ATTACHMENT E

ITEM 8.A

METROLINK

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
Operating Revenue				
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%
Subtotal-Pro Forma FareBox	**48,341**	**58,265**	**9,924**	**20.53%**
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%
Total Operating Revenue	**68,028**	**76,915**	**8,887**	**13.06%**
Operating Expenses				
Operations & Services				
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%
Subtotal Operations & Services	**182,987**	**201,910**	**18,924**	**10.34%**
Maintenance-of-Way				
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%
Subtotal Maintenance-of-Way	**54,618**	**62,939**	**8,320**	**15.23%**
Administration & Services				
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%
Subtotal Admin & Services	**56,314**	**60,182**	**3,868**	**6.87%**
Contingency	**50**	**50**	**-**	**0.00%**
Total Operating Expenses	**293,969**	**325,081**	**31,112**	**10.58%**
Insurance and Legal				
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%
Subtotal Insurance and Legal	**23,237**	**22,851**	**(386)**	**-1.66%**
Total Expense	**317,206**	**347,932**	**30,725**	**9.69%**
Loss	**(249,179)**	**(271,017)**	**(21,838)**	**8.76%**
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%
Total Expense	**332,056**	**352,423**	**20,367**	**6.13%**
Loss / Member Support Required	**(264,028)**	**(275,508)**	**(11,480)**	**4.35%**

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 FY26 Proposed vs FY25 Adopted % Variance
Operating Revenue							
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
Subtotal-Pro Forma FareBox	**28,288**	**34,546**	**43,166**	**48,341**	**58,265**	**9,924**	**20.53%**
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%
Total Operating Revenue	**42,407**	**51,287**	**64,563**	**68,028**	**76,915**	**8,887**	**13.06%**
Operating Expenses							
Operations & Services							
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%
Subtotal Operations & Services	**136,741**	**155,000**	**166,664**	**182,987**	**201,910**	**18,924**	**10.34%**
Maintenance-of-Way							
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%
Subtotal Maintenance-of-Way	**49,982**	**49,264**	**53,063**	**54,618**	**62,939**	**8,320**	**15.23%**
Administration & Services							
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%
Subtotal Admin & Services	**42,622**	**43,161**	**45,776**	**56,314**	**60,182**	**3,868**	**6.87%**
Contingency	**-**	**40**	**-**	**50**	**50**	**-**	**0.00%**
Total Operating Expenses	**229,344**	**247,465**	**265,503**	**293,969**	**325,081**	**31,112**	**10.58%**
Insurance and Legal							
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%
Total Net Insurance and Legal	**13,880**	**15,723**	**18,612**	**23,237**	**22,851**	**(386)**	**-1.66%**

($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 FY26 Proposed vs FY25 Adopted % 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%**
Total Expense before Non-Recurring	**243,224**	**263,188**	**284,115**	**332,056**	**352,423**	**20,367**	**6.1%**
Loss before Non-Recurring	**(200,817)**	**(211,901)**	**(219,552)**	**(264,028)**	**(275,508)**	**(11,480)**	**4.3%**
Net Effect of Unbudgeted Special Trains	-	-	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
Net Surplus / (Deficit) before Non-Recurring	**(2,412)**	**14,979**	**32,899**	**-**	**-**	-	n/a
Non-Recurring Settlement Expense 3	**-**	**-**	**3,000**	**-**	**-**	**-**	**n/a**
Total Expenses including Non-Recurring	**243,224**	**263,188**	**287,347**	**332,056**	**352,423**	**20,367**	**6.1%**
Net Loss including Non-Recurring	**(200,817)**	**(211,901)**	**(222,443)**	**(264,028)**	**(275,508)**	**(11,480)**	**4.3%**
All Member Support	**198,405**	**226,880**	**252,342**	**264,028**	**275,508**	**11,480**	**4.3%**
Net Surplus / (Deficit)	**(2,412)**	**14,979**	**29,899**	**-**	**-**	**-**	**n/a**
***San Clemente Track Work**							
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
San Clemente #2							
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
San Clemente #3							
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
Operating Revenue						
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
Subtotal-Pro Forma FareBox	**32,447**	**12,811**	**4,673**	**6,620**	**1,714**	**58,265**
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
Total Operating Revenue	**42,431**	**17,178**	**5,913**	**8,764**	**2,629**	**76,915**
Operating Expenses						
Operations & Services						
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	-	-	-	-	-	-
Subtotal Operations & Services	**103,149**	**41,506**	**22,626**	**24,742**	**9,887**	**201,910**
Maintenance-of-Way						
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
Subtotal Maintenance-of-Way	**35,673**	**11,932**	**4,139**	**7,809**	**3,385**	**62,939**
Administration & Services						
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
Subtotal Admin & Services	**29,019**	**10,791**	**8,600**	**6,298**	**5,474**	**60,182**
Contingency	**24**	**9**	**7**	**5**	**5**	**50**
Total Operating Expenses	**167,865**	**64,238**	**35,373**	**38,854**	**18,751**	**325,081**
Insurance and Legal						
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
Subtotal Insurance and Legal	**12,258**	**4,634**	**2,295**	**2,686**	**978**	**22,851**
Total Expense	**180,123**	**68,871**	**37,667**	**41,540**	**19,729**	**347,932**
Loss	**(137,692)**	**(51,694)**	**(31,755)**	**(32,776)**	**(17,100)**	**(271,017)**
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
Total Expense	**183,788**	**69,150**	**37,892**	**41,711**	**19,882**	**352,423**
Loss/Member Support Required	**(141,357)**	**(51,973)**	**(31,980)**	**(32,947)**	**(17,252)**	**(275,508)**

FY26 Proposed Operating Budget by Line

(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
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
Subtotal-Pro Forma FareBox	**16,705**	**4,712**	**11,009**	**3,386**	**12,819**	**4,695**	**4,938**	**58,265**
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
Total Operating Revenue	**21,552**	**7,137**	**15,387**	**3,886**	**16,261**	**6,447**	**6,245**	**76,915**
Operating Expenses								
Operations & Services								
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	-	-	-	-	-	-	-	-
Subtotal Operations & Services	**47,367**	**22,877**	**39,906**	**14,646**	**32,530**	**22,177**	**22,406**	**201,910**
Maintenance-of-Way								
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
Subtotal Maintenance-of-Way	**18,574**	**9,408**	**15,104**	**1,453**	**8,718**	**5,818**	**3,863**	**62,939**
Administration & Services								
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
Subtotal Admin & Services	**9,531**	**9,457**	**11,079**	**8,205**	**6,443**	**7,314**	**8,153**	**60,182**
Contingency	**7**	**8**	**9**	**7**	**5**	**6**	**7**	**50**
Total Operating Expenses	**75,480**	**41,751**	**66,098**	**24,311**	**47,696**	**35,315**	**34,429**	**325,081**
Insurance and Legal								
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
Subtotal Insurance and Legal	**5,473**	**2,461**	**4,991**	**1,490**	**3,621**	**2,542**	**2,273**	**22,851**
Total Expense	**80,953**	**44,212**	**71,089**	**25,801**	**51,318**	**37,857**	**36,701**	**347,932**
Loss	**(59,401)**	**(37,076)**	**(55,702)**	**(21,915)**	**(35,056)**	**(31,411)**	**(30,456)**	**(271,017)**
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
Total Expense	**81,692**	**45,319**	**71,869**	**26,322**	**51,778**	**38,229**	**37,214**	**352,423**
Loss/Member Support Required	**(60,140)**	**(38,182)**	**(56,482)**	**(22,436)**	**(35,517)**	**(31,782)**	**(30,969)**	**(275,508)**

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

Support by Member Agency

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

Year-Over-Year Change	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY26 vs FY25						
$ increase	**$11,480,132**	$3,597,160	$1,641,066	$1,690,501	$3,377,405	$1,173,999
% increase	**4.3%**	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.

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

							FUNDINGS					
PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
2858	Rehab	Ventura County Line	Ventura - LA County	Communications	VENTURA SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION (LA)	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.	$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	• 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. • 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. Scope of work: - Migration of Database System from MSSQL to latest Oracle Enterprise Edition per SCRRA security and IDTS policies -Upgrade any operating systems and security tools -Update any scripting or configurations pre-deployment and post deployment -Testing -Upgrade IBM Engineering Workflow Management and its related program artifacts to the latest version & Validation This may require hardware updates upon assessment once project	$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)	BUDGET REDUCED BY 50% FROM $22M to $11MM - SCOPE STILL TO BE REDUCED BY 50% • Continue to rebuild on remaining 33 Bombardier cars as next option orders • Extend lifecycle by 15 years • Upgrade Bombardier railcar onboard system for safety and convenience. ORIGINAL SCOPE ABOVE – SCOPE STILL NEEDS TO BE REDUCED.	$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 LIne	San Gabriel	Train Control	SOGR_FY26_SAN GABRIEL_SIGNAL	BUDGET DECREASED BY 65%; SCOPE STILL TO BE DECREASED ACCORDINGLY. San Gabriel (SG) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems (7) VHLC (3) Crossings BUDGET DECREASED from $12.6M to $4.4M; SCOPE STILL TO BE DECREASED ACCORDINGLY.	$4,425,000	$2,655,000	$0	$0	$1,770,000	$0	$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3174	Rehab	San Bernardino LIne	San Gabriel	Track	SOGR_FY26_SAN GABRIEL_TRACK	BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY. San Gabriel (SG) Track Rehabilitation addresses five major components to suffieciently 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 BUDGET DECREASED from $6.8M to $3.4 M; SCOPE NEEDS TO BE DECREASED.	$3,408,000	$2,044,800	$0	$0	$1,363,200	$0	$0
3176	Rehab	San Bernardino LIne	San Gabriel	Structures	SOGR_FY26_SAN GABRIEL_STRUCTURES_CONSTRUCTION	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: REPLACE (4) CULVERTS/BRIDGES THAT HAVE DESIGNED/ENVIRONMENTALLY CLEARED WITH FY-22 FUNDING Budget reduced by 25%; need to adjust descope.	$4,875,000	$2,925,000	$0	$0	$1,950,000	$0	$0
3177	Rehab	ALL	River	Train Control	SOGR_FY26_RIVER_SIGNAL	River (RV) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems UPGRADE (2) CONTROL POIINT HOUSE AND SIGNALS Budget reduced by 30%; need to adjust descope.	$3,010,000	$1,429,750	$595,980	$334,110	$433,440	$216,720	$0
3178	Rehab	ALL	River	Structures	SOGR_FY26_RIVER_STRUCTURES_DESIGN	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 Budget reduced by 35%; need to adjust descope.	$1,625,000	$771,875	$321,750	$180,375	$234,000	$117,000	$0

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

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3207	Rehab	Antelope Valley Line	Valley	Train Control	SoGR_FY26_VALLEY_SIGNAL	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 BUDGET DECREASED from $8.9M to $4.475M; SCOPE NEEDS TO BE ADJUSTED.	$4,475,000	$4,475,000	$0	$0	$0	$0	$0
3208	Rehab	Orange County Line	Orange	Train Control	SoGR_FY26_ORANGE_SIGNAL	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.	$7,350,000	$0	$7,350,000	$0	$0	$0	$0
3210	Rehab	Orange County Line	Orange	Structures	SoGR_FY26_ORANGE_STRUCTURES_CONSTRUCTION	Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: 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. Budget reduced by 25%; need to adjust scope.	$3,750,000	$0	$3,750,000	$0	$0	$0	$0
3212	Rehab	Orange County Line	Orange	Track	SoGR_FY26_ORANGE_TRACK	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. Budget reduced by 35%; need to adjust scope.	$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	• Overhaul/rebuild on Hyundai Rotem HVAC units and controller box. • Out-Of-Scope Repair as needed.	$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	• Install data logger on door control system to improve the maintainability against one of the top road issues.	$1,100,000	$522,500	$217,800	$122,100	$158,400	$79,200	$0
3234	Rehab	ALL	All	Rolling Stock	F125 Intermediate Engine Overhaul	• Engine overhaul - clean, inspect, and replace parts. • Total 42 engines.	$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	• Communication System Power Supply Install (fleet-wide) • Interior destination screens • Control Unit Upgrade • Side Destination Screen Control Unit Upgrade • Car built-in conductor PA.	$1,001,000	$475,475	$198,198	$111,111	$144,144	$72,072	$0
3237	Rehab	ALL	All	Rolling Stock	Car End-Door System Improvement	• Improvement in passengers' comfort in opening end-door of Bombardier & Talgo-SYSTRA cars. • New design on the end-door mechanism. • All legacy Bombardier car and Talgo-SYSTRA car.	$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 LIne	San Gabriel	Communications	SAN GABRIEL SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	San Gabriel Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$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	BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY. The MP36 OOS & 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. 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.	$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 PROPOSAL

FY26

CONLEYD PROJECT# 2858.00

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

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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.

