ATTACHMENT E

**ITEM 8.A** 

Four Year - Request

metrolinktrains.com/meeting

# METROLINK

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, Forecasts, and Annual Contract Authority Renewal to Transmit

### <u>lssue</u>

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 Rene wal

# 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

# <u>Attachment(s)</u>

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

	FY25	FY26	Vari	ance
(\$000s)	Adopted	Proposed		sed vs FY25
(+)	Budget	Budget		pted
			\$ Variance	% Variance
Operating Revenue Farebox Revenue	45.040	F4 747	0.000	14.050
	45,348 427	51,717 408	6,369	14.05% -4.36%
Fare Reduction Subsidy LCTOP Grant	427	3,574	(19) 3,574	-4.307 n/a
Other Train Subsidies	2,565	2,565	5,574	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	2,207	(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	13.649
Train Dispatch	5,919	6,033	114	1.939
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	107.169
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/
Security - Guards	5,340	5,682	342	6.419
Supplemental Security	251	251	-	0.009
Public Safety Program	53	67	14	25.499
Passenger Relations	1,975	1,978	4	0.199
TVM Maintenance/Revenue Collection	4,929	6,035	1,107	22.45%
Marketing Media & External Communications	3,003 304	3,651 289	648	21.579 -4.769
Utilities/Leases	2,704	2,843	(14) 139	-4.705
Transfers to Other Operators	2,615	2,843	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	5.919
Special Trains	500	-	(500)	-100.009
Subtotal Operations & Services	182,987	201,910	18,924	10.349
Maintenance-of-Way				
MoW - Line Segments	44,890	52,672	7,782	17.349
MoW Labor & Benefits	4,741	4,804	63	1.339
Overhead MoW Expenses	4,347	4,634	287	6.619
MoW - Extraordinary Maintenance	640	829	188	29.439
Subtotal Maintenance-of-Way	54,618	62,939	8,320	15.239
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	10.139
Ops Professional Services	2,654	2,175	(479)	-18.06
Subtotal Admin & Services	56,314	60,182	3,868	6.879
Contingency	50	50	-	0.00
Total Operating Expenses	293,969	325,081	31,112	10.589
Insurance and Legal	40.004	40.004	(007)	0.070
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	(296)	0.48
Subtotal Insurance and Legal	23,237	22,851	(386)	-1.66
Total Expense Loss	<u>317,206</u> (249,179)	347,932 (271,017)	30,725 (21,838)	9.69° 8.76°
		(2/1,017)		
Mobilization Student Adventure Pass	10,338	-	(10,338)	-100.009
Student Adventure Pass	3,211	- 1 100	(3,211)	-100.009
2028 Olympics Readiness CFR 245-246	-	1,100 500	1,100 500	n/
Outside 20'	- 1,300	500 2,891	500 1,591	n/ 122.429
Total Expense	332,056	352,423	20,367	6.139

# Historical Actual and Budgeted Operating Statements

Actual 25,128 689 - (15) - -	Actual 31,114 571 - 389	Actual 32,175 188 -	<b>Budget</b> 45,348 427	Budget 51,717	\$ Variance	% Variance
689 - (15) - -	571 - -	,	,			
689 - (15) - -	571 - -	,	,			
- (15) - -	-	188 -	427		6,369	14.05%
-	- - 389	-		408	(19)	-4.36%
-	- 389		-	3,574	3,574	n/a
-	389	-	-	-	-	n/a
-		758	-	-	-	n/a
0.005	-	7,475	-	-	-	n/a
2,365 121	2,443 29	2,534 36	2,565	2,565	-	0.00% n/a
28,288	29 34,546	43,166	48,341	- 58,265	9,924	20.53%
2,155	2,245	2,677	2,207	2,257	<b>5</b> , <b>52</b>	2.25%
459	1,094	5,193	4,353	2,873	(1,481)	-34.01%
11,506	13,402	13,528	13,127	13,520	394	3.00%
42,407	51,287	64,563	68,028	76,915	8,887	13.06%
,	,	,	,	,	-,	
36,314	36.075	40.146	47.776	54,293	6.517	13.64%
		6,131		6,033	114	1.93%
27,941	28,750	30,089	31,724	32,440	717	2.26%
11,189	13,594	14,306	12,350	15,160	2,810	22.75%
21,245	31,881	29,397	33,293	31,831	(1,462)	-4.39%
43	93	125	150	125	(25)	-16.67%
1,804	2,244	2,241	2,486	5,150	2,664	107.16%
520	532	904	973	1,115	142	14.58%
9,920	10,316	11,530	12,785	13,785	1,000	7.82%
-	-	-	-	3,290	3,290	n/a
4,053	4,624	5,493			342	6.41%
-	-				-	0.00%
	-	-		-		25.49%
					-	0.19%
·					,	22.45%
,						21.57%
						-4.76%
			,			5.15% 10.60%
						2.55%
						11.40%
						5.91%
	-			-		-100.00%
	155,000			201,910	. ,	10.34%
	,		,	,		
42,850	41,219	44,593	44,890	52,672	7,782	17.34%
3,920	3,975	4,410	4,741	4,804	63	1.33%
2,970	3,198	3,366	4,347	4,634	287	6.61%
242	873	695	640	829	188	29.43%
49,982	49,264	53,063	54,618	62,939	8,320	15.23%
	<i>,</i> – .			<i>/</i>		
						10.07%
						0.86%
						10.13%
						-18.06%
42,022		45,776			3,868	6.87% 0.00%
-		-			-	0.00%
223,344	241,400	200,003	233,303	323,001	31,112	10.50%
10.057	12 400	15 500	10 004	10 004	(207)	2.070/
					(397)	-2.07%
					-	0.00% 0.48%
						0.48%
1	5,275 27,941 11,189 21,245 43 1,804 520 9,920 - 4,053 - 4,053 - 14 1,622 3,675 2,646 101 2,913 1,975 2,38 1,984 3,193 74 <b>36,741</b> 42,850 3,920 2,970 242	5,275 $5,260$ $27,941$ $28,750$ $11,189$ $13,594$ $21,245$ $31,881$ $43$ $93$ $1,804$ $2,244$ $520$ $532$ $9,920$ $10,316$ $  4,053$ $4,624$ $  14$ $7$ $1,622$ $1,636$ $3,675$ $4,752$ $2,646$ $2,622$ $101$ $232$ $2,913$ $2,538$ $1,975$ $2,130$ $238$ $322$ $1,984$ $2,081$ $3,193$ $5,313$ $74$ $ 36,741$ $155,000$ $42,850$ $41,219$ $3,920$ $3,975$ $2,970$ $3,198$ $242$ $873$ $49,982$ $49,264$ $15,107$ $15,144$ $7,594$ $8,616$ $17,645$ $17,614$ $2,276$ $1,786$ $42,622$ $43,161$ $ 40$ $29,344$ $247,465$ $12,857$ $13,406$ $(684)$ $382$ $1,708$ $1,935$	5,275 $5,260$ $6,131$ $27,941$ $28,750$ $30,089$ $11,189$ $13,594$ $14,306$ $21,245$ $31,881$ $29,397$ $43$ $93$ $125$ $1,804$ $2,244$ $2,241$ $520$ $532$ $904$ $9,920$ $10,316$ $11,530$ $   4,053$ $4,624$ $5,493$ $   4,053$ $4,624$ $5,493$ $   1,622$ $1,636$ $1,686$ $3,675$ $4,752$ $4,473$ $2,646$ $2,622$ $2,887$ $101$ $232$ $164$ $2,913$ $2,538$ $2,370$ $1,975$ $2,130$ $2,664$ $238$ $322$ $577$ $1,984$ $2,081$ $4,591$ $3,193$ $5,313$ $6,280$ $74$ $ 169$ $36,741$ $155,000$ $166,664$ $42,850$ $41,219$ $44,593$ $3,920$ $3,975$ $4,410$ $2,970$ $3,198$ $3,366$ $242$ $873$ $6955$ $49,982$ $49,264$ $53,063$ $15,107$ $15,144$ $16,922$ $7,594$ $8,616$ $9,023$ $17,645$ $17,614$ $18,259$ $2,276$ $1,786$ $1,573$ $42,622$ $43,161$ $45,776$ $ 40$ $ 29,344$ $247,465$ $265,503$ $12,857$ $13,406$ <td>5,275<math>5,260</math><math>6,131</math><math>5,919</math><math>27,941</math><math>28,750</math><math>30,089</math><math>31,724</math><math>11,189</math><math>13,594</math><math>14,306</math><math>12,350</math><math>21,245</math><math>31,881</math><math>29,397</math><math>33,293</math><math>43</math><math>93</math><math>125</math><math>150</math><math>1,804</math><math>2,244</math><math>2,241</math><math>2,486</math><math>520</math><math>532</math><math>904</math><math>973</math><math>9,920</math><math>10,316</math><math>11,530</math><math>12,785</math><math>    4,053</math><math>4,624</math><math>5,493</math><math>5,340</math><math>  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						Varia	nce
	EV 04 00	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY26 Prop	osed vs
(\$000s)	FY 21-22			Adopted	Proposed	FY25 Ac	opted
	Actual Actual		Actual	Budget	Budget	\$	%
				0	Ū	Variance	Variance
Mobilization	-	-	-	10,338	-	(10,338)	-100.0%
Student Adventure Pass	-	-	-	3,211	-	(3,211)	-100.0%
2028 Olympics Readiness	-	-	-	-	1,100	1,100	n/a
CFR 245-246	-	-	-	-	500	500	n/a
Outside 20'	-	-	-	1,300	2,891	1,591	122.4%
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)	-	-	3,014	-	-	-	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		UUIA	Rere	OBOIA		TOTAL
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	4,070	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	42,431	17,170	3,313	0,704	2,025	70,913
Operations & Services						
Train Operators	29,009	11,901	5,788	5,505	2,090	54,293
			471	5,505 591	2,090	
Train Dispatch	3,567	1,071	3,620			6,033
Equipment Maintenance Materials	16,713	6,504	,	3,906	1,697 793	32,440
Fuel	7,811	3,040	1,692	1,825 3,228	1,225	15,160
	17,007	6,977	3,393		,	31,831
Non-Scheduled Rolling Stock Repairs	67 2.763	25	13 517	15	5	125 5 150
Operating Facilities Maintenance	,	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
<u>Contingency</u>	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)
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# FY26 Proposed Operating Budget by Line

