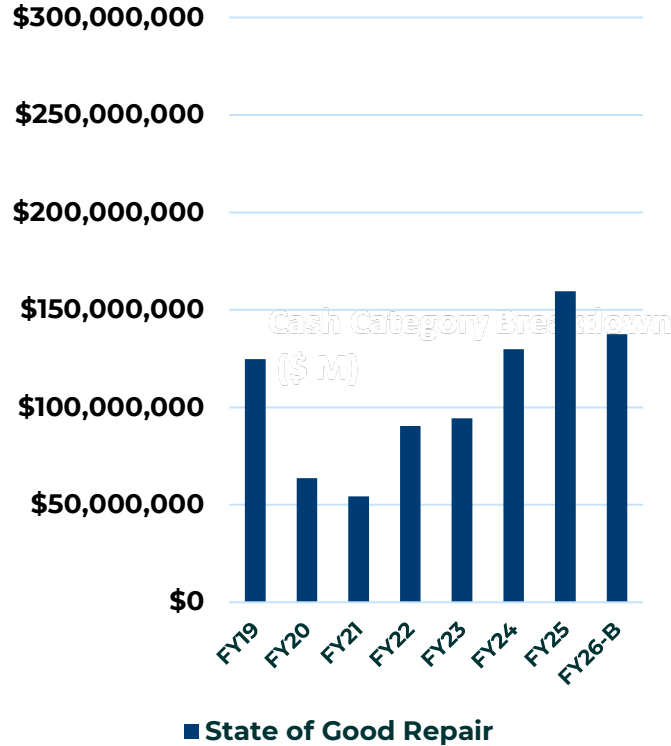
## Proposed FY26 Capital Program Overview