RANKING // PROJECT READINESS

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$59,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$110,000		
CONSTRUCTION	$200,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$42,000		
* SUPPORT STAFF	$14,000		
* CONSULTANT	$0		
CONTINGENCY	$26,000		
TOTAL	$456,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$34,200	$34,200	$34,200	$34,200	$136,800
2028	$45,600	$45,600	$45,600	$45,600	$182,400
2029	$34,200	$34,200	$34,200	$34,200	$136,800
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 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

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Short pay CAM expenses from FY 2019 to current -Pay current station share of rehab costs for the use of Union Station.

RANKING // PROJECT READINESS

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

We are going to get billed by Metro and pay our share.

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$1,600,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$14,000		
PROJECT MANAGEMENT			
* P.M STAFF	$5,000		
* SUPPORT STAFF	$15,000		
* CONSULTANT	$0		
CONTINGENCY	$66,000		
TOTAL	$1,700,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$1,360,000	$1,360,000
2027	$85,000	$85,000	$85,000	$85,000	$340,000
2028	$0	$0	$0	$0	$0
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0
2031	$0	$0	$0	$0	$0

Cash Flow is constructed 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

ARMASE PROJECT# 3065.00

PROJECT : PTC TRACK DATABASE AND TECHNICAL SERVICES REHAB

SCOPE

TYPE: REHAB | NON-MRP |

• 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.
• 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.
Scope of work:
-Migration of Database System from MSSQL to latest Oracle Enterprise Edition per SCRRA security and IDTS policies
-Upgrade any operating systems and security tools
-Update any scripting or configurations pre-deployment and post deployment
-Testing
-Upgrade IBM Engineering Workflow Management and its related program artifacts to the latest version & 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.

Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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.

RANKING // PROJECT READINESS

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$200,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$8,000		
PROJECT MANAGEMENT			
* P.M STAFF	$16,000		
* SUPPORT STAFF	$84,000		
* CONSULTANT	$588,000		
CONTINGENCY	$90,000		
TOTAL	$986,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$123,250	$123,250	$123,250	$123,250	$493,000
2028	$123,250	$123,250	$123,250	$123,250	$493,000
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0
2031	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY26

VEGAR PROJECT# 3085.00

PROJECT : EAM SOFTWARE OPTIMIZATION AND FUTURE ENHANCEMENTS

SCOPE

TYPE: REHAB | MRP |

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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.

RANKING // PROJECT READINESS

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$600,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$15,000		
PROJECT MANAGEMENT			
* P.M STAFF	$139,000		
* SUPPORT STAFF	$49,000		
* CONSULTANT	$585,000		
CONTINGENCY	$112,000		
TOTAL	$1,500,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$56,250	$56,250	$56,250	$56,250	$225,000
2028	$131,250	$131,250	$131,250	$131,250	$525,000
2029	$131,250	$131,250	$131,250	$131,250	$525,000
2030	$56,250	$56,250	$56,250	$56,250	$225,000
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 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%
- Continue to rebuild on remaining 33 Bombardier cars as next option orders
- Extend lifecycle by 15 years
- Upgrade Bombardier railcar onboard system for safety and convenience.

ORIGINAL SCOPE ABOVE – SCOPE STILL NEEDS TO BE REDUCED.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

- SCRRA has 1st generation Bombardier car in 88 quantities that was delivered back 1992. All these 88 cars Almost 30 years degraded conditions.
- Multiple OEM parts that are obsolete.
- FTA recommended life-cycle extension program.
- $59M is to complete remaining 33 cars with FY25 of $23.6M - EP199-19 contractor (Talgo-SYSTRA) is confirming the delivery schedule of the last car to be delivered to LA before 2028 LA Olympic.

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal
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: 28 Year(s) Standard Lifespan: 30 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$9,000,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$10,000		
DBE/LABOR	$15,000		
PROJECT MANAGEMENT			
* P.M STAFF	$324,000		
* SUPPORT STAFF	$140,000		
* CONSULTANT	$534,000		
CONTINGENCY	$1,003,000		
TOTAL	$11,026,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$689,125	$689,125	$689,125	$689,125	$2,756,500
2028	$2,067,375	$2,067,375	$2,067,375	$2,067,375	$8,269,500
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 PROPOSAL

FY26

GROSMANV PROJECT# 3146.00

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

SCOPE

TYPE: REHAB | NON-MRP |

This project aims to rehabilitate and upgrade a range of end-user equipment - including laptops, desktops, monitors, docking stations, tablets, Ricoh and HP printers, and conference room technology such as video and audio equipment - to enhance operational efficiency by reducing downtime caused by outdated or malfunctioning technology, ensure reliable performance through regular maintenance and upgrades to minimize the risk of technical issues, improve user experience by providing modern equipment that effectively meets their needs, support organizational growth by establishing a foundation for future technological innovations, and strengthen cybersecurity.

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The IT department has made significant investments in various assets approaching the end of their useful life. As these assets near this critical phase, they face the risk of becoming unsupported, which can lead to increased vulnerability and operational challenges. Specifically, the assets in question include printers, conference room equipment (such as audio-visual units, video displays, and televisions), user laptops, desktops, tablets, monitors, and Polycom phones.

Particularly concerning are the Ricoh printers, which are nearing a point where repair parts may become scarce or completely unavailable. This not only threatens the functionality of the printing infrastructure but also raises the risk of operational delays and increased costs associated with sourcing alternative solutions. As these devices age, they are likely to exhibit diminished performance, leading to frequent breakdowns, slower processing times, and increased maintenance costs, which ultimately hinders the organization's ability to operate smoothly and meet its goals.

Additionally, outdated technology poses significant cybersecurity risks. As equipment becomes unsupported, it may not receive critical security updates, leaving the organization vulnerable to cyber threats. This includes potential data breaches and malware attacks that can exploit weaknesses in obsolete systems. Modernizing the infrastructure is vital not just for operational efficiency but also for enhancing the organization's security posture.

This project is essential to address these challenges proactively. By rehabilitating and upgrading the aging assets, we aim to ensure that all equipment remains functional, efficient, and secure. Upgrading these critical components will not only improve reliability but also strengthen cybersecurity defenses, protecting sensitive information and ensuring a secure working environment. Investing in modern technology will enable the organization to maintain a competitive edge, enhance productivity, and prepare for future growth, all while safeguarding against potential cyber threats.

RANKING // PROJECT READINESS

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

The end-user computing infrastructure plays a critical role in the daily operations of all users across various locations, including those working remotely, such as contractors. This infrastructure encompasses all devices and systems that facilitate user access to applications, data, and communication tools, as well as essential equipment like printers and conference room technology.

RISK CREATED BY NON-IMPLEMENTATION

The risks associated with not funding this project include the following: 1. Users will lack the necessary tools to effectively perform their daily responsibilities. 2. Communication among employees, departments, and customers will be impaired. 3. Equipment may become unusable due to the inability to service or repair aging assets. 4. There will be an increased risk of cybersecurity threats, as unsupported systems may not receive critical security updates.

Current Age: 11 Year(s) Standard Lifespan: 6 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$433,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$4,000		
PROJECT MANAGEMENT			
* P.M STAFF	$14,000		
* SUPPORT STAFF	$11,000		
* CONSULTANT	$0		
CONTINGENCY	$24,000		
TOTAL	$486,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$60,750	$60,750	$60,750	$60,750	$243,000
2028	$60,750	$60,750	$60,750	$60,750	$243,000
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0
2031	$0	$0	$0	$0	$0

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

PROJECT 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

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

RISKS CAUSING PROJECT DELAY

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 SCRRA staff and industry standards.

RANKING // PROJECT READINESS

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$1,000,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
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		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$37,500	$37,500	$37,500	$37,500	$150,000
2028	$131,250	$131,250	$131,250	$131,250	$525,000
2029	$131,250	$131,250	$131,250	$131,250	$525,000
2030	$75,000	$75,000	$75,000	$75,000	$300,000
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 PROPOSAL

FY26

LOPEZS PROJECT# 3166.00

PROJECT : SOGR_FY26_VENTURA (VC)_TRACK

SCOPE

TYPE: REHAB | MRP |

BUDGET DECREASED BY 70%; SCOPE STILL TO BE DECREASED ACCORDINGLY.
Ventura Sub (VC) Track Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
- Rail
- Ties
- Crossings

Specific Work will include:
3,000 Ties; 1 Road Crossing
BUDGET DECREASED from $2,606K to $781K; SCOPE STILL TO BE DECREASED ACCORDINGLY.
Mile Posts: 426.4 - 441.24 Division: Ventura - VC County County: VN Asset Type: Track

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.

Current Age: 101 Year(s) Standard Lifespan: 60 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$320,000		
CONSTRUCTION	$225,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$20,000		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$56,000		
* SUPPORT STAFF	$15,000		
* CONSULTANT	$69,000		
CONTINGENCY	$71,000		
TOTAL	$781,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$19,525	$19,525	$19,525	$19,525	$78,100
2028	$68,338	$68,338	$68,338	$68,336	$273,350
2029	$68,338	$68,338	$68,338	$68,336	$273,350
2030	$39,050	$39,050	$39,050	$39,050	$156,200
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 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

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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.

RANKING // PROJECT READINESS

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$645,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$41,000		
* SUPPORT STAFF	$6,000		
* CONSULTANT	$5,000		
CONTINGENCY	$71,000		
TOTAL	$773,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$19,325	$19,325	$19,325	$19,325	$77,300
2028	$67,638	$67,638	$67,638	$67,636	$270,550
2029	$67,638	$67,638	$67,638	$67,636	$270,550
2030	$38,650	$38,650	$38,650	$38,650	$154,600
2031	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY26

LOPEZS PROJECT# 3168.00

PROJECT : SOGR_FY26_VENTURA (VC)_SIGNAL

SCOPE

TYPE: REHAB | MRP |

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

Specific Work will include Upgrading control points and crossings
Budget reduced by 35%; NEED TO ADJUST SCOPE.

Mile Posts: 426.4 - 441.26

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes signal systems and Crossing systems. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and
industry standards.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Location may fail which will cause train delays and possible safety issues.

Current Age: 101 Year(s) Standard Lifespan: 25 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$235,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$650,000		
CONSTRUCTION	$650,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$34,000		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$177,000		
* SUPPORT STAFF	$21,000		
* CONSULTANT	$48,000		
CONTINGENCY	$183,000		
TOTAL	$2,008,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$40,160	$40,160	$40,160	$40,160	$160,640
2028	$100,400	$100,400	$100,400	$100,400	$401,600
2029	$165,660	$165,660	$165,660	$165,660	$662,640
2030	$140,560	$140,560	$140,560	$140,560	$562,240
2031	$55,220	$55,220	$55,220	$55,220	$220,880

Cash Flow is constructed 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

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

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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.

RANKING // PROJECT READINESS

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$1,000,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$10,000		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$102,000		
* SUPPORT STAFF	$21,000		
* CONSULTANT	$16,000		
CONTINGENCY	$116,000		
TOTAL	$1,275,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$31,875	$31,875	$31,875	$31,875	$127,500
2028	$111,562	$111,562	$111,562	$111,564	$446,250
2029	$111,562	$111,562	$111,562	$111,564	$446,250
2030	$63,750	$63,750	$63,750	$63,750	$255,000
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 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

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

RISKS CAUSING PROJECT DELAY

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.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

Location may fail which will cause train delays and possible safety issues.
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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$600,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,100,000		
CONSTRUCTION	$1,300,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$45,000		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$385,000		
* SUPPORT STAFF	$32,000		
* CONSULTANT	$550,000		
CONTINGENCY	$403,000		
TOTAL	$4,425,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$88,500	$88,500	$88,500	$88,500	$354,000
2028	$221,250	$221,250	$221,250	$221,250	$885,000
2029	$365,062	$365,062	$365,062	$365,064	$1,460,250
2030	$309,750	$309,750	$309,750	$309,750	$1,239,000
2031	$121,688	$121,688	$121,688	$121,686	$486,750

Cash Flow is constructed 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 suffieciently 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

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

RISKS CAUSING PROJECT DELAY

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 SCRRA staff and industry standards.