(000's)	San	Ventura	Antelope	Riverside	Orange	IEOC	91/PVL	TOTAL
. ,	Bernardino	County	Valley	INIVEISIUE	County	1L00	51/1 VL	
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	999 847	295	655 872	199 308	817	303	306 205	3,574
Other Train Subsidies Subtotal-Pro Forma FareBox	16,705	154 <b>4,712</b>	11,009	308 3,386	180 <b>12,819</b>	- 4,695	4,938	2,565 <b>58,265</b>
Dispatching	251	4,712	372	<b>3,300</b> 6	1,028	<b>4,095</b> 26	<b>4,930</b> 44	2,257
Other Revenues	631	382	593	231	390	327	318	2,237
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	14 572	12 512	125
Operating Facilities Maintenance Other Operating Train Services	1,234 225	555 146	1,125 203	336 123	816 169	573 119	512 131	5,150
Security - LA Sheriffs	3,302	146 1,485	3,011	123 899	2,185	1,533	131 1,371	1,115 13,785
Security - LA Sheriffs	3,302 2,779	1,400	- 5,011	282	2,100	216	1,371	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 Special Trains	-	950	-	2,205	1,213	1,259	1,704	7,331
Subtotal Operations & Services	47,367	22,877	39,906	- 14,646	32,530	22,177	22,406	201,910
Maintenance-of-Way	41,001	22,011	00,000	14,040	02,000	<b></b> ,	22,400	201,010
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 Subtotal Admin & Services	317 <b>9,531</b>	361 <b>9,457</b>	393 11,079	326 <b>8,205</b>	207 6,443	266 7,314	305 <b>8,153</b>	2,175 <b>60,182</b>
Contingency	5,551	3,437	9	0,203	5	6	0,133	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 / Sl	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 Loss/Member Support Required	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			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.

										FUND	INGS		
PROJECT #	ТҮРЕ	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	ОСТА	RCTC	SBCTA	VCTC	OTHER
2858	Rehab	Ventura County Line	Ventura - LA County	Communications	VENTURA SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION (LA)	<ul> <li>Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:</li> <li>Positive Train Control (PTC) systems</li> <li>Centralized train control systems</li> <li>Communication Back-haul systems</li> <li>Customer Information Systems</li> <li>Video Surveillance and Security Systems</li> <li>Voice Communication Systems</li> <li>System Power Components</li> <li>Shelter Environmental Subsystems</li> <li>Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.</li> </ul>	\$456,000	\$456,000	\$0	\$0	\$0	\$0	\$0
3045	Rehab	ALL	All	Facilities	METROLINK CAM EXPENSES FOR FISCAL 2026	Perform rehab work at LA Union Station to address drainage issues, upgrade lighting to LED, landscape refurbishment, upgrade safety and security elements at the stations, and modernize plumbing. This is year 3 of the agreed \$5,000,000 over 3 years. Future years to be negotiated.	\$1,700,000	\$807,500	\$336,600	\$188,700	\$244,800	\$122,400	\$0
3065	Rehab	ALL	All	Train Control	PTC TRACK DATABASE AND TECHNICAL SERVICES REHAB	<ul> <li>Corgi is the PTC database manager, it's the interface used for geospatial data management of the track database. It has been in place since the PTC Integrator Vendor (I/V) project in 2012 and migration of PTC into revenue service on Metrolink property in 2015. The scope of work will include Phase 2 of rewriting/reprogramming Corgi so it it compliant with the latest cyber security protocols and SCRRA IDTS policies, including a major update so it can support an updated Interoperable Train Control (ITC) industry data model. This will require the Corgi Vendor to make the updates and perform DEV and Postproduction testing with SCRRA PTC staff. Additionally, as required with this overhaul any supporting tools (i.e. Wabtrax/Webtrax, ArcGIS, ESRI) or operating system updates will be completed.</li> <li>PTC utilizes IBM Engineering Workflow Management (aka Jazz) to comply with CFR Title 49 part 236 supporting Configuration, Change, Discrepancy, Risk, Requirements, Records and Reporting management. This application has been in place since 2016. This program now calls for a major software upgrade but there are security and database rehab dependencies that will need to be completed as part of this project.</li> <li>Scope of work:</li> <li>Migration of Database System from MSSQL to latest Oracle Enterprise Edition per SCRRA security and IDTS policies</li> <li>Upgrade any operating systems and security tools</li> <li>Update any scripting or configurations pre-deployment and post deployment</li> <li>Testing</li> <li>Upgrade IBM Engineering Workflow Management and its related program artifacts to the latest version &amp; Validation</li> </ul>		\$468,350	\$195,228	\$109,446	\$141,984	\$70,992	\$0
						This may require hardware updates upon assessment once project							

# Attachment F

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	ОСТА	RCTC	SBCTA	VCTC	OTHER
# 3085	Rehab	ALL	AII	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		ALL	AII	Rolling Stock	Bombardier Railcar Rebuild (EP199-19) Rehab of End-User Equipment, Printers, and Conference Rooms	<ul> <li>BUDGET REDUCED BY 50% FROM \$22M to \$11MM - SCOPE STILL TO BE REDUCED BY 50%</li> <li>Continue to rebuild on remaining 33 Bombardier cars as next option orders</li> <li>Extend lifecycle by 15 years</li> <li>Upgrade Bombardier railcar onboard system for safety and convenience.</li> <li>ORIGINAL SCOPE ABOVE – SCOPE STILL NEEDS TO BE REDUCED.</li> <li>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</li> </ul>	\$11,026,000	\$5,237,350 \$230,850	\$2,183,148 \$96,228	\$1,223,886 \$53,946	\$1,587,744 \$69,984	\$793,872 \$34,992	\$0 \$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	ОСТА	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	ΟСΤΑ	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 sufficeiently 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	\$4,875,000	\$2,925,000	\$0	\$0	\$1,950,000	\$0	\$0
3177	Rehab	ALL	River	Train Control	SOGR_FY26_RIVER_SIGNAL	Budget reduced by 25%; need to adjust descope.         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.		\$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	<ul> <li>BUDGET DECREASED BY 38%; SCOPE STILL TO BE DECREASED</li> <li>ACCORDINGLY.</li> <li>Valley Sub Track Rehabilitation addresses five major</li> <li>subcomponents to sufficiently rehabilitate aging infrastructure and</li> <li>growing backlog: <ul> <li>Rail</li> <li>Ties</li> <li>Crossings</li> <li>Special Trackwork</li> <li>Ballast</li> </ul> </li> <li>Specific work will includes:</li> <li>TIES: 11,000 Wood Tie Replacement</li> <li>RAIL: 10,000ft of Rail to address curves</li> <li>BALLAST: Ballast to support projects listed.</li> </ul> <li>BUDGET DECREASED from \$9.7M to \$6.3M; SCOPE NEEDS TO BE ADJUSTED.</li>	\$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

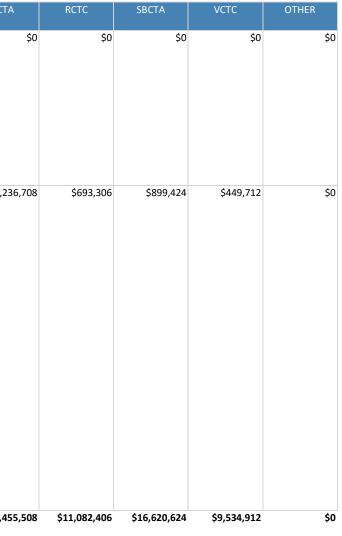
PROJECT #	ТҮРЕ	ROUTE SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	ΟርΤΑ	RCTC	SBCTA	VCTC	OTHER
3207	Rehab	Antelope Valley Line	Train Control	Sogr_FY26_VALLEY_SIGNAL	BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY. Valley Sub Train Control Systems Rehabilitation addresses major 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	ΟСΤΑ	RCTC	SBCTA	VCTC	OTHER
3225	Rehab	ALL	All	Train Control	FY26 Back-Office Train Control System Rehab	<ul> <li>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:</li> <li>1) DOC/MOC/Vegas Servers</li> <li>2) CAD Workstations and Monitors</li> <li>3) CAD/BOS/MDM/IC3</li> <li>4) Train Control Firewall, Routers and Switches</li> </ul>	\$2,918,000	\$1,386,050	\$577,764	\$323,898	\$420,192	\$210,096	\$0
3226	Rehab	ALL	AII	Non-Revenue Fle	FY26 Systemwide MOW and Ops vehicle and equipment replacement	Replace MOW and Ops. vehicles that are beyond their useful life and no longer reliable to support rail operations. The amount is based on MRP. The vehicles and equipment replaced will be based on the availability of ZEV (Zero Emission Vehicles) and will replace fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way.	\$3,135,000	\$1,489,125	\$620,730	\$347,985	\$451,440	\$225,720	\$0
3229	Rehab	ALL	All	Rolling Stock	Rotem HVAC Overhaul/Rebuild	<ul> <li>Overhaul/rebuild on Hyundai Rotem HVAC units and controller box.</li> <li>Out-Of-Scope Repair as needed.</li> </ul>	\$2,407,000	\$1,143,325	\$476,586	\$267,177	\$346,608	\$173,304	\$0
3230	Rehab	ALL	All	Train Control	FY26 ON-BOARD TRAIN CONTROL SYSTEMS REHAB	Upgrade the remaining PTC equipment and software on locomotives that have not been updated in the past 7–12 years. With evolving standards and the phasing out of certain technologies, more equipment is becoming obsolete and in need of modernization.	\$2,500,000	\$1,187,500	\$495,000	\$277,500	\$360,000	\$180,000	\$0
3233	Rehab	ALL	All	Rolling Stock	Rotem Door Overhaul Data Logging Door Control Panel	• 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	<ul> <li>Engine overhaul - clean, inspect, and replace parts.</li> <li>Total 42 engines.</li> </ul>	\$15,072,000	\$7,159,200	\$2,984,256	\$1,672,992	\$2,170,368	\$1,085,184	\$0
3235	Rehab	ALL	All	Rolling Stock	Metrolink Communication System Overhaul	<ul> <li>Communication System Power Supply Install (fleet-wide)</li> <li>Interior destination screens</li> <li>Control Unit Upgrade</li> <li>Side Destination Screen Control Unit Upgrade</li> <li>Car built-in conductor PA.</li> </ul>	\$1,001,000	\$475,475	\$198,198	\$111,111	\$144,144	\$72,072	\$0
3237	Rehab	ALL	All	Rolling Stock	Car End-Door System Improvement	<ul> <li>Improvement in passengers' comfort in opening end-door of Bombardier &amp; Talgo-SYSTRA cars.</li> <li>New design on the end-door mechanism.</li> <li>All legacy Bombardier car and Talgo-SYSTRA car.</li> </ul>	\$454,000	\$215,650	\$89,892	\$50,394	\$65,376	\$32,688	\$0
3239	Rehab	ALL	All	Facilities	LAUS Backup Generator Replacement	Replace 2 1995 and 1996 back-up generators providing backup power to LAUS switches, signaling and comm shelter. Olympian 95A01920-S 1995	\$327,000	\$155,325	\$64,746	\$36,297	\$47,088	\$23,544	\$0
						Olympian 96A04252-S 1996							