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

# Proposed FY25 Capital Program FY19 – FY26

## State of Good Repair & New Capital

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

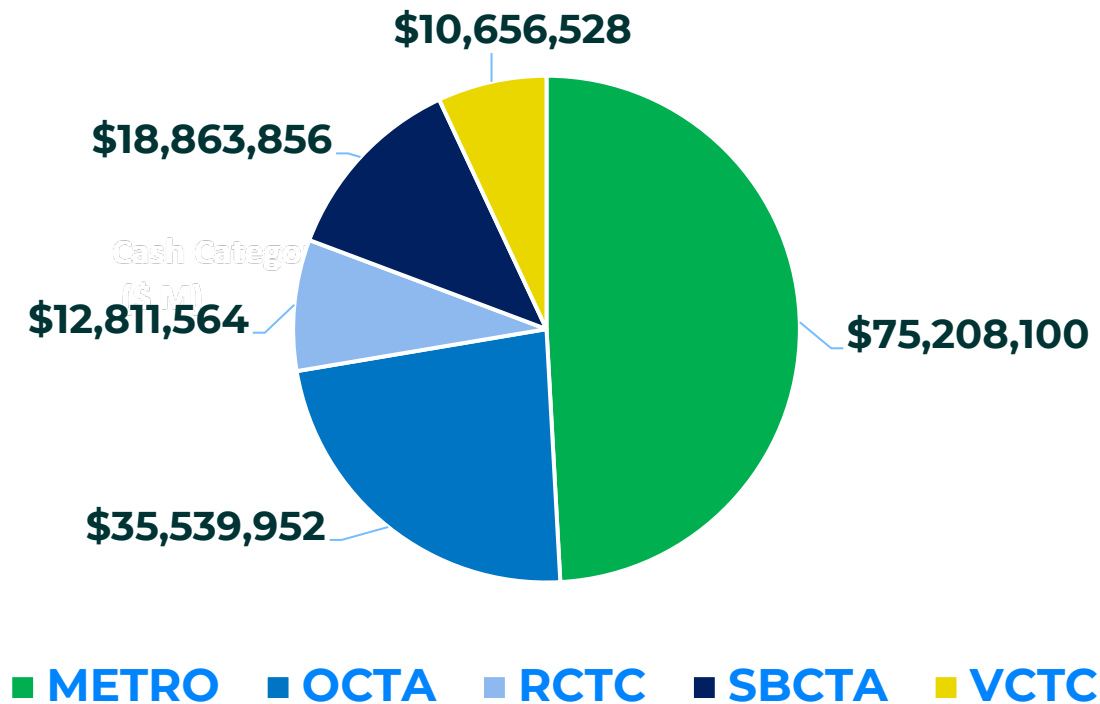


**Note:**

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

## Proposed FY26 Capital Program Support Required By Member Agency

Capital Support Required (\$153.1M)



FY26 Capital Program  
By Member Agency  
- SGR  
- New Capital

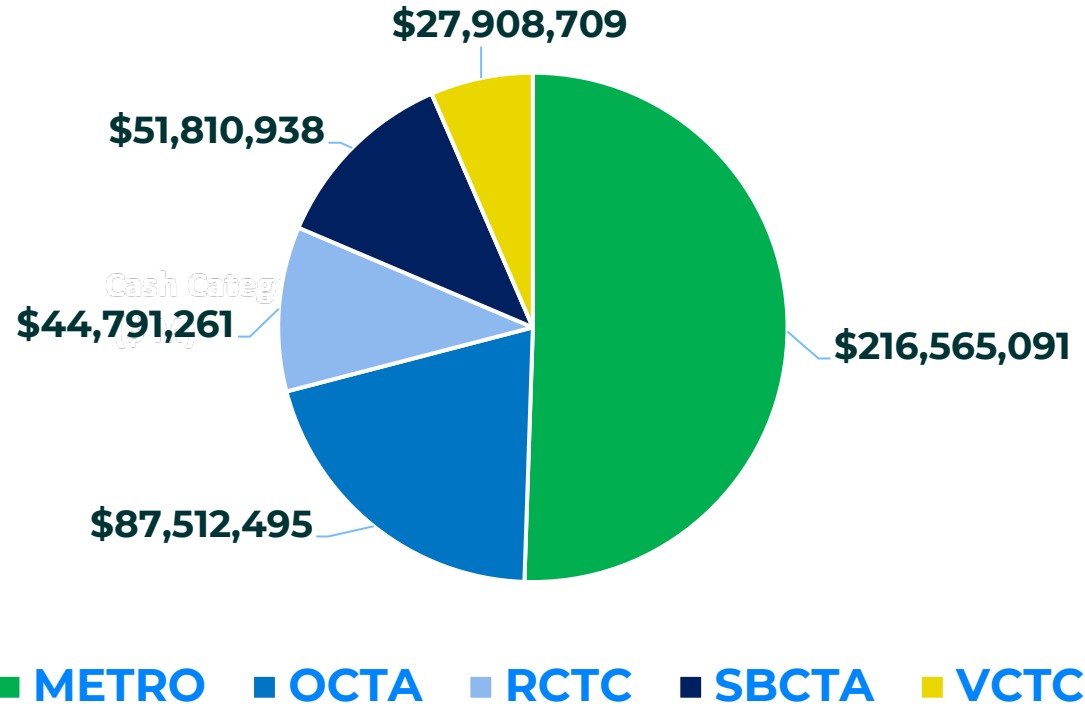
# FY26 Operating & Capital Budget Summary





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

Total Support Required (\$428.6M)



### Notes:

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

Proposed FY26  
Budget (Operating  
& Capital Program)  
Support Required  
from Member  
Agencies

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

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

### FY26 Proposed Budget

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

### Cash Category Breakdown FY25 Adopted Budget

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

### Year-Over-Year Variance

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Total Support</b>	<b>8,431,911</b>	<b>(1,922,462)</b>	<b>(6,879,295)</b>	<b>(466,579)</b>	<b>(143,193)</b>	<b>(979,618)</b>
<i>% variance</i>	4.1%	-2.1%	-13.3%	-0.9%	-0.5%	-0.2%