RANKING // PROJECT READINESS

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$150,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$450,000		
CONSTRUCTION	$1,900,000		
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

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$85,200	$85,200	$85,200	$85,200	$340,800
2028	$298,200	$298,200	$298,200	$298,200	$1,192,800
2029	$298,200	$298,200	$298,200	$298,200	$1,192,800
2030	$170,400	$170,400	$170,400	$170,400	$681,600
2031	$0	$0	$0	$0	$0

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

PROJECT 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

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

RISKS CAUSING PROJECT DELAY

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.

RANKING // PROJECT READINESS

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

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

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.
Current Age: 125 Year(s) Standard Lifespan: 100 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$75,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$3,000,000		
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

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$182,812	$182,812	$182,812	$182,814	$731,250
2028	$548,438	$548,438	$548,438	$548,436	$2,193,750
2029	$365,625	$365,625	$365,625	$365,625	$1,462,500
2030	$121,875	$121,875	$121,875	$121,875	$487,500
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 PROPOSAL

FY26

ROBLESSAU PROJECT# 3177.00

PROJECT : SOGR_FY26_RIVER_SIGNAL

SCOPE

TYPE: REHAB | MRP |

River (RV) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog:
*Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems
UPGRADE (2) CONTROL POIINT HOUSE AND SIGNALS

Budget reduced by 30%; need to adjust descope
Mile Posts: 1 - 481.9

Division: River County: ALL Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

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.

RANKING // PROJECT READINESS

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

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

RISK CREATED BY NON-IMPLEMENTATION

Location may fail which will cause train delays and possible safety issues.
Current Age: 33 Year(s) Standard Lifespan: 25 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$280,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$750,000		
CONSTRUCTION	$1,200,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$23,000		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$15,000		
PROJECT MANAGEMENT			
* P.M STAFF	$140,000		
* SUPPORT STAFF	$28,000		
* CONSULTANT	$300,000		
CONTINGENCY	$274,000		
TOTAL	$3,010,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$60,200	$60,200	$60,200	$60,200	$240,800
2028	$150,500	$150,500	$150,500	$150,500	$602,000
2029	$248,325	$248,325	$248,325	$248,325	$993,300
2030	$210,700	$210,700	$210,700	$210,700	$842,800
2031	$82,775	$82,775	$82,775	$82,775	$331,100

Cash Flow is constructed 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# 3178.00

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

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

RISKS CAUSING PROJECT DELAY

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.

RANKING // PROJECT READINESS

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

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

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 125 Year(s) Standard Lifespan: 100 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$800,000		
ENVIRONMENTAL	$325,000		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$20,000		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$7,000		
PROJECT MANAGEMENT			
* P.M STAFF	$140,000		
* SUPPORT STAFF	$35,000		
* CONSULTANT	$150,000		
CONTINGENCY	$148,000		
TOTAL	$1,625,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$40,625	$40,625	$40,625	$40,625	$162,500
2028	$142,188	$142,188	$142,188	$142,186	$568,750
2029	$142,188	$142,188	$142,188	$142,186	$568,750
2030	$81,250	$81,250	$81,250	$81,250	$325,000
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 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

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

RISKS CAUSING PROJECT DELAY

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 SCRRA staff and industry standards.

RANKING // PROJECT READINESS

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$115,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$400,000		
CONSTRUCTION	$1,500,000		
SPECIAL RAIL EQUIP	$0		
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		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$72,325	$72,325	$72,325	$72,325	$289,300
2028	$253,138	$253,138	$253,138	$253,136	$1,012,550
2029	$253,138	$253,138	$253,138	$253,136	$1,012,550
2030	$144,650	$144,650	$144,650	$144,650	$578,600
2031	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY26

ROBLESSAU PROJECT# 3180.00

PROJECT : SOGR_FY26_PERRIS_VALLEY_SIGNAL

SCOPE

TYPE: REHAB | MRP |

Perris Valley (PVL) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog:
*Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems
Upgrade (3) VHLC

Budget reduced by 35%; need to adjust scope.
Mile Posts: 65 - 85

Division: San Jacinto (PVL) County: RV Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

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.

RANKING // PROJECT READINESS

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

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

RISK CREATED BY NON-IMPLEMENTATION

Location may fail which will cause train delays and possible safety issues.
Current Age: 26 Year(s) Standard Lifespan: 30 Year(s)
Current Age: 33 Year(s) Standard Lifespan: 25 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$300,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$500,000		
CONSTRUCTION	$600,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$19,000		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$15,000		
PROJECT MANAGEMENT			
* P.M STAFF	$175,000		
* SUPPORT STAFF	$25,000		
* CONSULTANT	$200,000		
CONTINGENCY	$184,000		
TOTAL	$2,018,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$40,360	$40,360	$40,360	$40,360	$161,440
2028	$100,900	$100,900	$100,900	$100,900	$403,600
2029	$166,485	$166,485	$166,485	$166,485	$665,940
2030	$141,260	$141,260	$141,260	$141,260	$565,040
2031	$55,495	$55,495	$55,495	$55,495	$221,980

Cash Flow is constructed 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

PEREZO PROJECT# 3185.00

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

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Metrolink IDTS has invested in many assets that are and are nearing end of support and will b 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.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$753,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$14,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$0		
CONTINGENCY	$78,000		
TOTAL	$850,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$106,250	$106,250	$106,250	$106,250	$425,000
2028	$106,250	$106,250	$106,250	$106,250	$425,000
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0
2031	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY26

PEREZO PROJECT# 3187.00

PROJECT : UPGRADE OF METROLINK SERVER INFRASTRUCTURE ENVIRONMENT

SCOPE

TYPE: REHAB | MRP |

Metrolink IDTS is planning on upgrading its server environment, moving away from a dependency of VMware and migrating towards Nutanix.

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Our dependency on software such as VMware put us at risk of being entirely dependent on VMware and any changes they wish to do. Recently acquisitions are increasing the cost of ownership to more that triple our current spend. We are looking to upgrade our Server Infrastructure to allow Metrolink to move away from a dependency from VMware. Hardware Infrastructure must be upgrade to allow Metrolink to migrate off VMware for their servers

RANKING // PROJECT READINESS

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

The process to migrate off the use of VMware requires time. IDTS is providing a plan to comfortably migrate off VMware within 3 years

RISK CREATED BY NON-IMPLEMENTATION

The risk of not funding this project is creating a dependence on VMware owners and accepting all price increases they wish to incur.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$420,000		
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	$44,000		
TOTAL	$483,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$90,562	$90,562	$90,562	$90,564	$362,250
2028	$30,188	$30,188	$30,188	$30,186	$120,750
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 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

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

RISKS CAUSING PROJECT DELAY

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 SCRRA staff and industry standards.

RANKING // PROJECT READINESS

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$45,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$900,000		
CONSTRUCTION	$3,000,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$800,000		
BUS BRIDGES	$45,000		
CLOSE OUT	$8,000		
DBE/LABOR	$15,000		
PROJECT MANAGEMENT			
* P.M STAFF	$315,000		
* SUPPORT STAFF	$35,000		
* CONSULTANT	$296,000		
CONTINGENCY	$546,000		
TOTAL	$6,005,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$150,125	$150,125	$150,125	$150,125	$600,500
2028	$525,438	$525,438	$525,438	$525,436	$2,101,750
2029	$525,438	$525,438	$525,438	$525,436	$2,101,750
2030	$300,250	$300,250	$300,250	$300,250	$1,201,000
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 PROPOSAL

FY26

KURIAJ PROJECT# 3206.00

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

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

RISKS CAUSING PROJECT DELAY

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 SCRRA staff and industry standards.

RANKING // PROJECT READINESS

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$75,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$3,000,000		
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

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$182,812	$182,812	$182,812	$182,814	$731,250
2028	$548,438	$548,438	$548,438	$548,436	$2,193,750
2029	$365,625	$365,625	$365,625	$365,625	$1,462,500
2030	$121,875	$121,875	$121,875	$121,875	$487,500
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 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

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

RISKS CAUSING PROJECT DELAY

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.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

Location may fail which will cause train delays and possible safety issues.

Current Age: 35 Year(s) Standard Lifespan: 0 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$575,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,150,000		
CONSTRUCTION	$1,300,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$50,000		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$388,000		
* SUPPORT STAFF	$35,000		
* CONSULTANT	$560,000		
CONTINGENCY	$407,000		
TOTAL	$4,475,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$89,500	$89,500	$89,500	$89,500	$358,000
2028	$223,750	$223,750	$223,750	$223,750	$895,000
2029	$369,188	$369,188	$369,188	$369,186	$1,476,750
2030	$313,250	$313,250	$313,250	$313,250	$1,253,000
2031	$123,062	$123,062	$123,062	$123,064	$492,250

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

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

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

RISKS CAUSING PROJECT DELAY

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.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

Location may fail which will cause train delays and possible safety issues.

Current Age: 31 Year(s) Standard Lifespan: 20 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$735,000		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,750,000		
CONSTRUCTION	$2,600,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$85,000		
BUS BRIDGES	$25,000		
CLOSE OUT	$0		
DBE/LABOR	$16,000		
PROJECT MANAGEMENT			
* P.M STAFF	$685,000		
* SUPPORT STAFF	$50,000		
* CONSULTANT	$735,000		
CONTINGENCY	$669,000		
TOTAL	$7,350,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$147,000	$147,000	$147,000	$147,000	$588,000
2028	$367,500	$367,500	$367,500	$367,500	$1,470,000
2029	$606,375	$606,375	$606,375	$606,375	$2,425,500
2030	$514,500	$514,500	$514,500	$514,500	$2,058,000
2031	$202,125	$202,125	$202,125	$202,125	$808,500

Cash Flow is constructed 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

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

RISKS CAUSING PROJECT DELAY

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.

RANKING // PROJECT READINESS

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$60,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$125,000		
CONSTRUCTION	$2,225,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$200,000		
BUS BRIDGES	$25,000		
CLOSE OUT	$10,000		
DBE/LABOR	$14,000		
PROJECT MANAGEMENT			
* P.M STAFF	$340,000		
* SUPPORT STAFF	$35,000		
* CONSULTANT	$375,000		
CONTINGENCY	$341,000		
TOTAL	$3,750,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$140,625	$140,625	$140,625	$140,625	$562,500
2028	$421,875	$421,875	$421,875	$421,875	$1,687,500
2029	$281,250	$281,250	$281,250	$281,250	$1,125,000
2030	$93,750	$93,750	$93,750	$93,750	$375,000
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 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

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

RISKS CAUSING PROJECT DELAY

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 SCRRA staff and industry standards.

RANKING // PROJECT READINESS

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$150,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$775,000		
CONSTRUCTION	$3,000,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$125,000		
BUS BRIDGES	$25,000		
CLOSE OUT	$10,000		
DBE/LABOR	$15,000		
PROJECT MANAGEMENT			
* P.M STAFF	$245,000		
* SUPPORT STAFF	$75,000		
* CONSULTANT	$455,000		
CONTINGENCY	$488,000		
TOTAL	$5,363,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$134,075	$134,075	$134,075	$134,075	$536,300
2028	$469,262	$469,262	$469,262	$469,264	$1,877,050
2029	$469,262	$469,262	$469,262	$469,264	$1,877,050
2030	$268,150	$268,150	$268,150	$268,150	$1,072,600
2031	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY26

FERNANDEZK PROJECT# 3225.00

PROJECT : FY26 BACK-OFFICE TRAIN CONTROL SYSTEM REHAB

SCOPE

TYPE: REHAB | MRP |

Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life.
Train Control Back Office:
1) DOC/MOC/Vegas Servers
2) CAD Workstations and Monitors

Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and Centralized train control systems and equipment. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards. 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.