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	ΟርΤΑ	RCTC	SBCTA	VCTC	OTHER
3242	Rehab	ALL		Information Technology	MOW - Rolling Stock Trapeze	<ul> <li>EAM Application – Role: Administrator to support EAM Application.</li> <li>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.</li> <li>A. As an administrator of EAM application, support all user groups that uses different modules of application.</li> <li>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.</li> <li>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.</li> <li>D. Material management team – Helps materials team with Inventory counts, reports and any issue with application, receiving and PO interfaces.</li> <li>E. Facilities team – Helps Facilities team with PM schedules, Asset configuration, parent-child relation setups and any issues with Mobile focus app.</li> <li>F. MOW (Maintenance of Way) Team – Communications and Structures team are recently gone live with EAM application. Helps these team with any issues and training.</li> </ul>	\$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 DECREASEDACCORDINGLY.Tunnel 25 Track and Drainage improvements (TO BE FILLED INWHEN FEASIBILITY STUDY IS COMPLETE). Need \$5M upfront forgeo test testing/drilling, and design for slab track section. The totalproject cost will be around \$40M.BUDGET DECREASED from \$5M to \$4.6M; SCOPE MAY NEED TO BEADJUSTED.	\$4,600,000	\$4,600,000	\$0	\$0	\$0	\$0	\$0
3266	Rehab	ALL	All	Rolling Stock	Hyundai-Rotem Railcar Overhaul	<ul> <li>BUDGET DECREASED BY 60%; SCOPE STILL TO BE DECREASED ACCORDINGLY.</li> <li>General overhaul on board system such as truck, brake system, coupler, diaphragm, windows, restroom, rubber floor, exterior scheme, next generation door engine, etc.</li> <li>Upgrades onboard system - convenience outlet at every seat, door obstacle detection system, etc.</li> <li>BUDGET DECREASED from \$25M to \$10M; SCOPE NEEDS TO BE ADJUSTED.</li> </ul>	\$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	ΟСТА	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.	\$1,463,000	\$694,925	\$289,674	\$162,393	\$210,672	\$105,336	\$0
						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.							
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	Valley	Communications	VALLEY SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS		\$450,000	\$450,000	\$0	\$0	\$0	\$0	\$0
3277	Rehab	Line Freight RR ROW	Riverside	Communications	REHABILITATION RIVERSIDE LINE TRAIN CONTROL, CIS, VSS, SYSTEMS	Riverside Line Communications Systems Rehabilitation addresses	\$368,000	\$0	\$0	\$368,000	\$0	\$0	\$0
5277					REHABILITATION	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.	, J. 10, J. 10	Ų	¢¢		ŶŬ	ŲŲ	JU.

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA
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	
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.		\$2,966,850	\$1,23
I	1	1		1		SGR TOTAL	\$137,502,000	\$67,808,550	\$32,455
						PROJECT COUNT	48		





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

SCOPE							-	TYPE: REHA	AB   MRP
Ventura Sub Communications S - Positive Train Control (PTC) s - Centralized train control syste - Communication Back-haul system - Customer Information System - Video Surveillance and Securi - Voice Communication System - System Power Components - Shelter Environmental Subsystem Project Delivery will include Dest	systems ems stems is ystems is stems								g:
Mile Posts: 441.24 - 460.8				Division:	Ventura - LA C	ounty Coun	ty: LA Asset	Type: Commu	unications
OBJECTIVES				RISKS	CAUSING F	PROJECT	DELAY		
1. (Goal 3: Invest in People and	d Assets) Maintain State	of Good Repai	r						
2. (Goal 4: Retain and Grow Rid	dership) Improve service	e reliability							
3. (Goal 2: Maintain Fiscal Sust	tainability) Reduce opera	ating cost							
JUSTIFICATION				RANKI	NG // PROJ	ECT READ	INESS		
aged to the point of its useful lif manufacturer. SCRRA's long-te infrastructure to not only mainta communications systems to sta Ventura (LA) Comm Project wa SoGR. <b>RISK CREATED BY NOI</b> The Metrolink system not being	erm goal is to upgrade an ain a good state of repair ay at the forefront of avai as not funded, so there is <b>N-IMPLEMENTATION</b> g in a state of good repai	nd replace exist r, but to enhanc ilable technolog s a funding need ON r can result in re	ting e its ies. FY25 d to maintain educed						
service reliability (which lead los increases if deferred to the futu	re), and potential for trai	in incidents.	ts (cost						
increases if deferred to the futu	rre), and potential for trai tandard Lifespan: 15 Yea	in incidents.	ts (cost			CASH			
increases if deferred to the futu	and potential for trai tandard Lifespan: 15 Yea BUDGET	in incidents. ar(s)				CASH	FLOW		
increases if deferred to the futu Current Age: 24 Year(s) St	and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT	in incidents. ar(s) START	ts (cost END						TOTAL
increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING	and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0	in incidents. ar(s) START		FY	<u>Q1</u>	<u>CASH</u>	<mark>03</mark>	<u>Q4</u>	TOTAL
increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING	and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0	in incidents. ar(s) START				<u>Q2</u>	<u>Q3</u>		
increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING DESIGN	and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0 \$59,000	in incidents. ar(s) START		<u>FY</u> 2026	<u>Q1</u> \$0			<u>Q4</u> \$0	
increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL	and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0 \$59,000 \$0	in incidents. ar(s) START				<u>Q2</u>	<u>Q3</u>		
increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING DESIGN	and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0 \$59,000	in incidents. ar(s) START		2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	\$0
increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION	and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0 \$59,000 \$0 \$0	in incidents. ar(s) START				<u>Q2</u>	<u>Q3</u>		\$0
increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0 \$59,000 \$0 \$0 \$0 \$110,000	in incidents. ar(s) START		2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	\$0
increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0 \$59,000 \$0 \$0	in incidents. ar(s) START		2026 2027	\$0	<u>Q2</u> \$0 \$34,200	<u>Q3</u> \$0 \$34,200	\$0 \$34,200	\$0 \$136,800
increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION	rre), and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0 \$59,000 \$0 \$0 \$110,000 \$200,000	in incidents. ar(s) START		2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	\$0 \$136,800
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increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	rre), and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0 \$59,000 \$0 \$0 \$110,000 \$200,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	in incidents. ar(s) START		2026 2027 2028	\$0 \$34,200 \$45,600	<u>Q2</u> \$0 \$34,200 \$45,600	<u>Q3</u> \$0 \$34,200 \$45,600	\$0 \$34,200 \$45,600	<b>TOTAL</b> \$0 \$136,800 \$182,400 \$136,800
increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	rre), and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0 \$59,000 \$0 \$110,000 \$200,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	in incidents. ar(s) START		2026 2027 2028 2029	\$0 \$34,200 \$45,600 \$34,200	<u>Q2</u> \$0 \$34,200 \$45,600 \$34,200	<u>Q3</u> \$0 \$34,200 \$45,600 \$34,200	\$0 \$34,200 \$45,600 \$34,200	\$0 \$136,800 \$182,400 \$136,800
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increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	rre), and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0 \$59,000 \$0 \$110,000 \$200,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	in incidents. ar(s) START		2026 2027 2028 2029	\$0 \$34,200 \$45,600 \$34,200	<u>Q2</u> \$0 \$34,200 \$45,600 \$34,200	<u>Q3</u> \$0 \$34,200 \$45,600 \$34,200	\$0 \$34,200 \$45,600 \$34,200	\$0 \$136,800 \$182,400 \$136,800
increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	rre), and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0 \$59,000 \$0 \$0 \$110,000 \$200,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	in incidents. ar(s) START		2026 2027 2028 2029 2030	\$0 \$34,200 \$45,600 \$34,200 \$0	Q2 \$0 \$34,200 \$45,600 \$34,200 \$34,200	Q3 \$0 \$34,200 \$45,600 \$34,200 \$0	\$0 \$34,200 \$45,600 \$34,200 \$0	\$0 \$136,800 \$182,400 \$136,800 \$0
increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	rre), and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0 \$59,000 \$0 \$110,000 \$200,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	in incidents. ar(s) START		2026 2027 2028 2029	\$0 \$34,200 \$45,600 \$34,200	<u>Q2</u> \$0 \$34,200 \$45,600 \$34,200	<u>Q3</u> \$0 \$34,200 \$45,600 \$34,200	\$0 \$34,200 \$45,600 \$34,200	\$0 \$136,800 \$182,400 \$136,800
increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	rre), and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0 \$59,000 \$0 \$0 \$110,000 \$200,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	in incidents. ar(s) START		2026 2027 2028 2029 2030	\$0 \$34,200 \$45,600 \$34,200 \$0	Q2 \$0 \$34,200 \$45,600 \$34,200 \$34,200	Q3 \$0 \$34,200 \$45,600 \$34,200 \$0	\$0 \$34,200 \$45,600 \$34,200 \$0	\$0 \$136,800 \$182,400 \$136,800 \$0
increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	rre), and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0 \$59,000 \$0 \$0 \$110,000 \$200,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	in incidents. ar(s) START		2026 2027 2028 2029 2030	\$0 \$34,200 \$45,600 \$34,200 \$0	Q2 \$0 \$34,200 \$45,600 \$34,200 \$34,200	Q3 \$0 \$34,200 \$45,600 \$34,200 \$0	\$0 \$34,200 \$45,600 \$34,200 \$0	\$0 \$136,800 \$182,400 \$136,800 \$0
increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	rre), and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0 \$59,000 \$0 \$0 \$110,000 \$200,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	in incidents. ar(s) START		2026 2027 2028 2029 2030 2031 Cash Flow	\$0 \$34,200 \$45,600 \$34,200 \$0 \$0 so	Q2 \$0 \$34,200 \$45,600 \$34,200 \$0 \$0 ased on overal	Q3 \$0 \$34,200 \$45,600 \$34,200 \$0 \$0	\$0 \$34,200 \$45,600 \$34,200 \$0 \$0 0mpletion as do	\$0 \$136,800 \$182,400 \$136,800 \$0 \$0 etermined by
increases if deferred to the futu Current Age: 24 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	rre), and potential for trai tandard Lifespan: 15 Yea BUDGET AMOUNT \$0 \$59,000 \$0 \$0 \$110,000 \$200,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	in incidents. ar(s) START		2026 2027 2028 2029 2030 2031 Cash Flow	\$0 \$34,200 \$45,600 \$34,200 \$0 \$0 \$0 so	Q2 \$0 \$34,200 \$45,600 \$34,200 \$0 \$0 ased on overal	Q3 \$0 \$34,200 \$45,600 \$34,200 \$0 \$0	\$0 \$34,200 \$45,600 \$34,200 \$0 \$0 0mpletion as do	\$0 \$136,800 \$182,400 \$136,800 \$0 \$0 etermined by