# FY26 Budget Summary

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



**Thank you! Questions?**

# Preview to the Public Hearing on Orange County Transportation Authority's Fiscal Year 2025-26 Budget and Personnel and Salary Resolution

# Budget Themes



## **Guarded Economic Outlook**

- Sales tax receipts softening
- Budget uncertainty at state level
- Some federal funding uncertainty
- Preserving healthy reserve balances



## **Sustainable & Resilient Priorities**

- Ongoing zero-emission bus and infrastructure investment
- Continuing coastal rail resiliency planning and project implementation



## **Consistent Express Lanes Operations**

- 91 Express Lanes continues meeting commitments
- 405 Express Lanes continues meeting commitments



## **Expanded Transit Offerings**

- Additional OC Bus service to meet increasing demand
- Commencing OC Streetcar revenue service activities
- Continuing Metrolink rail service



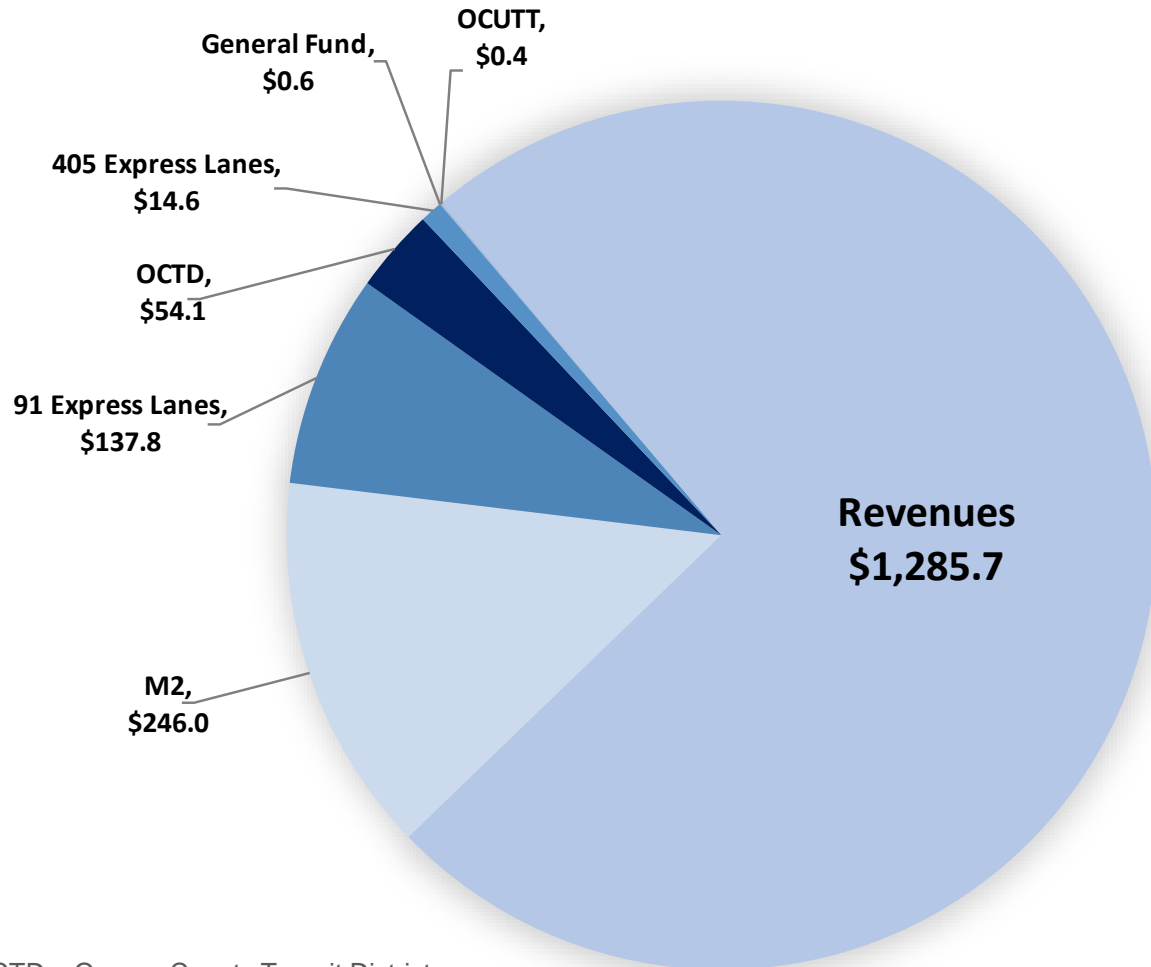
## **Delivering on Measure M2 (M2) Commitment**