RANKING // PROJECT READINESS

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$300,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,700,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$8,000		
PROJECT MANAGEMENT			
* P.M STAFF	$105,000		
* SUPPORT STAFF	$53,000		
* CONSULTANT	$613,000		
CONTINGENCY	$139,000		
TOTAL	$2,918,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$109,425	$109,425	$109,425	$109,425	$437,700
2028	$364,750	$364,750	$364,750	$364,750	$1,459,000
2029	$145,900	$145,900	$145,900	$145,900	$583,600
2030	$109,425	$109,425	$109,425	$109,425	$437,700
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 PROPOSAL

FY26

POGHOSYANE PROJECT# 3226.00

PROJECT : FY26 SYSTEMWIDE MOW AND OPS VEHICLE AND EQUIPMENT REPLACEMENT

SCOPE

TYPE: REHAB | MRP |

Replace MOW and Ops. vehicles that are beyond their useful life and no longer reliable to support rail operations. The amount is based on MRP. The vehicles and equipment replaced will be based on the availability of ZEV (Zero Emission Vehicles) and will replace fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way.

Mile Posts: n/a

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

MOW and Ops vehicle and equipment replacement as identified by the Metrolink Rehabilitation Plan (MRP). The need has been identified because the assets have fallen below a State of Good Repair and require replacement based on limits set by SCRRA staff and industry standards.
Budget includes annual increase in alignment with MRP.

RANKING // PROJECT READINESS

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

This can be started upon funding execution because this work requires mostly procurement and new asset availibility

RISK CREATED BY NON-IMPLEMENTATION

If the project is not approved, the vehicles and equipment will be unreliable, casing long down time, budgetary contains on operations and will be added to the backlog in future years.

Current Age: 27 Year(s) Standard Lifespan: 8 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$2,800,000		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$11,000		
PROJECT MANAGEMENT			
* P.M STAFF	$70,000		
* SUPPORT STAFF	$48,000		
* CONSULTANT	$0		
CONTINGENCY	$206,000		
TOTAL	$3,135,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$156,750	$156,750	$156,750	$156,750	$627,000
2028	$235,125	$235,125	$235,125	$235,125	$940,500
2029	$391,875	$391,875	$391,875	$391,875	$1,567,500
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%

METRO LINK

PROJECT PROPOSAL

FY26

VELEZC PROJECT# 3229.00

PROJECT : ROTEM HVAC OVERHAUL/REBUILD

SCOPE

TYPE: REHAB | NON-MRP |

• Overhaul/rebuild on Hyundai Rotem HVAC units and controller box.
• Out-Of-Scope Repair as needed.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

1. (Goal 4: Retain and Grow Ridership) Improve service reliability
2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

• Remove systemic design issue in OEM HVAC Unit - high maintenance cost and impact to costumer convenience and safety.
• Continue to overhaul/rebuild for the remaining HVAC units as the currently ongoing project.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 15 Year(s) Standard Lifespan: 10 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,840,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$0		
PROJECT MANAGEMENT			
* P.M STAFF	$175,000		
* SUPPORT STAFF	$70,000		
* CONSULTANT	$103,000		
CONTINGENCY	$219,000		
TOTAL	$2,407,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$120,350	$120,350	$120,350	$120,350	$481,400
2028	$180,525	$180,525	$180,525	$180,525	$722,100
2029	$240,700	$240,700	$240,700	$240,700	$962,800
2030	$60,175	$60,175	$60,175	$60,175	$240,700
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 PROPOSAL

FY26

FERNANDEZK PROJECT# 3230.00

PROJECT : FY26 ON-BOARD TRAIN CONTROL SYSTEMS REHAB

SCOPE

TYPE: REHAB | MRP |

Upgrade the remaining PTC equipment and software on locomotives that have not been updated in the past 7–12 years. With evolving standards and the phasing out of certain technologies, more equipment is becoming obsolete and in need of modernization.

Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... 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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,250,000		
CONSTRUCTION	$625,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$175,000		
* SUPPORT STAFF	$49,000		
* CONSULTANT	$249,000		
CONTINGENCY	$142,000		
TOTAL	$2,500,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$62,500	$62,500	$62,500	$62,500	$250,000
2028	$218,750	$218,750	$218,750	$218,750	$875,000
2029	$218,750	$218,750	$218,750	$218,750	$875,000
2030	$125,000	$125,000	$125,000	$125,000	$500,000
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%

METRO LINK

PROJECT PROPOSAL

FY26

BLEICHK PROJECT# 3233.00

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

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 4: Retain and Grow Ridership) Improve service reliability

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

• 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.

RANKING // PROJECT READINESS

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$700,000		
CONSTRUCTION	$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		
TOTAL	$1,100,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$68,750	$68,750	$68,750	$68,750	$275,000
2028	$206,250	$206,250	$206,250	$206,250	$825,000
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0
2031	$0	$0	$0	$0	$0

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

METRO LINK

PROJECT PROPOSAL

FY26

VELEZC PROJECT# 3234.00

PROJECT : F125 INTERMEDIATE ENGINE OVERHAUL

SCOPE

TYPE: REHAB | NON-MRP |

• Engine overhaul - clean, inspect, and replace parts.
• Total 42 engines.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

• Overhaul of engine is required as per the maintenance manual - overhaul would be required every 4 years.
• 14 engines are expected to be delivered within the budget up to FY25.
• 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.

RANKING // PROJECT READINESS

1. Condition of Asset..... Adequate
2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 8 Year(s) Standard Lifespan: 30 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$12,000,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$0		
PROJECT MANAGEMENT			
* P.M STAFF	$657,000		
* SUPPORT STAFF	$263,000		
* CONSULTANT	$186,000		
CONTINGENCY	$1,966,000		
TOTAL	$15,072,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$753,600	$753,600
2027	$753,600	$753,600	$753,600	$753,600	$3,014,400
2028	$1,318,800	$1,318,800	$1,318,800	$1,318,800	$5,275,200
2029	$1,130,400	$1,130,400	$1,130,400	$1,130,400	$4,521,600
2030	$376,800	$376,800	$376,800	$376,800	$1,507,200
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 PROPOSAL

FY26

BLEICHK PROJECT# 3235.00

PROJECT : METROLINK COMMUNICATION SYSTEM OVERHAUL

SCOPE

TYPE: REHAB | NON-MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$650,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
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		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$50,050	$50,050	$50,050	$50,050	$200,200
2028	$75,075	$75,075	$75,075	$75,075	$300,300
2029	$100,100	$100,100	$100,100	$100,100	$400,400
2030	$25,025	$25,025	$25,025	$25,025	$100,100
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 PROPOSAL

FY26

BLEICHK PROJECT# 3237.00

PROJECT : CAR END-DOOR SYSTEM IMPROVEMENT

SCOPE

TYPE: REHAB | NON-MRP |

• Improvement in passengers' comfort in opening end-door of Bombardier & Talgo-SYSTRA cars.
• New design on the end-door mechanism.
• All legacy Bombardier car and Talgo-SYSTRA car.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal
2. System Impact..... Average

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

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$270,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$2,000		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$25,000		
* SUPPORT STAFF	$10,000		
* CONSULTANT	$100,000		
CONTINGENCY	$42,000		
TOTAL	$454,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$56,750	$56,750	$56,750	$56,750	$227,000
2028	$56,750	$56,750	$56,750	$56,750	$227,000
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0
2031	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY26

GORGYOUSA PROJECT# 3239.00

PROJECT : LAUS BACKUP GENERATOR REPLACEMENT

SCOPE

TYPE: REHAB | NON-MRP |

Replace 2 1995 and 1996 back-up generators providing backup power to LAUS switches, signaling and comm shelter.

Olympian 95A01920-S 1995

Olympian 96A04252-S 1996

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

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.

RANKING // PROJECT READINESS

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

It is very concerning that the impact to the operation of any revenue trains in LA Union Station will be significant if the back-up generators do not function when it is needed. The generators were delivered almost 30 years ago. It is highly recommended to 100% replace the generators even if they are back-up.

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%

METRO LINK

PROJECT PROPOSAL

FY26

ZAVAREIS PROJECT# 3242.00

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

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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.
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.
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.

RANKING // PROJECT READINESS

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

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$350,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$14,000		
* SUPPORT STAFF	$21,000		
* CONSULTANT	$0		
CONTINGENCY	$24,000		
TOTAL	$414,000		

CASH FLOW

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

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

PROJECT 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

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

RISKS CAUSING PROJECT DELAY

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 SCRRA staff and industry standards.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 125 Year(s) Standard Lifespan: 100 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$4,000,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$0		
PROJECT MANAGEMENT			
* P.M STAFF	$140,000		
* SUPPORT STAFF	$44,000		
* CONSULTANT	$75,000		
CONTINGENCY	$341,000		
TOTAL	$4,600,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$287,500	$287,500	$287,500	$287,500	$1,150,000
2028	$575,000	$575,000	$575,000	$575,000	$2,300,000
2029	$287,500	$287,500	$287,500	$287,500	$1,150,000
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%

METRO LINK

PROJECT PROPOSAL

FY26

HAD PROJECT# 3266.00

PROJECT : HYUNDAI-ROTEM RAILCAR OVERHAUL

SCOPE

TYPE: REHAB | MRP |

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.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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.

RANKING // PROJECT READINESS

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$7,670,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$33,000		
DBE/LABOR	$25,000		
PROJECT MANAGEMENT			
* P.M STAFF	$420,000		
* SUPPORT STAFF	$175,000		
* CONSULTANT	$775,000		
CONTINGENCY	$910,000		
TOTAL	$10,008,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$500,400	$500,400
2027	$500,400	$500,400	$500,400	$500,400	$2,001,600
2028	$875,700	$875,700	$875,700	$875,700	$3,502,800
2029	$750,600	$750,600	$750,600	$750,600	$3,002,400
2030	$250,200	$250,200	$250,200	$250,200	$1,000,800
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%

PROJECT PROPOSAL

FY26

FERNANDEZK PROJECT# 3268.00

PROJECT : SOGR_FY26_SYSTEMWIDE TRACK REHABILITATION_RAIL GRINDING/SURFACING

SCOPE

TYPE: REHAB | MRP |

Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog:
- Rail Grinding: ongoing systemwide program (~$1.5M)
- Surfacing Program to restore track profiles and cross sections (~$2M)
- Vac Truck: Cleaning fouled ballast at select systemwide (~$1.5M)

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Track rehabilitation is identified by the Metrolink Rehabilitation Plan (MRP) and aligns with the combined track & signals maintenance RFP scope and implementation. Rail Grinding and surfacing addresses "rolling contact fatigue" (RCF) resulting in rail life savings. This work also addresses noise concerns and positively impacts ride quality. ADDRESSES BACKLOG

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$75,000		
CONSTRUCTION	$4,550,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$13,000		
PROJECT MANAGEMENT			
* P.M STAFF	$70,000		
* SUPPORT STAFF	$53,000		
* CONSULTANT	$0		
CONTINGENCY	$239,000		
TOTAL	$5,000,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$187,500	$187,500	$187,500	$187,500	$750,000
2028	$875,000	$875,000	$875,000	$875,000	$3,500,000
2029	$187,500	$187,500	$187,500	$187,500	$750,000
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%

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

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

RISKS CAUSING PROJECT DELAY

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 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.

RANKING // PROJECT READINESS

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

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$40,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$120,000		
CONSTRUCTION	$227,000		
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	$28,000		
TOTAL	$480,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$36,000	$36,000	$36,000	$36,000	$144,000
2028	$48,000	$48,000	$48,000	$48,000	$192,000
2029	$36,000	$36,000	$36,000	$36,000	$144,000
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%

METRO LINK

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

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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.

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal
2. System Impact..... Average

The facilities project manager lacks sufficient information about the project. The proposal was submitted by the maintenance team at the last minute within the project proposal timeframe, which did not allow adequate time to evaluate the project's necessity and level of criticality. During the asset assessment conducted in July/August, the roof condition appeared to be satisfactory, with some patchwork completed by the maintenance team. However, the maintenance team later emphasized the issue as a significant problem at the last moment, requiring more time for a thorough assessment and proper determination of the requested funding amount. The project manager believes

RISK CREATED BY NON-IMPLEMENTATION

Major interior damage causing office space deemed unusable for extended amount time or damage to material control inventory sensitive to moisture. Ongoing, unnecessary operational cost.