#### **PROJECT : METROLINK CAM EXPENSES FOR FISCAL 2026**

SCOPE							TYPE	: REHAB   I	NON-MRP
Perform rehab work at LA Union Stati stations, and modernize plumbing. Th							ade safety an	d security ele	ments at the
Mile Posts: n/a				Division:	All County: Al	LL Asset Typ	e: Facilities		
OBJECTIVES				RISKS		PROJECT	DELAY		
1. (Goal 4: Retain and Grow Ridershi	ρ) Grow and retain	ridership							
2. (Goal 2: Maintain Fiscal Sustainabi									
3. (Goal 3: Invest in People and Asse									
4. (Goal 1: Ensure a Safe Operating E									
5. (Goal 1: Ensure a Safe Operating E	nvironment) Redu	ce train accident	S						
JUSTIFICATION Short pay CAM expenses from FY 20	10 to current Pay	current station of	haro of robab		ING // PROJ		DINESS		
costs for the use of Union Station.	19 to current -Pay	current station s							
					m Impact Av	•			
		<u></u>		vve are ç	going to get bille	d by Metro and	a pay our sna	ire.	
RISK CREATED BY NON-IM	PLEMENIAII	ON							
Enilura to implement improvemente o	an load to load stat	ion vulnorobility	additional as						
Failure to implement improvements ca in utilities and subcontractor.	an lead to lead stat	ion vuinerability,	additional co						
	rd Lifespan: 0 Year	r(ŧ							
	BUDGET					CASH	FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$0			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>TOTAL</u>
DESIGN	\$0								
				2026	\$0	\$0	\$0	\$1,360,000	\$1,360,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								
				2027	\$85,000	\$85,000	\$85,000	\$85,000	\$340,000
MATERIAL	\$0								
CONSTRUCTION	\$1,600,000								
				2028	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0				1 -			1-	
DBE/LABOR	\$14,000								
	<i>\\\\\\\\\\\\\</i>			2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT				2030	φŪ	ŲŲ	ŲŲ	ΨŪ	ΨŲ
* P.M STAFF	\$5,000								
F.WISTATT	\$3,000			2024	ćo	ćo	ćo	ćo	\$0
	Ć15 000			2031	\$0	\$0	\$0	\$0	ŞU
* SUPPORT STAFF	\$15,000								
* CONSULTANT	\$0						o( f (		
	<b>4</b>				v is constructed ba nanagement office				
CONTINGENCY	\$66,000			= 30%			, year = J.	, c.u ycui =	2 370, Har year
TOTAL	\$1,700,000								