- M2 Next 10 Delivery Plan programs and projects on track as promised
- Formula & competitive programs continue to support needs of cities and County

# Budget Overview

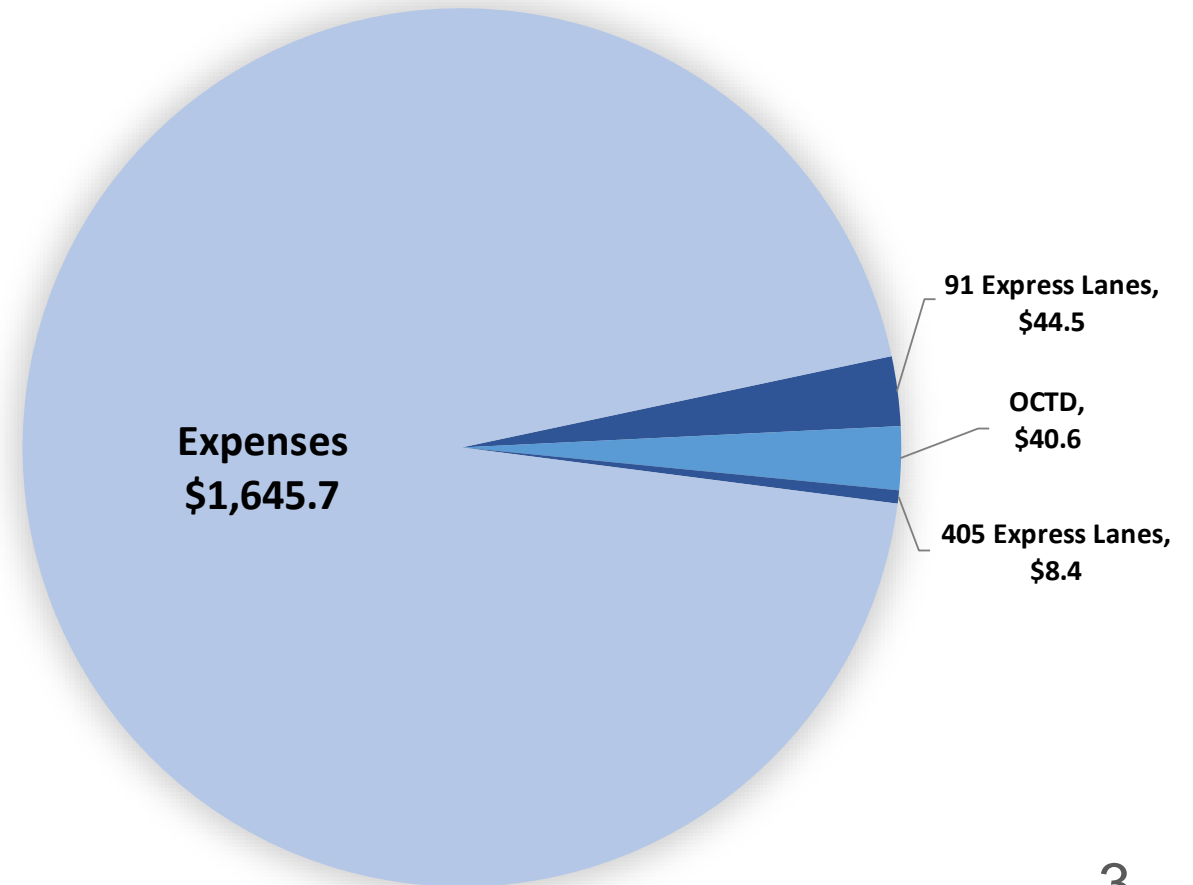
Use of Prior Year  
Designations  
\$453.5 million