Current Age: 33 Year(s) Standard Lifespan: 30 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$65,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$1,200,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$15,000		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$18,000		
* SUPPORT STAFF	$22,000		
* CONSULTANT	$0		
CONTINGENCY	$133,000		
TOTAL	$1,463,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$73,150	$73,150
2027	$73,150	$73,150	$73,150	$73,150	$292,600
2028	$128,012	$128,012	$128,012	$128,014	$512,050
2029	$109,725	$109,725	$109,725	$109,725	$438,900
2030	$36,575	$36,575	$36,575	$36,575	$146,300
2031	$0	$0	$0	$0	$0

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

PROJECT 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

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

RISKS CAUSING PROJECT DELAY

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.

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal
2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

Communication System failures and resulting impacts to train operation could be the result of not implementing the maintenance and upgrades that are needed.

Current Age: 24 Year(s) Standard Lifespan: 15 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$60,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$150,000		
CONSTRUCTION	$325,000		
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	$18,000		
* CONSULTANT	$0		
CONTINGENCY	$37,000		
TOTAL	$639,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$47,925	$47,925	$47,925	$47,925	$191,700
2028	$63,900	$63,900	$63,900	$63,900	$255,600
2029	$47,925	$47,925	$47,925	$47,925	$191,700
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 PROPOSAL

FY26

CONLEYD PROJECT# 3274.00

PROJECT : RIVER SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION

SCOPE

TYPE: REHAB | MRP |

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

Mile Posts: 0.0 - 3.5

Division: River County: LA Asset Type: Communications

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

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.

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal
2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

Communication System failures and resulting impacts to train operation could be the result of not implementing the maintenance and upgrades that are needed.

Current Age: 24 Year(s) Standard Lifespan: 15 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$10,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$66,000		
CONSTRUCTION	$105,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$23,000		
* SUPPORT STAFF	$14,000		
* CONSULTANT	$5,000		
CONTINGENCY	$14,000		
TOTAL	$242,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$18,150	$18,150	$18,150	$18,150	$72,600
2028	$24,200	$24,200	$24,200	$24,200	$96,800
2029	$18,150	$18,150	$18,150	$18,150	$72,600
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 PROPOSAL

FY26

CONLEYD PROJECT# 3275.00

PROJECT : VENTURA SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION

SCOPE

TYPE: REHAB | MRP |

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

Mile Posts: 426.4 - 441.24

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

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.

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal
2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

Communication System failures and resulting impacts to train operation could be the result of not implementing the maintenance and upgrades that are needed.

Current Age: 24 Year(s) Standard Lifespan: 15 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$30,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$115,000		
CONSTRUCTION	$136,000		
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

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$24,900	$24,900	$24,900	$24,900	$99,600
2028	$33,200	$33,200	$33,200	$33,200	$132,800
2029	$24,900	$24,900	$24,900	$24,900	$99,600
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 PROPOSAL

FY26

CONLEYD PROJECT# 3276.00

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

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

RISKS CAUSING PROJECT DELAY

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.

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal
2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

Communication System failures and resulting impacts to train operation could be the result of not implementing the maintenance and upgrades that are needed.

Current Age: 24 Year(s) Standard Lifespan: 15 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$50,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$130,000		
CONSTRUCTION	$179,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$44,000		
* SUPPORT STAFF	$16,000		
* CONSULTANT	$0		
CONTINGENCY	$26,000		
TOTAL	$450,000		

CASH FLOW

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%

METRO LINK

PROJECT PROPOSAL

FY26

CONLEYD PROJECT# 3277.00

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

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

RISKS CAUSING PROJECT DELAY

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.

RANKING // PROJECT READINESS

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$40,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$90,000		
CONSTRUCTION	$160,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$28,000		
* SUPPORT STAFF	$14,000		
* CONSULTANT	$10,000		
CONTINGENCY	$21,000		
TOTAL	$368,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$27,600	$27,600	$27,600	$27,600	$110,400
2028	$36,800	$36,800	$36,800	$36,800	$147,200
2029	$27,600	$27,600	$27,600	$27,600	$110,400
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 PROPOSAL

FY26

CONLEYD PROJECT# 3285.00

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

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

RISKS CAUSING PROJECT DELAY

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.

RANKING // PROJECT READINESS

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$40,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$120,000		
CONSTRUCTION	$200,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$0		
PROJECT MANAGEMENT			
* P.M STAFF	$14,000		
* SUPPORT STAFF	$35,000		
* CONSULTANT	$15,000		
CONTINGENCY	$26,000		
TOTAL	$450,000		

CASH FLOW

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%

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.

The MP36 OOS & 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.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

• This overhaul is intended for life extension and repair of out-of-service locomotive to support 2028 Olympic program with sufficient locomotive availability.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 17 Year(s) Standard Lifespan: 30 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$4,775,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$20,000		
DBE/LABOR	$20,000		
PROJECT MANAGEMENT			
* P.M STAFF	$300,000		
* SUPPORT STAFF	$88,000		
* CONSULTANT	$475,000		
CONTINGENCY	$568,000		
TOTAL	$6,246,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$124,920	$124,920	$124,920	$124,920	$499,680
2028	$312,300	$312,300	$312,300	$312,300	$1,249,200
2029	$515,295	$515,295	$515,295	$515,295	$2,061,180
2030	$437,220	$437,220	$437,220	$437,220	$1,748,880
2031	$171,765	$171,765	$171,765	$171,765	$687,060

Cash Flow is constructed 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 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	• Rebuild the onboard maintenance system with sensor technology. • Build wireless network infrastructure in Metrolink rolling stock . • Connection capacity to onboard system that could be delivered by other projects such as CCTV, DVR and so on. • Develop software for wireless maintenance and connection to the onboard systems.	$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	• Expand the West Portal ticketing and lost and found offices, provide necessary office space • Increase the number of windows and the frontage of the ticketing office at Los Angeles Union Station • 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. • There has been a similar request in FY-25 (Proposal 2883) for $786,000. • The budget requested for FY-26 is for additional funds to complete the project	$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	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. 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. 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 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.	$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	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) BUDGET DECREASED from $4.3M to $2.1M; SCOPE NEEDS TO BE ADJUSTED.	$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	Procure and commission 1 Portable Wheel True lathe and 1 Rotor Change machine. Includes equipment and maintenance training for mechanical crew. 1. Portable Wheel True will allow mechanical to fix (true) defect wheels at any location in the system, providing seamless repair to a failure that currently require hospital move to CMF and separation of cart or locomotive from the consist, cutting impact to operations form days to hours. This wheel true machine will also able to cut wheels for Arrow fleet, removing the need to remove and reinstall buggies, transport to them to CMF to wheel true and bring back to San Bernardino. Currently we only have one, 32 year old, stationary wheel true machine for the entire system at CMF, with single point of failure. 2. Rotor change our machine will allow mechanical team to replace defect rotors from cars on the PM track without having to cut the defective car from the consist, shopping equipment for days. The equipment can be repaired during the service window at CMF. $640K Project Total: To split 90% Agency (#3265) and 10% Arrow (#3405).	$576,000	$273,600	$114,048	$63,936	$82,944	$41,472	$0
3270	Capital	ALL	All	Facilities	EV Infrastructure	•Feasiblility & Design Phase : Develop comprehensive drawings and plans for the EV charging infrastructure, including site layout, electrical specifications, and integration with existing facilities. This will involve coordination with utility providers and relevant stakeholders to ensure the infrastructure meets all operational and safety requirements. The project will also include preparation and submission of the necessary permit applications to local authorities and applications for applicable utility rebates and incentives. • Construction Phase: Build and install electric vehicle (EV) charging stations at designated Metrolink yards. This will include site preparation, installation of charging units, electrical connections, and integration with the existing power supply. The project aims to provide reliable and efficient charging facilities for the future electric Non-revenue fleet, supporting sustainability goals and enhancing operational efficiency across the Metrolink network.	$2,151,000	$1,021,725	$425,898	$238,761	$309,744	$154,872	$0
3305	Capital	ALL	All	Business Systems	New Budget System	Modernized the SCRRA annual budget application (BRAIN)..	$872,000	$414,200	$172,656	$96,792	$125,568	$62,784	$0
						NEW CAPITAL TOTAL	**$15,578,000**	**$7,399,550**	**$3,084,444**	**$1,729,158**	**$2,243,232**	**$1,121,616**	**$0**
						PROJECT COUNT	**9**						

PROJECT PROPOSAL

FY26

GROSMANV PROJECT# 3125.00

PROJECT : TIL COMPLIANT IT SERVICE MANAGEMENT SOLUTION

SCOPE

TYPE: CAPITAL | NON-MRP |

Implement an ITIL-compliant IT Service Management solution to support the IDENTIFY critical cyber security domain of the National Institute of Standards and Technology Cyber Security Framework. Currently, IDTS is unable to maintain a comprehensive inventory of technology assets, critical functions, and cyber security risks to ensure their protection, and properly manage the services they provide.

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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.

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.

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.

RANKING // PROJECT READINESS

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

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.

Current Age: New Standard Lifespan: 10 Year(s

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$180,000		
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	$11,000		
* CONSULTANT	$0		
CONTINGENCY	$21,000		
TOTAL	$231,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$28,875	$28,875	$28,875	$28,875	$115,500
2028	$28,875	$28,875	$28,875	$28,875	$115,500
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 PROPOSAL

FY26

PEREZO PROJECT# 3186.00

PROJECT : ENHANCE NETWORK INFRASTRUCTURE SECURITY

SCOPE

TYPE: CAPITAL | MRP |

Enhance the Network Infrastructure Security by implementing Software Firewalls in our Cloud Environments (Azure, AWS, etc) and introduce AI security products

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

Improving the cybersecurity posture of Metrolink increases the uptime of our webservices and minimizes the risks due to potential cybersecurity attacks

RISK CREATED BY NON-IMPLEMENTATION

The risk of not funding this project is that it increase the chances of cybersecurity attacks on our cloud services, mainly Metrolink's webservers

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$195,000		
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	$22,000		
TOTAL	$236,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$17,700	$17,700	$17,700	$17,700	$70,800
2028	$23,600	$23,600	$23,600	$23,600	$94,400
2029	$17,700	$17,700	$17,700	$17,700	$70,800
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 PROPOSAL

FY26

BLEICHK PROJECT# 3227.00

PROJECT : SMART MAINTENANCE

SCOPE

TYPE: CAPITAL | NON-MRP |

- Rebuild the onboard maintenance system with sensor technology.
- Build wireless network infrastructure in Metrolink rolling stock .
- Connection capacity to onboard system that could be delivered by other projects such as CCTV, DVR and so on.
- Develop software for wireless maintenance and connection to the onboard systems.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
2. (Goal 4: Retain and Grow Ridership) Increase system utilization
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

- Wireless network infrastructure in passenger cars for remote maintenance and connection to onboard system such as HVAC, door, event recorder, CCTV, DVR, communication, side destination, brake and so on.
- Estimated cost is 500K per 5 car trainset. It would be expected to have 1 trainset delivered every 2 month from early 2026 as per the latest schedule. Considering the budget would be available by 2027 Jan and the timeline required to execute the option order.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

- Maintenance performance for the onboard system would stay in relative low efficiency with local capability, compared to the remote/wireless capability that is available everywhere.

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$4,000,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$10,000		
DBE/LABOR	$20,000		
PROJECT MANAGEMENT			
* P.M STAFF	$175,000		
* SUPPORT STAFF	$25,000		
* CONSULTANT	$320,000		
CONTINGENCY	$455,000		
TOTAL	$5,005,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$250,250	$250,250	$250,250	$250,250	$1,001,000
2028	$375,375	$375,375	$375,375	$375,375	$1,501,500
2029	$500,500	$500,500	$500,500	$500,500	$2,002,000
2030	$125,125	$125,125	$125,125	$125,125	$500,500
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 PROPOSAL

FY26

GORGYOUSA PROJECT# 3228.00

PROJECT : LAUS WEST PORTAL CUSTOMER SERVICE OFFICE REFURBISHMENT

SCOPE

TYPE: CAPITAL | NON-MRP |

- Expand the West Portal ticketing and lost and found offices, provide necessary office space
- Increase the number of windows and the frontage of the ticketing office at Los Angeles Union Station
- 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.
- There has been a similar request in FY-25 (Proposal 2883) for $786,000.
- The budget requested for FY-26 is for additional funds to complete the project

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

- The project is essential to improve the current deteriorated office conditions.
- The project is crucial to enhance Metrolink's image and presence at Union Station.