#### 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:			/ ·					
OBJECTIVES				RISKS	CAUSING	PROJECT	DELAY					
1. (Goal 1: Ensure a Safe Opera	ating Environment) Redu	ce train accidents										
2. (Goal 3: Invest in People and	Assets) Maintain State of	of Good Repair										
3. (Goal 2: Maintain Fiscal Susta	ainability) Reduce operat	ing cost										
4. (Goal 4: Retain and Grow Rid	ership) Improve service	reliability										
JUSTIFICATION	., .	,		RANK	NG // PRO	IFCT RFA	DINESS					
To remain compliant with the la	test regulatory, security,	and industry standard	s the PTC applications of Corgi		ion of Asset	-	DINLOC					
and IBM Engineering Workflow I				2. System Impact Low								
state of good repair, as Corgi su	pports PTC track databa	se changes tied to rel	nabilitation, capital and third-par	rty								
projects. It also supports any PT	0			This does not directly impact service, but it can impact the ability to deliver projects and putting changes into service.								
WCNSS, EO-PTC), including int		0 0	0 1 0	n	and putting cha	anges into ser	vice.					
used to support the regulatory re	equired PTC configuratio	n revision control mea	asures and record keeping.									
<b>RISK CREATED BY NOM</b>	N-IMPLEMENTATIO	ON										
Unable to support any project de	livery projects or capital	projects that require I	PTC track database undates and	4								
support any updates to interope				4								
requirements impacting the conf			, , ,									
exposure without required updat	•	incasares in place is										
	andard Lifespan: 7 Year(s	s)										
	andard Lifespan: 7 Year(s BUD(	•		CASH ELOW								
	BUDO	•	END		CASH FLOW							
Current Age: 12 Year(s) Sta	BUDO	GET	END	FY	01			04	τοται			
Current Age: 12 Year(s) Sta	BUD( AMOUNT \$0	GET	END	<u>FY</u>	<u>01</u>	<u>CASH</u>	<u>1 FLOW</u>	<u>Q4</u>	<u>TOTAL</u>			
Current Age: 12 Year(s) Sta	BUDO	GET	END			<u>Q2</u>	<u>03</u>					
Current Age: 12 Year(s) Sta CONTRACT PACKAGING DESIGN	BUD( AMOUNT \$0 \$0	GET	END	<u>FY</u> 2026	<u>Q1</u> \$0			<u>Q4</u> \$0	<u>TOTAL</u> \$0			
Current Age: 12 Year(s) Sta	BUD( AMOUNT \$0	GET	END			<u>Q2</u>	<u>03</u>					
Current Age: 12 Year(s) Sta CONTRACT PACKAGING DESIGN ENVIRONMENTAL	BUD( AMOUNT \$0 \$0 \$0	GET	END			<u>Q2</u>	<u>03</u>					
Current Age: 12 Year(s) Sta CONTRACT PACKAGING DESIGN ENVIRONMENTAL	BUD( AMOUNT \$0 \$0 \$0	GET	END	2026	\$0	<mark>Q2</mark> \$0	<u>Q3</u> \$0	\$0	\$0			
Current Age: 12 Year(s) Sta CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION	BUD( AMOUNT \$0 \$0 \$0 \$0 \$0	GET	END	2026	\$0	<mark>Q2</mark> \$0	<u>Q3</u> \$0	\$0	\$0			
Current Age: 12 Year(s) Sta CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION	BUD( AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	GET	END	2026	\$0	<mark>Q2</mark> \$0	<u>Q3</u> \$0	\$0	\$0			
Current Age: 12 Year(s) Sta CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP	BUD( AMOUNT \$0 \$0 \$0 \$0 \$0 \$200,000 \$0 \$0 \$0	GET	END	2026	\$0	<u>Q2</u> \$0 \$123,250	<u>Q3</u> \$0 \$123,250	\$0 \$123,250	\$0 \$493,000			
Current Age: 12 Year(s) Sta CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	BUD( AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$200,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	GET	END	2026 2027 2028	\$0 \$123,250 \$123,250	<b>Q2</b> \$0 \$123,250 \$123,250	<b>Q3</b> \$0 \$123,250 \$123,250	\$0 \$123,250 \$123,250	\$0 \$493,000 \$493,000			
Current Age: 12 Year(s) Sta CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	BUD( AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	SET START	END	2026	\$0	<u>Q2</u> \$0 \$123,250	<u>Q3</u> \$0 \$123,250	\$0 \$123,250	\$0 \$493,000			
Current Age: 12 Year(s) Sta CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	BUD( AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$200,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	SET START	END	2026 2027 2028	\$0 \$123,250 \$123,250	<b>Q2</b> \$0 \$123,250 \$123,250	<b>Q3</b> \$0 \$123,250 \$123,250	\$0 \$123,250 \$123,250	\$0 \$493,000 \$493,000			
Current Age: 12 Year(s) Sta CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	BUD( AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	SET START	END	2026 2027 2028 2028 2029	\$0 \$123,250 \$123,250 \$123,250 \$0	<b>Q2</b> \$0 \$123,250 \$123,250 \$123,250 \$0	<b>Q3</b> \$0 \$123,250 \$123,250 \$0	\$0 \$123,250 \$123,250 \$123,250 \$0	\$0 \$493,000 \$493,000 \$0			
Current Age: 12 Year(s) Sta CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	BUD( AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$200,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	SET START	END	2026 2027 2028	\$0 \$123,250 \$123,250	<b>Q2</b> \$0 \$123,250 \$123,250	<b>Q3</b> \$0 \$123,250 \$123,250	\$0 \$123,250 \$123,250	\$0 \$493,000 \$493,000			
Current Age: 12 Year(s) Sta CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	BUD( AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$200,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	SET START	END	2026 2027 2028 2028 2029	\$0 \$123,250 \$123,250 \$123,250 \$0	<b>Q2</b> \$0 \$123,250 \$123,250 \$123,250 \$0	<b>Q3</b> \$0 \$123,250 \$123,250 \$0	\$0 \$123,250 \$123,250 \$123,250 \$0	\$0 \$493,000 \$493,000 \$0			
Current Age: 12 Year(s) Sta CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	BUD( AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	SET START	END	2026 2027 2028 2028 2029	\$0 \$123,250 \$123,250 \$123,250 \$0	<b>Q2</b> \$0 \$123,250 \$123,250 \$123,250 \$0	<b>Q3</b> \$0 \$123,250 \$123,250 \$0	\$0 \$123,250 \$123,250 \$123,250 \$0	\$0 \$493,000 \$493,000 \$0			
Current Age: 12 Year(s) Sta CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	BUD( AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	SET START	END	2026 2027 2028 2028 2029 2029 2030	\$0 \$123,250 \$123,250 \$0 \$0	<b>Q2</b> \$0 \$123,250 \$123,250 \$0 \$0	<b>Q3</b> \$0 \$123,250 \$123,250 \$0 \$0	\$0 \$123,250 \$123,250 \$0 \$0	\$0 \$493,000 \$493,000 \$0 \$0 \$0			
Current Age: 12 Year(s) Sta CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	BUD( AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$200,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	SET START	END	2026 2027 2028 2028 2029 2029 2030	\$0 \$123,250 \$123,250 \$0 \$0	<b>Q2</b> \$0 \$123,250 \$123,250 \$0 \$0	<b>Q3</b> \$0 \$123,250 \$123,250 \$0 \$0	\$0 \$123,250 \$123,250 \$0 \$0	\$0 \$493,000 \$493,000 \$0 \$0 \$0			
Current Age: 12 Year(s) Sta CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	BUD( AMOUNT \$0 \$0 \$0 \$0 \$0 \$200,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	SET START	END	2026 2027 2027 2028 2029 2030 2031	\$0 \$123,250 \$123,250 \$0 \$0 \$0	Q2 \$0 \$123,250 \$123,250 \$0 \$0 \$0	<b>Q3</b> \$0 \$123,250 \$123,250 \$0 \$0	\$0 \$123,250 \$123,250 \$0 \$0 \$0 \$0	\$0 \$493,000 \$493,000 \$0 \$0 \$0 \$0			
Current Age: 12 Year(s) Sta CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	BUD( AMOUNT \$0 \$0 \$0 \$0 \$0 \$200,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	SET START	END	2026 2027 2027 2028 2029 2030 2031 Cash Flow	\$0 \$123,250 \$123,250 \$0 \$0 \$0 \$0	Q2 \$0 \$123,250 \$123,250 \$0 \$0 \$0 based on overs	<b>Q3</b> \$0 \$123,250 \$123,250 \$0 \$0 \$0	\$0 \$123,250 \$123,250 \$0 \$0 \$0 \$0 \$0	\$0 \$493,000 \$493,000 \$0 \$0 \$0 \$0 determined			

#### **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 administration Division: All County: ALL Asset Type: Business Systems