Source of Funds  
\$1,739.2 million



Use of Funds  
\$1,739.2 million

Designations  
\$93.5 million



# Budget Adjustments – Sources and Uses

## Sources

## Adjustment

### Revenues

405 Express Lanes Toll Revenues	\$	(5,217,762)
<b>Total Revenues</b>	<b>\$</b>	<b>(5,217,762)</b>

## Uses

## Adjustment

### Expenses

405 Express Lanes Designations		(5,217,762)
<b>Total Expenses</b>	<b>\$</b>	<b>(5,217,762)</b>



# Budget Sources & Uses

In Millions Sources	FY 2024-25 Approved Budget	FY 2025-26 Proposed Budget	Change \$
Revenues	\$ 1,403.8	\$ 1,285.7	\$ (118.1)
Use of Prior Year Designations	352.8	453.5	100.7
<b>Total Revenue / Use of Designations</b>	<b>\$ 1,756.6</b>	<b>\$ 1,739.2</b>	<b>\$ (17.4)</b>
Uses			
Salaries and Benefits	\$ 212.0	\$ 221.2	\$ 9.2
LOSSAN Funded Salaries and Benefits	4.5	4.7	0.2
Services and Supplies	469.0	475.8	6.8
Contributions to Other Agencies	227.2	227.9	0.7
Interest/Debt Service	75.3	65.9	(9.4)
Capital	672.1	650.2	(21.9)
Designations	96.5	93.5	(3.0)
<b>Total Expenditures / Designations</b>	<b>\$ 1,756.6</b>	<b>\$ 1,739.2</b>	<b>\$ (17.4)</b>

FY – Fiscal Year  
LOSSAN - Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency

# Staffing Levels

OCTA Staffing	FY 2024-25 Full-time Equivalent	FY 2025-26 Full-time Equivalent	FY 2025-26 New Hires	FY 2025-26 Reductions	Difference
<b>Administrative*</b>	<b>532.5</b>	<b>536.5</b>	<b>4.0</b>	<b>-</b>	<b>4.0</b>
<b>Union</b>	<b>798.0</b>	<b>825.0</b>	<b>27.0</b>	<b>-</b>	<b>27.0</b>
Coach Operators**	599.0	626.0	27.0	-	27.0
Maintenance	158.0	158.0	-	-	-
Facility Technicians and Parts Clerks	41.0	41.0	-	-	-
<b>OCTA Positions</b>	<b>1,330.5</b>	<b>1,361.5</b>	<b>31.0</b>	<b>-</b>	<b>31.0</b>
<b>LOSSAN Funded OCTA Positions</b>	<b>18.0</b>	<b>18.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Authority Positions</b>	<b>1,348.5</b>	<b>1,379.5</b>	<b>31.0</b>	<b>-</b>	<b>31.0</b>

\*11 administrative positions on hold for future consideration

\*\*Additional coach operators for increased bus service and reduced overtime budget

# Employee Compensation Assumptions

- Employees Subject to Collective Bargaining Agreement
  - Coach Operators (626 employees)
    - Collective bargaining agreement effective through April 30, 2027
  - Maintenance (158 employees)
    - Collective bargaining agreement effective through September 30, 2025
  - Facilities technicians and parts clerks (41 employees)
    - Collective bargaining agreement effective through March 31, 2027
- Administrative Employees (536.5 + 18 LOSSAN employees)
  - Employees are not represented by a union
  - Compensation governed by the Personnel and Salary Resolution, which is approved annually as part of the budget
  - Salary grade ranges are developed based upon scope, level of work performed, and external market data