RANKING // PROJECT READINESS

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

- Longer queues during the Olympics period.
- Negatively affects Metrolink's image and damages its reputation.
- Impacts employee satisfaction.

Current Age: New Standard Lifespan: 50 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$50,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$230,000		
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

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$98,800	$98,800	$98,800	$98,800	$395,200
2028	$5,200	$5,200	$5,200	$5,200	$20,800
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 PROPOSAL

FY26

FERNANDEZK PROJECT# 3232.00

PROJECT : MOBILE TRAIN DISPATCH OPERATIONS CENTER

SCOPE

TYPE: CAPITAL | NON-MRP |

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.

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.

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

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.

Mile Posts: n/a

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The existing SCRRA infrastructure encompasses two critical facilities, which are the exclusive means of dispatching trains across the system, located within a half-mile radius of each other and on the same electrical utility feed. In the event of a natural disaster, terrorist attack, or a cyber-attack that compromises this specific area or assets, it poses a significant risk of halting all SCRRA rail operations across Southern California.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

Due to proximity of existing primary and back up dispatch centers, during natural disaster, terrorist attack, or a cyber-attack, dispatching capacity of SCRRA maybe significantly impacted, delaying or suspending service during the most needed times.

Current Age: 124 Year(s) Standard Lifespan: 20 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$96,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$250,000		
CONSTRUCTION	$1,254,000		
SPECIAL RAIL EQUIP	$1,048,000		
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		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$147,375	$147,375	$147,375	$147,375	$589,500
2028	$687,750	$687,750	$687,750	$687,750	$2,751,000
2029	$147,375	$147,375	$147,375	$147,375	$589,500
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 PROPOSAL

FY26

GORGYOUSA PROJECT# 3240.00

PROJECT : CONSTRUCTION OF PTC TRAINING CENTER

SCOPE

TYPE: CAPITAL | NON-MRP

BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.
The construction of the PTC Training Center at the Melbourne facility will include the following features:

A. Two PTC simulator rooms, with an instructor's room positioned between them, equipped with glass windows for direct observation of trainee activities. (one for F125, one for DMU/ZEMU)

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

COSTS TO BE SPLIT 90% Systemwide / 10% ARROW funding (#3406)

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

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

RANKING // PROJECT READINESS

1. System Reliability..... 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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$250,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$1,540,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$15,000		
DBE/LABOR	$12,000		
PROJECT MANAGEMENT			
* P.M STAFF	$63,000		
* SUPPORT STAFF	$60,000		
* CONSULTANT	$24,000		
CONTINGENCY	$197,000		
TOTAL	$2,161,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$108,050	$108,050
2027	$108,050	$108,050	$108,050	$108,050	$432,200
2028	$189,088	$189,088	$189,088	$189,086	$756,350
2029	$162,075	$162,075	$162,075	$162,075	$648,300
2030	$54,025	$54,025	$54,025	$54,025	$216,100
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 PROPOSAL

FY26

POGHOSYANE PROJECT# 3265.00

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

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$505,000		
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		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$21,600	$21,600	$21,600	$21,600	$86,400
2028	$100,800	$100,800	$100,800	$100,800	$403,200
2029	$21,600	$21,600	$21,600	$21,600	$86,400
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 PROPOSAL

FY26

GORGYOUSA PROJECT# 3270.00

PROJECT : EV INFRASTRUCTURE

SCOPE

TYPE: CAPITAL | NON-MRP |

•Feasiblility & 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

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

•Supporting Metrolink's Sustainability Goals:

RANKING // PROJECT READINESS

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$140,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$1,600,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$15,000		
DBE/LABOR	$20,000		
PROJECT MANAGEMENT			
* P.M STAFF	$35,000		
* SUPPORT STAFF	$65,000		
* CONSULTANT	$80,000		
CONTINGENCY	$196,000		
TOTAL	$2,151,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$268,875	$268,875	$268,875	$268,875	$1,075,500
2028	$268,875	$268,875	$268,875	$268,875	$1,075,500
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 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

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$500,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$252,000		
* SUPPORT STAFF	$35,000		
* CONSULTANT	$0		
CONTINGENCY	$80,000		
TOTAL	$872,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2026	$0	$0	$0	$0	$0
2027	$32,700	$32,700	$32,700	$32,700	$130,800
2028	$76,300	$76,300	$76,300	$76,300	$305,200
2029	$76,300	$76,300	$76,300	$76,300	$305,200
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%

Attachment H

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

Attachment H

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	-	-	-	-	-	-	-

Attachment H

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	572303	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	-	-	-	-	-	-	-
Grand Total			**162,248**	**78,417**	**35,335**	**41,835**	**34,739**	**12,694**	**365,268**

Attachment I

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	-	-	-	-	-	-	-
Grand Total			**15,360**	**41,432**	**25,259**	**3,538**	**4,589**	**2,148**	**92,326**

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	**80,371,933**	**89,514,043**	**51,023,843**	**32,191,206**

	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	**56,138,282**	**57,100,227**	**25,375,946**	**16,134,777**

	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	**14,905,711**	**20,611,375**	**9,824,647**	**5,983,676**

	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	**17,802,204**	**24,160,702**	**14,031,887**	**8,827,416**

	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	**17,538,681**	**16,292,663**	**8,771,557**	**2,231,999**

Cash Flow Grand Total	**186,756,811**	**207,679,010**	**109,027,880**	**65,369,076**

FY27 Forecast - Operating Budget by Member Agency

	FY27 Budget Forecast by Member Agency					
($000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
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
Subtotal-Pro Forma FareBox	**34,139**	**13,621**	**4,947**	**7,285**	**1,885**	**61,876**
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
Total Operating Revenue	**44,422**	**18,119**	**6,224**	**9,493**	**2,828**	**81,085**
Operating Expenses						
Operations & Services						
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
Subtotal Operations & Services	**108,307**	**43,582**	**23,758**	**25,979**	**10,381**	**212,006**
Maintenance-of-Way						
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
Subtotal Maintenance-of-Way	**37,457**	**12,528**	**4,346**	**8,200**	**3,554**	**66,085**
Administration & Services						
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
Subtotal Admin & Services	**30,470**	**11,331**	**9,030**	**6,613**	**5,748**	**63,191**
Contingency	**25**	**9**	**8**	**6**	**5**	**53**
Total Operating Expenses	**176,258**	**67,450**	**37,141**	**40,797**	**19,689**	**341,335**
Insurance and Legal						
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
Total Net Insurance and Legal	**12,871**	**4,865**	**2,410**	**2,820**	**1,027**	**23,993**
Total Expense	**189,130**	**72,315**	**39,551**	**43,617**	**20,716**	**365,328**
Loss	**(144,707)**	**(54,196)**	**(33,327)**	**(34,124)**	**(17,888)**	**(284,243)**
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
Total Expense	**192,977**	**72,608**	**39,787**	**43,797**	**20,876**	**370,044**
Loss/Member Support Required	**(148,555)**	**(54,489)**	**(33,564)**	**(34,304)**	**(18,048)**	**(288,959)**

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**
Operating Revenue						
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
Subtotal-Pro Forma FareBox	**36,064**	**15,230**	**5,512**	**7,631**	**2,163**	**66,600**
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
Total Operating Revenue	**46,656**	**19,864**	**6,827**	**9,905**	**3,134**	**86,386**
Operating Expenses						
Operations & Services						
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
Subtotal Operations & Services	**113,722**	**45,761**	**24,946**	**27,278**	**10,900**	**222,606**
Maintenance-of-Way						
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
Subtotal Maintenance-of-Way	**39,330**	**13,155**	**4,563**	**8,610**	**3,732**	**69,390**
Administration & Services						
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
Subtotal Admin & Services	**31,993**	**11,898**	**9,481**	**6,944**	**6,035**	**66,351**
Contingency	**26**	**9**	**8**	**6**	**5**	**55**
Total Operating Expenses	**185,071**	**70,822**	**38,998**	**42,837**	**20,673**	**358,402**
Insurance and Legal						
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
Total Net Insurance and Legal	**13,515**	**5,109**	**2,530**	**2,961**	**1,079**	**25,193**
Total Expense	**198,586**	**75,931**	**41,528**	**45,798**	**21,752**	**383,595**
Loss	**(151,931)**	**(56,067)**	**(34,701)**	**(35,892)**	**(18,617)**	**(297,209)**
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
Total Expense	**202,626**	**76,238**	**41,776**	**45,986**	**21,919**	**388,547**
Loss/Member Support Required	**(155,971)**	**(56,375)**	**(34,949)**	**(36,081)**	**(18,785)**	**(302,161)**

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**
Operating Revenue						
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
Subtotal-Pro Forma FareBox	**37,648**	**16,844**	**6,079**	**7,771**	**2,441**	**70,784**
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
Total Operating Revenue	**48,558**	**21,616**	**7,434**	**10,113**	**3,442**	**91,163**
Operating Expenses						
Operations & Services						
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
Subtotal Operations & Services	**119,408**	**48,049**	**26,193**	**28,642**	**11,445**	**233,737**
Maintenance-of-Way						
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
Subtotal Maintenance-of-Way	**41,296**	**13,812**	**4,792**	**9,040**	**3,919**	**72,859**
Administration & Services						
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
Subtotal Admin & Services	**33,593**	**12,492**	**9,955**	**7,291**	**6,337**	**69,668**
Contingency	**27**	**10**	**9**	**6**	**6**	**58**
Total Operating Expenses	**194,325**	**74,363**	**40,948**	**44,979**	**21,707**	**376,322**
Insurance and Legal						
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
Total Net Insurance and Legal	**14,191**	**5,364**	**2,656**	**3,109**	**1,133**	**26,453**
Total Expense	**208,515**	**79,727**	**43,605**	**48,088**	**22,839**	**402,774**
Loss	**(159,958)**	**(58,111)**	**(36,171)**	**(37,974)**	**(19,397)**	**(311,611)**
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
Total Expense	**212,758**	**80,050**	**43,865**	**48,286**	**23,015**	**407,974**
Loss/Member Support Required	**(164,200)**	**(58,434)**	**(36,432)**	**(38,172)**	**(19,573)**	**(316,811)**

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**
Operating Revenue						
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
Subtotal-Pro Forma FareBox	**39,303**	**18,629**	**6,704**	**7,914**	**2,756**	**75,306**
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
Total Operating Revenue	**50,540**	**23,544**	**8,099**	**10,326**	**3,787**	**96,296**
Operating Expenses						
Operations & Services						
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
Subtotal Operations & Services	**125,379**	**50,451**	**27,503**	**30,074**	**12,017**	**245,423**
Maintenance-of-Way						
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
Subtotal Maintenance-of-Way	**43,361**	**14,503**	**5,031**	**9,492**	**4,115**	**76,502**
Administration & Services						
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
Subtotal Admin & Services	**35,272**	**13,117**	**10,453**	**7,655**	**6,654**	**73,151**
Contingency	**29**	**10**	**9**	**6**	**6**	**61**
Total Operating Expenses	**204,041**	**78,082**	**42,996**	**47,227**	**22,792**	**395,138**
Insurance and Legal						
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
Total Net Insurance and Legal	**14,900**	**5,632**	**2,789**	**3,264**	**1,189**	**27,775**
Total Expense	**218,941**	**83,714**	**45,785**	**50,492**	**23,981**	**422,913**
Loss	**(168,401)**	**(60,170)**	**(37,686)**	**(40,165)**	**(20,194)**	**(326,617)**
2028 Olympics Readiness	-	-	-	-	-	-
CFR 245-246	305	108	75	68	52	608
Outside 20'	3,515	-	-	-	-	3,515
Total Expense	**222,761**	**83,822**	**45,860**	**50,560**	**24,033**	**427,036**
Loss/Member Support Required	**(172,221)**	**(60,278)**	**(37,760)**	**(40,233)**	**(20,246)**	**(330,739)**