OBJECTIVES				RISKS	CAUSING F	PROJECT D	ELAY		
1. (Goal 3: Invest in People and	Assets) Maintain State	of Good Repair							
2. (Goal 4: Retain and Grow Ric	dership) Improve service	e reliability							
3. (Goal 4: Retain and Grow Ric	dership) Increase syster	m utilization							
4. (Goal 2: Maintain Fiscal Sust	ainability) Reduce opera	ating cost							
5. (Goal 2: Maintain Fiscal Sust	ainability) Increase fare	revenue							
`				DANK			NECO		
JUSTIFICATION	zing and building out th	e Enternrise Asset Ma	nagement (EAM) System that was		NG // PROJI on of Asset		INE 35		
			cv has been able to consolidate siloed						
			sistent and solid asset foundation, based	2. System	n Impact Hiệ	gn			
			siness units being able to capture asset						
			ons over an asset life cycle. It's important						
			assets in a State of Good Repair (SGR).	A					
			d TAM Best Practices assessment; d establish formal, data driven condition-						
			cycle costs. The agency is responding to						
			gement decision support tool on a pilot						
asis that will prioritize rail segn	nents to improve grindin	ng and recommend op	timal grinding strategies for segments an						
			om this pilot will also provide the agency						
with unique decay curves that c									
			will require a commensurate level of tion and risk frameworks that take into						
			s. Furthermore, the business units will						
			ss strategies. The added technical suppo	t					
will also be utilized to acquire ne	ecessary business requ	irements for future EA	M System enhancements, providing data						
, , ,	1 3 3	,	sisting with application programming						
			e EAM Learning & Development Team to						
			with CFR requirements. Ultimately this gement capabilities, and create greater						
			d maximizing the potential of the Trapezo						
EAM System.	N-IMPLEMENTATI	ION	d maximizing the potential of the Trapez						
EAM System. RISK CREATED BY NOI The risk of not continuing to imp could lead to poorly understood	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte	ION et management practic enance and capital cos	d maximizing the potential of the Trapezo es and its primary decision support tool its, and noncompliance with federal						
EAM System. RISK CREATED BY NOI The risk of not continuing to imp could lead to poorly understood	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte standard Lifespan: 0 Yea	ION et management practic enance and capital cos	es and its primary decision support tool			C/	ASH FLOW		
EAM System. RISK CREATED BY NOI The risk of not continuing to imp could lead to poorly understood	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte standard Lifespan: 0 Yea	ION et management practic enance and capital cos ar(s)	es and its primary decision support tool	_		C/	ASH FLOW		
EAM System. <b>RISK CREATED BY NOI</b> The risk of not continuing to imp could lead to poorly understood Current Age: 125 Year(s) S	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte tandard Lifespan: 0 Yea AMOUNT	ION at management practic enance and capital cos ar(s) BUDGET	es and its primary decision support tool ts, and noncompliance with federal	F	01				тот
EAM System. RISK CREATED BY NOI The risk of not continuing to imp could lead to poorly understood Current Age: 125 Year(s) S CONTRACT PACKAGING	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte tandard Lifespan: 0 Yea AMOUNT \$0	ION at management practic enance and capital cos ar(s) BUDGET	es and its primary decision support tool ts, and noncompliance with federal	<u><u>FY</u></u>	<u>01</u>	<u>C</u>	ASH FLOW	<u>Q4</u>	<u>тот</u>
AM System. RISK CREATED BY NOI The risk of not continuing to imp rould lead to poorly understood Current Age: 125 Year(s) S ONTRACT PACKAGING	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte tandard Lifespan: 0 Yea AMOUNT	ION at management practic enance and capital cos ar(s) BUDGET	es and its primary decision support tool ts, and noncompliance with federal	<u><u>FY</u></u>		<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	
AM System. RISK CREATED BY NOI The risk of not continuing to imp ould lead to poorly understood current Age: 125 Year(s) S ONTRACT PACKAGING ESIGN	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte standard Lifespan: 0 Yer AMOUNT \$0 \$600,000	ION et management practic enance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal END	<u>FY</u> 2026	<u>Q1</u> \$0				<u>TOT</u> \$0
AM System. RISK CREATED BY NOI he risk of not continuing to imp ould lead to poorly understood current Age: 125 Year(s) S ONTRACT PACKAGING ESIGN NVIRONMENTAL	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte tandard Lifespan: 0 Yea AMOUNT \$0	ION et management practic enance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal	<u>FY</u> 2026		<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	
AM System. RISK CREATED BY NOI The risk of not continuing to imp sould lead to poorly understood Current Age: 125 Year(s) S CONTRACT PACKAGING ESIGN NVIRONMENTAL OW ACQUISITION	N-IMPLEMENTATI prove the agency's asse risks, excessive mainter tandard Lifespan: 0 Yer AMOUNT \$00 \$600,000 \$0 \$0	ION at management practic enance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal END	EY 2026		<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	
AM System. RISK CREATED BY NOI the risk of not continuing to imp ould lead to poorly understood current Age: 125 Year(s) S ONTRACT PACKAGING ESIGN NVIRONMENTAL OW ACQUISITION	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte tandard Lifespan: 0 Yea AMOUNT \$0 \$600,000 \$0 \$0 \$0 \$0 \$0 \$0	ION at management practic enance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal END	EY 2026 2027	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	<u>Q4</u> \$0	\$0
AM System. RISK CREATED BY NOI The risk of not continuing to imp ould lead to poorly understood current Age: 125 Year(s) S ONTRACT PACKAGING ESIGN NVIRONMENTAL OW ACQUISITION MATERIAL	N-IMPLEMENTATI prove the agency's asse risks, excessive mainter tandard Lifespan: 0 Yer AMOUNT \$00 \$600,000 \$0 \$0 \$0	ION at management practic enance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal END	EY 2026 2027	\$0	<u>Q2</u> \$0 \$56,250	<u>Q3</u> \$0 \$56,250	<u>Q4</u> \$0 \$56,250	\$0 \$225,000
AM System.  RISK CREATED BY NOI  The risk of not continuing to imp ould lead to poorly understood  Current Age: 125 Year(s) S  ONTRACT PACKAGING  DESIGN  NVIRONMENTAL OW ACQUISITION  MATERIAL ONSTRUCTION	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte tandard Lifespan: 0 Yea AMOUNT \$0 \$600,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	ION et management practic enance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal END	EY 2026 2027	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	<u>Q4</u> \$0	\$0
AM System.  RISK CREATED BY NOI  the risk of not continuing to imp ould lead to poorly understood  current Age: 125 Year(s) S  ONTRACT PACKAGING ESIGN  NVIRONMENTAL OW ACQUISITION  AATERIAL ONSTRUCTION  PECIAL RAIL EQUIP	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte standard Lifespan: 0 Yea AMOUNT \$0 \$600,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	ION at management practic prance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal END	EY 2026 2027 2028	\$0	<u>Q2</u> \$0 \$56,250	<u>Q3</u> \$0 \$56,250	<u>Q4</u> \$0 \$56,250	\$0 \$225,000
EAM System.  RISK CREATED BY NOI  The risk of not continuing to impould lead to poorly understood  Current Age: 125 Year(s) S  CONTRACT PACKAGING  DESIGN  INVIRONMENTAL OW ACQUISITION  MATERIAL CONSTRUCTION  PECIAL RAIL EQUIP LAGGING	N-IMPLEMENTATI prove the agency's asse risks, excessive mainter tandard Lifespan: 0 Yer AMOUNT \$0 \$600,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	ION et management practic enance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal END	2026 2027 2028	\$0 \$56,250 \$131,250	<u>Q2</u> \$0 \$56,250 \$131,250	<u>Q3</u> \$0 \$56,250 \$131,250	<u>Q4</u> \$0 \$56,250 \$131,250	\$0 \$225,000 \$525,000
AM System.  RISK CREATED BY NOI  The risk of not continuing to impound lead to poorly understood  Surrent Age: 125 Year(s) S  ONTRACT PACKAGING  ESIGN  NVIRONMENTAL ONSTRUCTION  MATERIAL ONSTRUCTION  PECIAL RAIL EQUIP LAGGING US BRIDGES	N-IMPLEMENTATI prove the agency's asse risks, excessive mainter tandard Lifespan: 0 Yer AMOUNT \$0 \$600,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	ION at management practic enance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal END	2026 2027 2028	\$0	<u>Q2</u> \$0 \$56,250	<u>Q3</u> \$0 \$56,250	<u>Q4</u> \$0 \$56,250	\$0 \$225,000
AM System.  RISK CREATED BY NOI  the risk of not continuing to imp ould lead to poorly understood  current Age: 125 Year(s) S  ONTRACT PACKAGING  ESIGN  NVIRONMENTAL OW ACQUISITION  MATERIAL ONSTRUCTION  PECIAL RAIL EQUIP LAGGING US BRIDGES LOSE OUT	N-IMPLEMENTATI prove the agency's asse risks, excessive mainter tandard Lifespan: 0 Yer AMOUNT \$0 \$600,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	ION at management practic enance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal END	2026 2027 2028	\$0 \$56,250 \$131,250	<u>Q2</u> \$0 \$56,250 \$131,250	<u>Q3</u> \$0 \$56,250 \$131,250	<u>Q4</u> \$0 \$56,250 \$131,250	\$0 \$225,000 \$525,000
EAM System.  RISK CREATED BY NOI  The risk of not continuing to imp could lead to poorly understood Current Age: 125 Year(s) S  CONTRACT PACKAGING  DESIGN  INVIRONMENTAL IOW ACQUISITION  MATERIAL CONSTRUCTION  PECIAL RAIL EQUIP LAGGING US BRIDGES LIOSE OUT  DBE/LABOR	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte standard Lifespan: 0 Yes AMOUNT \$0 \$600,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	ION at management practic enance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal END	EY 2026 2027 2028 2029 2029	\$0 \$56,250 \$131,250	<u>Q2</u> \$0 \$56,250 \$131,250	<u>Q3</u> \$0 \$56,250 \$131,250	<u>Q4</u> \$0 \$56,250 \$131,250	\$0 \$225,000 \$525,000
AM System.  RISK CREATED BY NOI  The risk of not continuing to imp ould lead to poorly understood  Current Age: 125 Year(s) S  ONTRACT PACKAGING  ESIGN  NVIRONMENTAL OW ACQUISITION  MATERIAL ONSTRUCTION  PECIAL RAIL EQUIP LAGGING US BRIDGES LOSE OUT  BE/LABOR  ROJECT MANAGEMENT	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte tandard Lifespan: 0 Yer AMOUNT \$0 \$600,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	ION at management practic enance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal END	EY 2026 2027 2028 2029 2029	\$0 \$56,250 \$131,250 \$131,250	<u>Q2</u> \$0 \$56,250 \$131,250 \$131,250	<u>Q3</u> \$0 \$56,250 \$131,250 \$131,250	<u>Q4</u> \$0 \$56,250 \$131,250 \$131,250	\$0 \$225,000 \$525,000 \$525,000
EAM System.  RISK CREATED BY NOI  The risk of not continuing to imp could lead to poorly understood  Current Age: 125 Year(s) S  CONTRACT PACKAGING  DESIGN  NVIRONMENTAL  CONTRACT PACKAGING  DESIGN  AATERIAL  CONSTRUCTION  AATERIAL  CONSTRUCTION  PECIAL RAIL EQUIP  LAGGING  US BRIDGES  LOSE OUT  DBE/LABOR  ROJECT MANAGEMENT	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte standard Lifespan: 0 Yes AMOUNT \$0 \$600,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	ION at management practic enance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal END	<ul> <li><u>FY</u></li> <li>2026</li> <li>2027</li> <li>2028</li> <li>2028</li> <li>2029</li> <li>2030</li> </ul>	\$0 \$56,250 \$131,250 \$131,250 \$56,250	<u>Q2</u> \$0 \$56,250 \$131,250 \$131,250 \$56,250	<u>Q3</u> \$0 \$56,250 \$131,250 \$131,250 \$56,250	<u>Q4</u> \$0 \$56,250 \$131,250 \$131,250 \$56,250	\$0 \$225,000 \$525,000 \$525,000 \$225,000
EAM System.  RISK CREATED BY NOI  The risk of not continuing to imp bould lead to poorly understood Current Age: 125 Year(s) S  CONTRACT PACKAGING DESIGN  INVIRONMENTAL OW ACQUISITION  AATERIAL OW ACQUISITION  PECIAL RAIL EQUIP LAGGING US BRIDGES LGOSE OUT DBE/LABOR  ROJECT MANAGEMENT P.M STAFF	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte tandard Lifespan: 0 Yes AMOUNT \$0 \$600,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	ION at management practic enance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal END	EY 2026 2027 2028 2029 2029	\$0 \$56,250 \$131,250 \$131,250	<u>Q2</u> \$0 \$56,250 \$131,250 \$131,250	<u>Q3</u> \$0 \$56,250 \$131,250 \$131,250	<u>Q4</u> \$0 \$56,250 \$131,250 \$131,250	\$0 \$225,000 \$525,000 \$525,000
AM System.  RISK CREATED BY NOI  The risk of not continuing to impould lead to poorly understood Current Age: 125 Year(s) S  CONTRACT PACKAGING  CONTRACT  CONTRACT PACKAGING  CONTRACT  C	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte tandard Lifespan: 0 Yer AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	ION at management practic enance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal END	<ul> <li><u>FY</u></li> <li>2026</li> <li>2027</li> <li>2028</li> <li>2028</li> <li>2029</li> <li>2030</li> </ul>	\$0 \$56,250 \$131,250 \$131,250 \$56,250	<u>Q2</u> \$0 \$56,250 \$131,250 \$131,250 \$56,250	<u>Q3</u> \$0 \$56,250 \$131,250 \$131,250 \$56,250	<u>Q4</u> \$0 \$56,250 \$131,250 \$131,250 \$56,250	\$0 \$225,000 \$525,000 \$525,000 \$225,000
AM System.  RISK CREATED BY NOI  re risk of not continuing to imp ould lead to poorly understood  Durrent Age: 125 Year(s) S  ONTRACT PACKAGING  ESIGN  NVIRONMENTAL OVACQUISITION  AATERIAL ONSTRUCTION  PECIAL RAIL EQUIP LAGGING US BRIDGES LOSE OUT BE/LABOR  ROJECT MANAGEMENT P.M STAFF  SUPPORT STAFF	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte tandard Lifespan: 0 Yes AMOUNT \$0 \$600,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	ION at management practic enance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal END	EY 2026 2027 2028 2029 2030 2031	\$0 \$56,250 \$131,250 \$131,250 \$56,250 \$0	Q2 \$0 \$56,250 \$131,250 \$131,250 \$56,250 \$0	Q3 \$0 \$56,250 \$131,250 \$131,250 \$56,250 \$0	<u>Q4</u> \$0 \$56,250 \$131,250 \$131,250 \$56,250 \$0	\$0 \$225,000 \$525,000 \$525,000 \$225,000 \$0
AM System.  RISK CREATED BY NOI  re risk of not continuing to imp ould lead to poorly understood  current Age: 125 Year(s) S  ONTRACT PACKAGING ESIGN  NVIRONMENTAL OW ACQUISITION  MATERIAL ONSTRUCTION  PECIAL RAIL EQUIP LAGGING US BRIDGES LOSE OUT BE/LABOR  ROJECT MANAGEMENT P.M STAFF  SUPPORT STAFF CONSULTANT	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte standard Lifespan: 0 Yes AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	ION at management practic enance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal END	EY 2026 2027 2028 2029 2030 2031 Cash Flow	\$0 \$56,250 \$131,250 \$131,250 \$56,250 \$0 is constructed b:	Q2 \$0 \$56,250 \$131,250 \$131,250 \$56,250 \$0 ased on overall ?	Q3 \$0 \$56,250 \$131,250 \$131,250 \$56,250 \$0 % of project con	<u>Q4</u> \$0 \$56,250 \$131,250 \$131,250 \$56,250 \$0 mpletion as deter	\$0 \$225,000 \$525,000 \$525,000 \$225,000 \$0 mined by project
EAM System.  RISK CREATED BY NOI  The risk of not continuing to imp could lead to poorly understood Current Age: 125 Year(s) S  CONTRACT PACKAGING DESIGN  INVIRONMENTAL ROW ACQUISITION  WATERIAL CONSTRUCTION SPECIAL RAIL EQUIP LAGGING US BRIDGES LOSE OUT DBE/LABOR	N-IMPLEMENTATI prove the agency's asse risks, excessive mainte tandard Lifespan: 0 Yer AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	ION at management practic enance and capital cos ar(s) BUDGET START	es and its primary decision support tool ts, and noncompliance with federal END	EY 2026 2027 2028 2029 2030 2031 Cash Flow	\$0 \$56,250 \$131,250 \$131,250 \$56,250 \$0 is constructed b:	Q2 \$0 \$56,250 \$131,250 \$131,250 \$56,250 \$0 ased on overall ?	Q3 \$0 \$56,250 \$131,250 \$131,250 \$56,250 \$0 % of project con	<u>Q4</u> \$0 \$56,250 \$131,250 \$131,250 \$56,250 \$0	\$0 \$225,000 \$525,000 \$525,000 \$225,000 \$0 mined by project