# Personnel and Salary Resolution

- Pertaining to Administrative Employees
  - Employees are at-will and not represented by a union
  - Administrative employees do not receive cost-of-living adjustments, step increases, or automatic increases of any type
- Merit Pool of 4 Percent
  - Salary increases are based on a pay-for-performance program
  - Every employee has a performance plan and receives an annual performance review
  - Base-building adjustment to annual salary
- Bonus Pool of 4 Percent
  - Non-base building – does not increase annual salary
  - Bonuses are given throughout the year for specific, exceptional performance in a defined goal area
  - Part of employee rewards and recognition strategy

# Recommendations

- Approve by Resolution the Orange County Transportation Authority FY 2025-26 Budget
- Approve the Personnel and Salary Resolution for FY 2025-26
- Authorize the Chief Executive Officer, or his designee, to negotiate and execute the software and hardware licensing, maintenance, and emergency support purchase orders, and/or agreements
- Approve the FY 2025-26 OCTA member agency contribution to the Southern California Regional Rail Authority operating subsidy, in an amount up to \$51,972,543, conditional based on all other member agencies agreement to the contribution. In addition, approve the capital and rehabilitation expenditure budget contingent upon all member agencies' approval of their respective capital and rehabilitation budgets. The OCTA's portion of the costs for capital is \$3,084,444 and \$32,455,508 for rehabilitation

# Next Steps

- Public Hearing – Board (Public Hearing and Approval) June 9
- Back-up Public Hearing – Board (Public Hearing and Approval) June 23



# Orange County Transportation Authority

## Fiscal Year 2025-26 Budget Workshop Questions & Answers

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1. **Question: Are there staffing level changes being proposed in the proposed fiscal year (FY) 2025-26 budget for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN)?**

**Answer:** The proposed budget does not include any increases or reductions to LOSSAN-funded Orange County Transportation Authority (OCTA) budgeted positions. The 18 full-time equivalent (FTE) positions included in the FY 2024-25 budget are also included in the proposed FY 2025-26 budget.

2. **Question: Can you please provide additional context regarding the proposed addition of three FTE positions for Bus Operations Supervisors and the corresponding reduction in administrative overtime?**

**Answer:** In recent years, the Bus Operations Supervisors assigned to Bus Operations Central Communications have regularly worked one to two overtime shifts per pay period to maintain adequate coverage. This continued reliance on overtime has led to concerns about staff fatigue and operational sustainability, particularly as workload demands remain high and consistent coverage is required.

To address these challenges, staff is proposing the addition of three budgeted Bus Operations Supervisor FTEs. The intent is to enhance operational efficiency, reduce dependence on overtime, and support workforce well-being by ensuring more balanced scheduling. The cost associated with these new positions would be offset by a reduction in budgeted overtime, resulting in a more sustainable staffing model while maintaining the necessary level of service coverage.

3. **Question: What steps could OCTA take to further strengthen its reserves for self-insured liability?**

**Answer:** OCTA currently maintains reserves in excess of the Board-approved reserve policy to cover potential liability claims. The current Board-approved reserve policy requires the minimum reserve level to be based on an annual actuarial review of OCTA's liability self-insurance program. For the FY ending June 30, 2024, the requirement based on the actuarial review (at the highest confidence level of 90 percent) was \$7.1 million. Staff has taken a conservative approach and maintained a reserve balance in excess of that amount with a current reserve balance of \$20.8 million.

OCTA could consider strengthening its position related to liability claims by formally updating OCTA's reserve policy to maintain a balance that is much greater than the current policy would dictate. At the current level, OCTA is funded at approximately three times the required amount and could make that part of an updated reserve policy. OCTA also could make substantial additional deposits to the liability fund today without impacting any existing services or programs.