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 – SCRRA 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

Attachment L

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
FY26 Annual Authorization Total				**$26,318,664**

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:

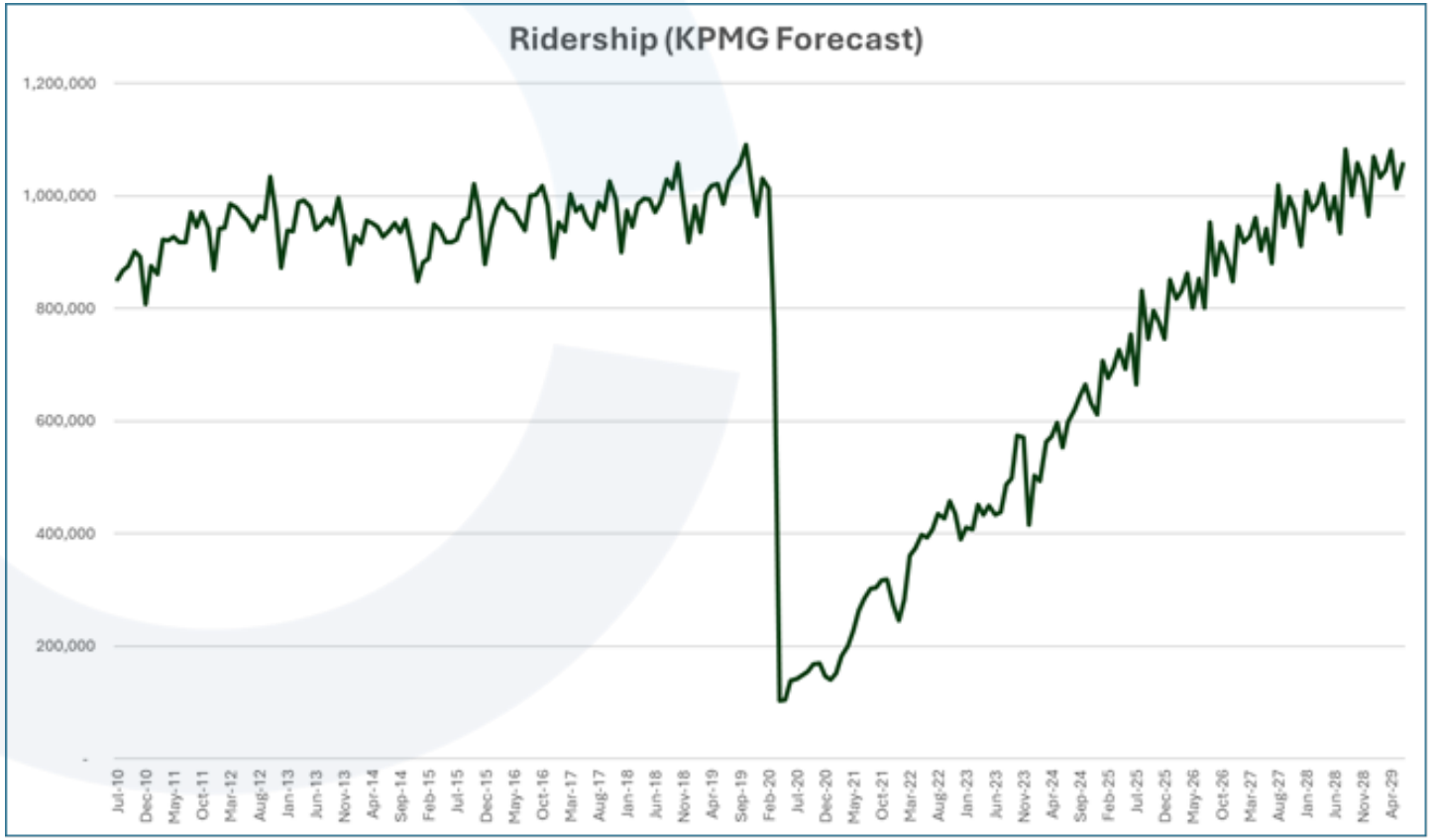
- Revenue / Ridership based on Updated Sperry Capital / KPMG Forecast
- No Fare Increases
- New Fare Promotions
- Student/Youth Discount 50% (No Student Ride Free Program)
- Fare Restructure Impacts

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

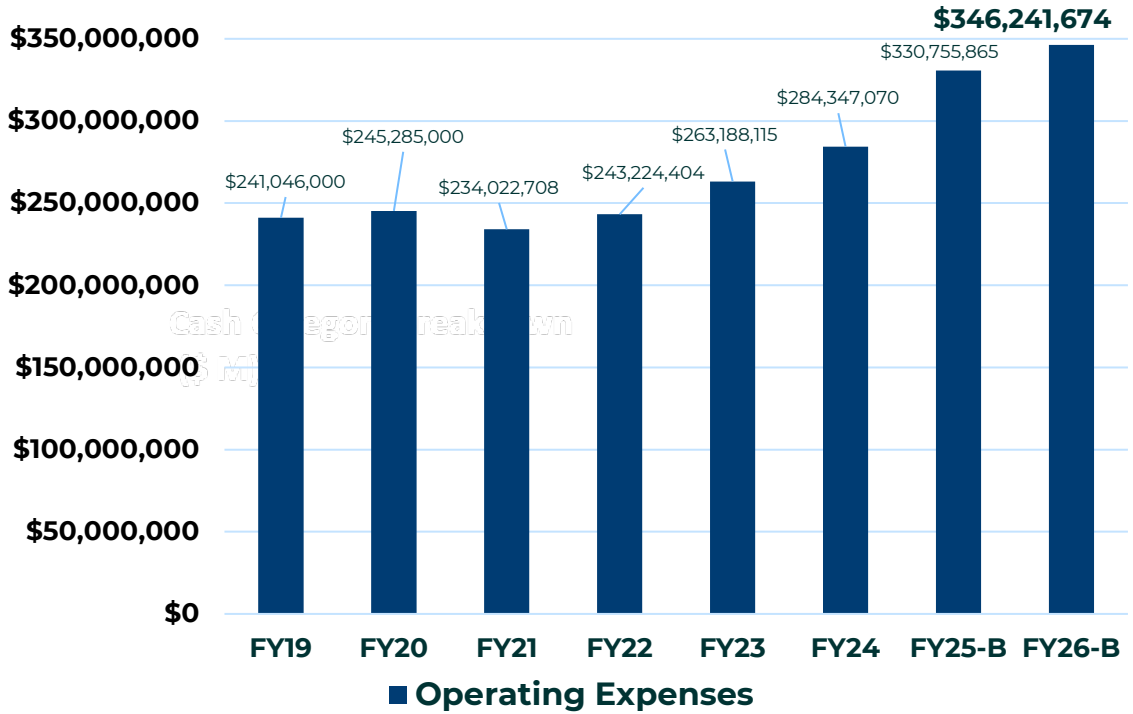
- Operating Revenue - **$76.9M**
  - Increase from FY25 of **$8.9M** or **13.1%**

- 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

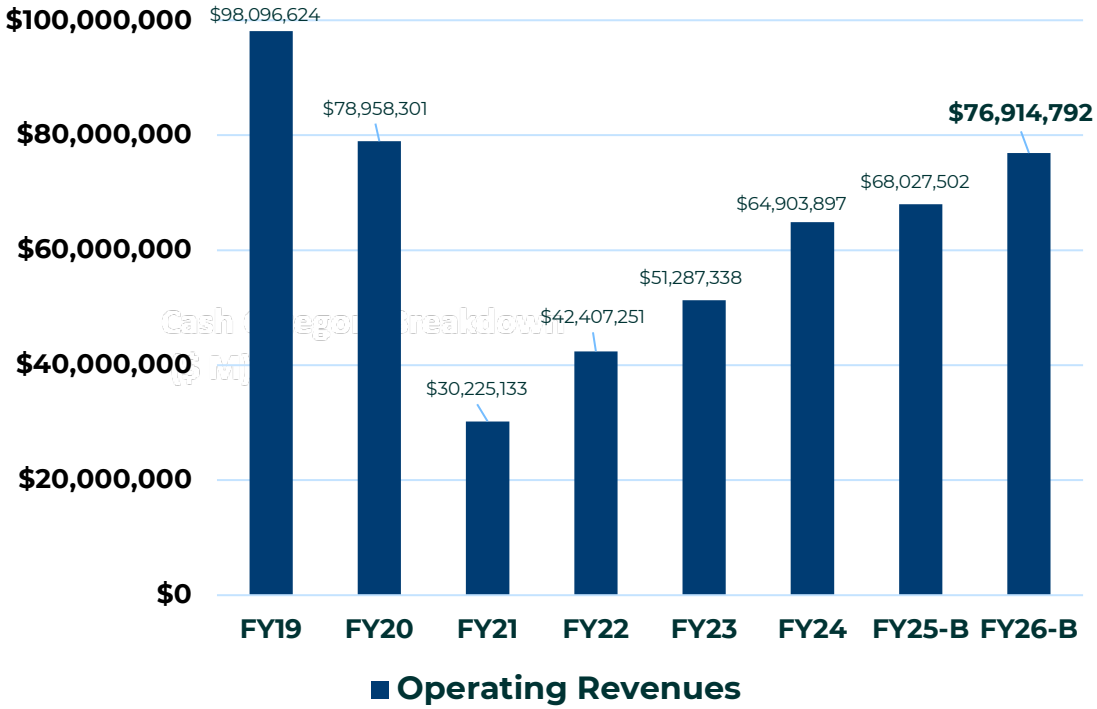


Notes:
- FY19, FY20, FY21, FY22, FY23, & FY24 Actuals
- FY25 & FY26 Budgets not Actuals
  - FY25 include Mini-Bundle Mobilization
  - FY26 includes New FRA Regulations (CFR 245 & 246) & 2028 Olympics Readiness
  - Does not include LA Metro Outside 20' & SBCTA SB Sheriffs

METROLINK

Operating Revenues FY19 – FY26

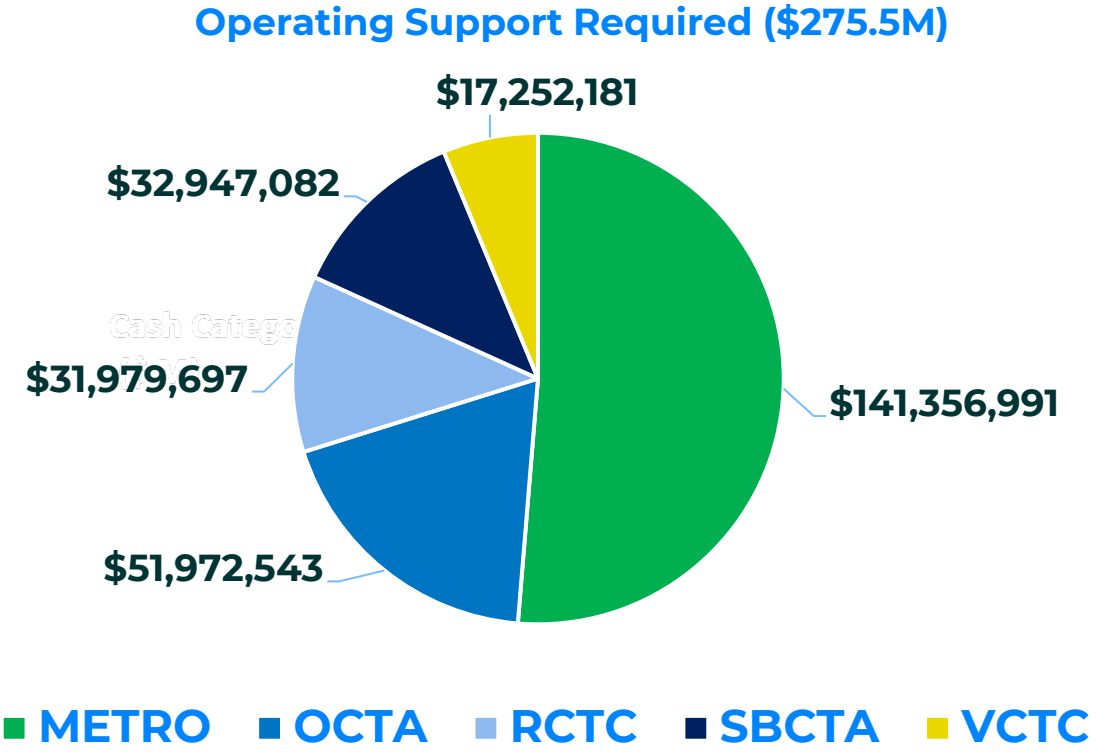
Operating Revenues
FY19 – FY26



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

Proposed FY26 Operating Support Required by Member Agency

Operating Support Required from Member Agencies



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

METROLINK

Proposed FY26 Operating Budget Summary of Support by Member Agency

FY26 Operating Budget Summary of Support by Member Agencies

FY26 Proposed Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Revenue	42,431,038	17,177,656	5,912,791	8,763,959	2,629,349	**76,914,793**
Total Expense	183,788,029	69,150,199	37,892,488	41,711,041	19,881,530	**352,423,287**
FY26 Member Agency Support (Loss)	**(141,356,991)**	**(51,972,543)**	**(31,979,697)**	**(32,947,082)**	**(17,252,181)**	**(275,508,494)**