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

SCOPE								TYPE: REH	IAB   MRP
<ul> <li>Continue to rebuild on report of the second secon</li></ul>	50% FROM \$22M to \$11MM maining 33 Bombardier cars ars car onboard system for safet E – SCOPE STILL NEEDS 1	as next option o ty and convenien	rders ce.	Y 50%					
Mile Posts: n/a	E - SCOPE STILL NEEDS	IO BE REDUCE	D.	Division	: All County:	ALL Asset T	ype: Rolling S	Stock	
OBJECTIVES				RISKS		PROJECT			
1. (Goal 1: Ensure a Safe	Operating Environment) Rec w Ridership) Improve servic		nts			INCOLOI	DELAI		
	Sustainability) Reduce oper								
JUSTIFICATION	ousiamability) reduce oper			RANK	ING // PRO		DINESS		
All these 88 cars Almost 30 • Multiple OEM parts that a • FTA recommended life-co • \$59M is to complete remain		5. \$23.6M - EP199-	19 contractor (Talgo-	2. Syste	ition of Asset	-			
RISK CREATED BY		ON							
<ul> <li>Increase of impact to reve degraded equipment.</li> <li>Current Age: 28 Year(s)</li> </ul>	enue service due to increase Standard Lifespan: 30 Ye		maintenance on						
	BUDGET					CAS	H FLOW		
	AMOUNT	START	END						
	\$0			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>TOTAL</u>
DESIGN	\$0								
ENVIRONMENTAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
ROW ACQUISITION	\$0 \$0								
NOW ACCOSITION	ŰÇ			2027	\$689,125	\$689,125	\$689,125	\$689,125	\$2,756,500
MATERIAL	\$9,000,000								
CONSTRUCTION	\$0								
				2028	\$2,067,375	\$2,067,375	\$2,067,375	\$2,067,375	\$8,269,500
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$10,000								
DBE/LABOR	\$15,000			2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT					÷	70	÷	÷3	ψŪ
* P.M STAFF	\$324,000			2024	ćo	ćo	ćo	ćo	60
* SUPPORT STAFF	\$140,000			2031	\$0	\$0	\$0	\$0	Ş0
JULIONI JIAN				1					
* CONSULTANT	\$534,000								
	\$534,000				w is constructed				
	\$534,000 \$1,003,000				nanagement off				

TOTAL

\$486.000

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

#### SCOPE TYPE: REHAB | NON-MRP This project aims to rehabilitate and upgrade a range of end-user equipment - including laptops, desktops, monitors, docking stations, tablets, Ricoh and HP printers, and conference room technology such as video and audio equipment - to enhance operational efficiency by reducing downtime caused by outdated or malfunctioning technology, ensure reliable performance through regular maintenance and upgrades to minimize the risk of technical issues, improve user experience by providing modern equipment that effectively meets their needs, support organizational growth by establishing a foundation for future technological innovations, and strengthen cybersecurity. Mile Posts: n/a Division: All County: ALL Asset Type: Information Technology OBJECTIVES **RISKS CAUSING PROJECT DELAY** 1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 3. (Goal 3: Invest in People and Assets) Reduce employee turnover 4. (Goal 6: Improve Communications to Customers and Stakeholders) Improve communication and 5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications **RANKING // PROJECT READINESS** JUSTIFICATION 1. Condition of Asset..... Marginal 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 2. System Impact..... High can lead to increased vulnerability and operational challenges. Specifically, the assets in question The end-user computing infrastructure plays a critical role in the daily include printers, conference room equipment (such as audio-visual units, video displays, and operations of all users across various locations, including those working televisions), user laptops, desktops, tablets, monitors, and Polycom phones. remotely, such as contractors. This infrastructure encompasses all devices Particularly concerning are the Ricoh printers, which are nearing a point where repair parts may become and systems that facilitate user access to applications, data, and scarce or completely unavailable. This not only threatens the functionality of the printing infrastructure communication tools, as well as essential equipment like printers and but also raises the risk of operational delays and increased costs associated with sourcing alternative conference room technology. 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. **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. Standard Lifespan: 6 Year(s) Current Age: 11 Year(s) **CASH FLOW** BUDGET AMOUNT START END CONTRACT PACKAGING \$0 TOTA FY Q1 Q2 Q3 Q4 DESIGN \$0 2026 \$0 \$0 \$0 \$O Ś \$0 ENVIRONMENTAL \$0 ROW ACQUISITION 2027 \$60.750 \$60.750 \$60.750 \$60.750 \$243.00 MATERIAL \$433,000 CONSTRUCTION \$0 2028 \$60,750 \$60,750 \$60,750 \$60,750 \$243,000 SPECIAL RAIL EOUIP \$0 \$0 FLAGGING BUS BRIDGES \$0 2029 \$0 \$0 \$0 \$0 Ś CLOSE OUT \$0 DBF/LABOR \$4,000 2030 \$0 \$0 \$0 \$0 Ś PROJECT MANAGEMENT P.M STAFF \$14.000 2031 \$0 \$0 \$0 \$0 Ś \* SUPPORT STAFF \$11.000 \* CONSULTANT \$0 Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th \$24,000 CONTINGENCY

ear = 30%



#### PROJECT : FY26 SYSTEMWIDE TRACK MEASUREMENT SYSTEMS

SCOPE							-	TYPE: REH	AB   MRP
Condition assessments, and n	neasurement systems for	Track, Track compo	nents, and also Systemwide As	set Manag	ement, MRP L	Ipdates, and S	GR Planning	and reporting.	
Mile Posts: n/a				Division:	All County: A	ALL Asset Ty	pe: Track		
OBJECTIVES				DIEKE	CAUSING				
1. (Goal 3: Invest in People an	d Assets) Maintain State	of Good Repair		RISKS	CAUSING	PROJECT	DELAT		
2. (Goal 4: Retain and Grow R	,	•							
3. (Goal 1: Ensure a Safe Ope		-							
4. (Goal 4: Retain and Grow R									
		amzaton							
JUSTIFICATION				RANK	ING // PRO		DINESS		
Track rehabilitation identified b	by the Metrolink Rehabilita	tion Plan (MRP) incl	udes rail, ties, crossings,		tion of Asset		DIIILOO		
1 /			sets have fallen below a State	2. Svster	n Impact H	liah			
of Good Repair and require re	habilitation based on limits	s set by SCRRA staf	f and industry standards.		be started upo		cution becaus	e this work rec	uires
					rofessional ser	•			•
RISK CREATED BY NO		ION		Contracts	S.				
If the program is not implemer	ted in full, the remaining y	vork that is beyond t	he rehabilitation limits will be						
added to the backlog in future	-	Vork that is beyond t							
-	Standard Lifespan: 50 Yes	ar(s)							
	BUDG	ET				CASH	I FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$0			FY	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTA
DESIGN	\$1,000,000								
				2026	\$0	\$0	\$0	\$0	\$
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								
				2027	\$37,500	\$37,500	\$37,500	\$37,500	\$150,00
MATERIAL	\$0				<i>\$37,300</i>	<i>\$37,300</i>	<i>437,</i> 300	<i>437,300</i>	<i><b>Q130,00</b></i>
CONSTRUCTION	\$0				*****	A	****		4505.00
				2028	\$131,250	\$131,250	\$131,250	\$131,250	\$525,00
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$50,000								
BUS BRIDGES	\$0			2029	\$131,250	\$131,250	\$131,250	\$131,250	\$525,00
CLOSE OUT	\$0								
DBE/LABOR	\$15,000			-					
				2030	\$75,000	\$75,000	\$75,000	\$75,000	\$300,00
PROJECT MANAGEMENT									
* P.M STAFF	\$175,000								
-				2031	\$0	\$0	\$0	\$0	Ş
* SUPPORT STAFF	\$23,000				ΨŪ	ΨŪ	ΨŪ		Ŷ
				.					
* CONSULTANT	\$100,000								
									storminod h
					is constructed				
CONTINGENCY	\$137,000				anagement offic				