FY25 Adopted Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Revenue	37,152,823	15,178,020	5,506,389	7,743,559	2,446,712	**68,027,503**
Total Expense	167,657,251	62,521,623	34,420,603	35,884,822	18,021,833	**318,506,132**
FY25 Member Agency Support (Loss)	**(130,504,428)**	**(47,343,603)**	**(28,914,214)**	**(28,141,263)**	**(15,575,121)**	**(250,478,629)**

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	**8,887,290**
% variance	14.2%	13.2%	7.4%	13.2%	7.5%	**13.1%**
Expenses	16,130,778	6,628,576	3,471,885	5,826,219	1,859,697	**33,917,155**
% variance	9.6%	10.6%	10.1%	16.2%	10.3%	**10.6%**
Member Agency Support (increase) / decrease	**(10,852,563)**	**(4,628,940)**	**(3,065,483)**	**(4,805,819)**	**(1,677,060)**	**(25,029,865)**
% variance	8.3%	9.8%	10.6%	17.1%	10.8%	**10.0%**

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

METROLINK

FY26 Operating Budget Summary – Major Expense Drivers

($000s)	FY25 Adopted Budget	FY26 Proposed Budget	Variance FY26 Proposed vs FY25 Adopted	
			$ Variance	% Variance
Operations & Services				
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%
Maintenance-of-Way				
MoW - Line Segments	44,890	52,672	7,782	17.34%
Administration & Services				
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%

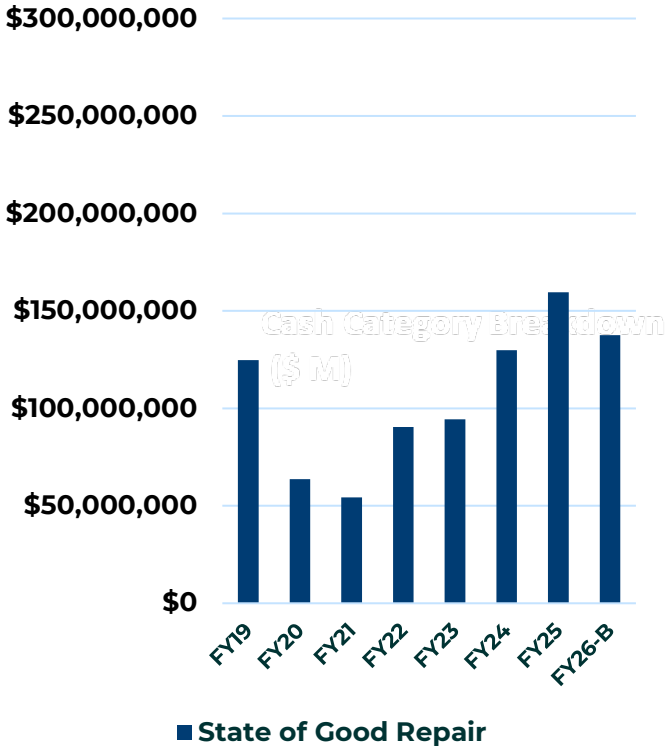
FY26 Capital Program Budget

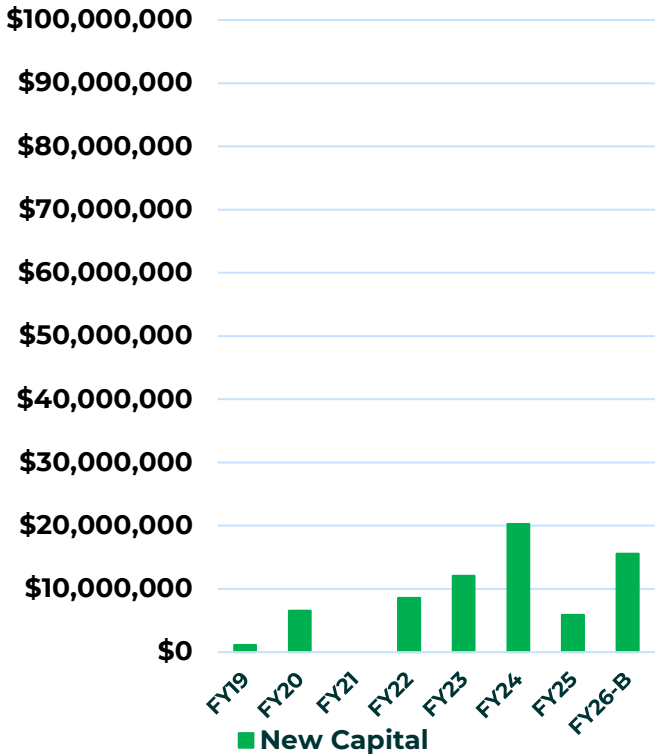
Proposed FY26 Capital Program Overview

- 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

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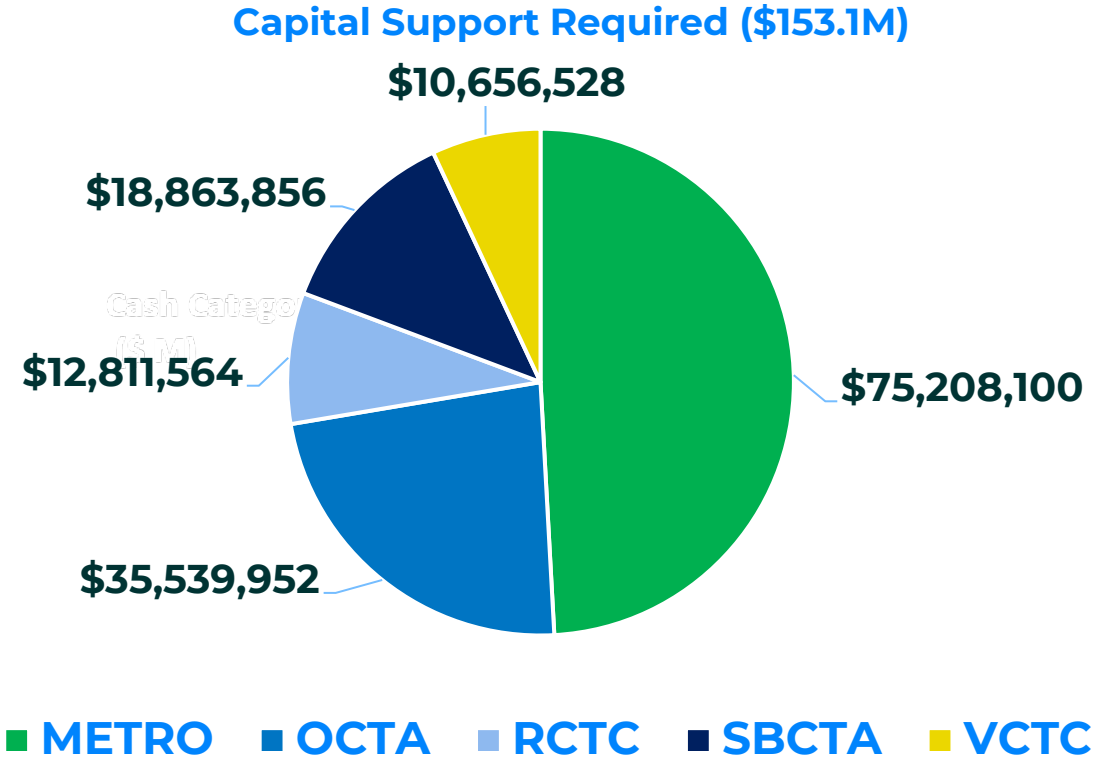
Proposed FY26 Capital Program Support Required By Member Agency

FY26 Capital Program By Member Agency
- *SGR*
- *New Capital*



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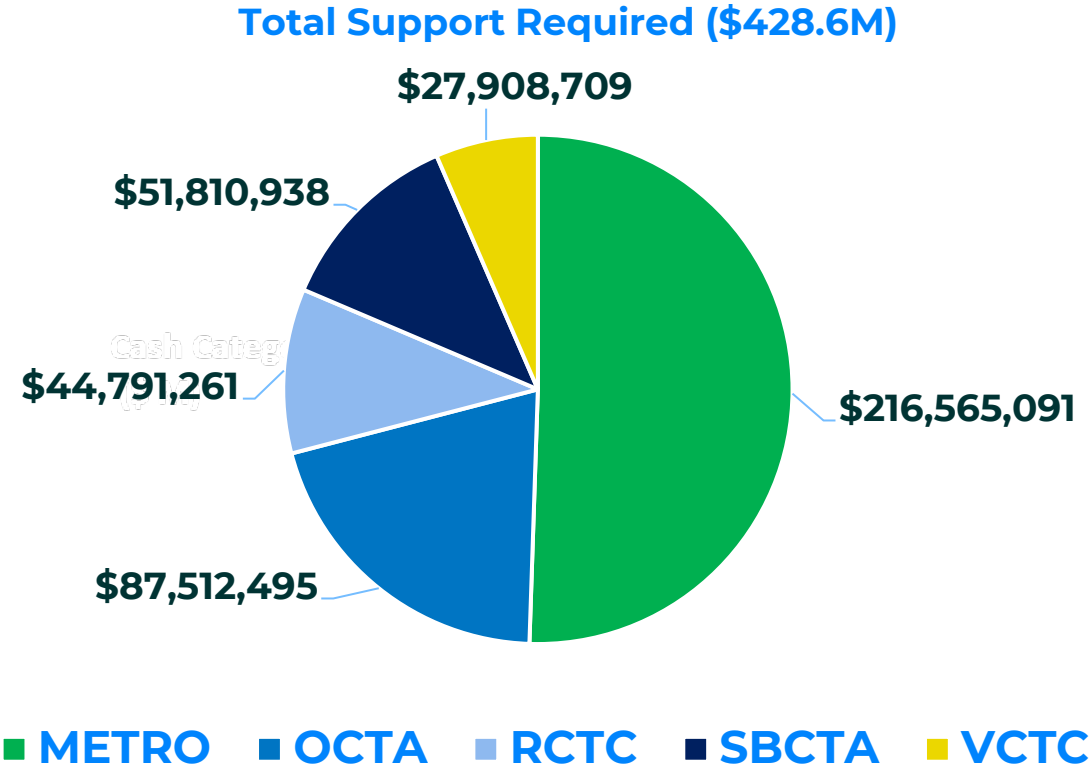
FY26 Operating & Capital Budget Summary

Proposed FY26 Budget (Operating & Capital Program) Support Required from Member Agencies

Proposed FY26 Operating and Capital Budgets Support Required by Member Agency



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

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

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

FY26 Proposed Budget

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

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**
Total	**208,133,180**	**89,434,957**	**51,670,556**	**52,277,517**	**28,051,902**	**429,568,112**

Year-Over-Year Variance

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Support	**8,431,911**	**(1,922,462)**	**(6,879,295)**	**(466,579)**	**(143,193)**	**(979,618)**
% variance	4.1%	-2.1%	-13.3%	-0.9%	-0.5%	**-0.2%**

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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?