LOPEZS PROJECT# 3166.00

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

SCOPE						I	YPE: REHA	
Ventura Sub (VC) Track Rei - Rail - Ties - Crossings Specific Work will include: 3,000 Ties; 1 Road Crossing	70%; SCOPE STILL TO BE habilitation addresses three i g m \$2,606K to \$781K; SCOPE	major subcomponents to suf	iciently reha					
OBJECTIVES			RISKS	CAUSING F	PROJECT	DELAY		
	and Assets) Maintain State of	of Good Repair						
2. (Goal 4: Retain and Grow	Ridership) Improve service	reliability						
3. (Goal 2: Maintain Fiscal S	Sustainability) Reduce operat	ting cost						
4. (Goal 1: Ensure a Safe O	perating Environment) Redu	ce train accidents						
JUSTIFICATION			RANKI	NG // PROJ	ECT READ	INESS		
the assets have fallen below based on limits set by SCRF	work and ballast. The need l v a State of Good Repair and RA staff and industry standar	l are in need of rehabilitation ds.	2. System	ו Impact Hig	jh			
RISK CREATED BY I	NON-IMPLEMENTATI	ON						
rehabilitation limits will be ad standards would require slo	w orders with potential delay							
		s to passenger service. ar(s			CASH	FLOW	_	_
standards would require slo	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT	s to passenger service. ar(s	FY	Q1			Q4	ΤΟΤΑ
standards would require slo Current Age: 101 Year(s) CONTRACT PACKAGING	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT	s to passenger service. ar(s START END		<u>01</u>	CASH	FLOW	<u>Q4</u>	<u>TOTA</u>
standards would require slo Current Age: 101 Year(s) CONTRACT PACKAGING	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0	s to passenger service. ar(s START END	<u>FY</u> 2026	<u>Q1</u> \$0			<u>Q4</u> \$0	
standards would require slo Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0	s to passenger service. ar(s START END			<u>Q2</u>	<u>Q3</u>		
standards would require slo Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0	s to passenger service. ar(s START END			<u>Q2</u>	<u>Q3</u>		ţ
standards would require slo Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0 \$0	s to passenger service. ar(s START END	2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	\$
standards would require slo Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0	s to passenger service. ar(s START END	2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	ţ
standards would require slo Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s to passenger service. ar(s START END	2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	\$ \$78,10
standards would require slov Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s to passenger service. ar(s START END	2026 2027	\$0 \$19,525	<u>Q2</u> \$0 \$19,525	<u>Q3</u> \$0 \$19,525	\$0 \$19,525	\$ \$78,10
standards would require slov Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s to passenger service. ar(s START END	2026 2027	\$0 \$19,525	<u>Q2</u> \$0 \$19,525	<u>Q3</u> \$0 \$19,525	\$0 \$19,525	\$ \$78,10
standards would require slov Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s to passenger service. ar(s START END	2026 2027	\$0 \$19,525	<u>Q2</u> \$0 \$19,525	<u>Q3</u> \$0 \$19,525	\$0 \$19,525	\$ \$78,10 \$273,35
standards would require slov Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s to passenger service. ar(s START END	2026 2027 2027 2028	\$0 \$19,525 \$68,338	<b>Q2</b> \$0 \$19,525 \$68,338	<u>Q3</u> \$0 \$19,525 \$68,338	\$0 \$19,525 \$68,336	<b>TOTA</b> \$ \$78,10 \$273,35 \$273,35
standards would require slov Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$225,000 \$0 \$225,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s to passenger service. ar(s START END	2026 2027 2027 2028	\$0 \$19,525 \$68,338	<b>Q2</b> \$0 \$19,525 \$68,338	<u>Q3</u> \$0 \$19,525 \$68,338	\$0 \$19,525 \$68,336	\$78,10 \$273,35
Standards would require slow Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s to passenger service. ar(s START END	2026 2027 2027 2028 2028	\$0 \$19,525 \$68,338 \$68,338	Q2 \$0 \$19,525 \$68,338 \$68,338	Q3 \$0 \$19,525 \$68,338 \$68,338	\$0 \$19,525 \$68,336 \$68,336	\$78,10 \$273,35 \$273,35
Standards would require slow Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$225,000 \$0 \$225,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s to passenger service. ar(s START END	2026 2027 2027 2028	\$0 \$19,525 \$68,338	<b>Q2</b> \$0 \$19,525 \$68,338	<u>Q3</u> \$0 \$19,525 \$68,338	\$0 \$19,525 \$68,336	\$78,10 \$273,3
Standards would require slow Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$225,000 \$0 \$225,000 \$0 \$0 \$20,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s to passenger service. ar(s START END	2026 2027 2027 2028 2028	\$0 \$19,525 \$68,338 \$68,338	Q2 \$0 \$19,525 \$68,338 \$68,338	Q3 \$0 \$19,525 \$68,338 \$68,338	\$0 \$19,525 \$68,336 \$68,336	\$78,10 \$273,3 \$273,3
Standards would require slow Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$225,000 \$0 \$225,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s to passenger service. ar(s START END	2026 2027 2027 2028 2028 2029 2029	\$0 \$19,525 \$68,338 \$68,338 \$39,050	Q2 \$0 \$19,525 \$68,338 \$68,338 \$68,338	Q3 \$0 \$19,525 \$68,338 \$68,338 \$68,338	\$0 \$19,525 \$68,336 \$68,336 \$39,050	\$78,10 \$273,33 \$273,33 \$156,20
Standards would require slow Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION WATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$225,000 \$0 \$225,000 \$0 \$0 \$225,000 \$0 \$0 \$225,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s to passenger service. ar(s START END	2026 2027 2027 2028 2028	\$0 \$19,525 \$68,338 \$68,338	Q2 \$0 \$19,525 \$68,338 \$68,338	Q3 \$0 \$19,525 \$68,338 \$68,338	\$0 \$19,525 \$68,336 \$68,336	\$78,1 \$273,3 \$273,3 \$156,2
Standards would require slow Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0 \$0 \$0 \$20,000 \$225,000 \$0 \$20,000 \$0 \$20,000 \$0 \$20,000 \$0 \$20,000 \$0 \$20,000 \$0 \$225,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s to passenger service. ar(s START END	2026 2027 2027 2028 2028 2029 2029	\$0 \$19,525 \$68,338 \$68,338 \$39,050	Q2 \$0 \$19,525 \$68,338 \$68,338 \$68,338	Q3 \$0 \$19,525 \$68,338 \$68,338 \$68,338	\$0 \$19,525 \$68,336 \$68,336 \$39,050	\$78,1 \$273,3 \$273,3 \$156,2
Standards would require slow Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$225,000 \$0 \$225,000 \$0 \$0 \$225,000 \$0 \$0 \$225,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s to passenger service. ar(s START END	2026 2027 2027 2028 2028 2029 2030 2031	\$0 \$19,525 \$68,338 \$68,338 \$39,050 \$0	Q2 \$0 \$19,525 \$68,338 \$68,338 \$39,050 \$0	Q3 \$0 \$19,525 \$68,338 \$68,338 \$39,050 \$0	\$0 \$19,525 \$68,336 \$68,336 \$39,050 \$0	\$78,1 \$273,3 \$273,3 \$156,2
Standards would require slow Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP ELAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * SUPPORT STAFF * CONSULTANT	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$20,000 \$225,000 \$0 \$225,000 \$0 \$20,000 \$0 \$20,000 \$256,000 \$56,000 \$69,000	s to passenger service. ar(s START END	2026 2027 2027 2028 2029 2029 2030 2031 Cash Flow	\$0 \$19,525 \$68,338 \$68,338 \$39,050	Q2 \$0 \$19,525 \$68,338 \$68,338 \$39,050 \$0	Q3 \$0 \$19,525 \$68,338 \$68,338 \$39,050 \$0	\$0 \$19,525 \$68,336 \$68,336 \$39,050 \$0 mpletion as det	\$78,10 \$273,31 \$273,31 \$156,20 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
ttandards would require slov Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN INVIRONMENTAL COW ACQUISITION MATERIAL CONSTRUCTION PECIAL RAIL EQUIP LAGGING SUS BRIDGES LOSE OUT DBE/LABOR PROJECT MANAGEMENT P.M STAFF	w orders with potential delay Standard Lifespan: 60 Yea BUDGET AMOUNT \$0 \$0 \$0 \$0 \$20,000 \$225,000 \$0 \$20,000 \$0 \$20,000 \$0 \$20,000 \$0 \$20,000 \$0 \$20,000 \$0 \$225,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s to passenger service. ar(s START END	2026 2027 2027 2028 2029 2029 2030 2031 Cash Flow	\$0 \$19,525 \$68,338 \$68,338 \$39,050 \$0 is constructed ba	Q2 \$0 \$19,525 \$68,338 \$68,338 \$39,050 \$0	Q3 \$0 \$19,525 \$68,338 \$68,338 \$39,050 \$0	\$0 \$19,525 \$68,336 \$68,336 \$39,050 \$0 mpletion as det	\$78,10 \$273,3 \$273,3 \$156,20 \$ ermined by



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

SCOPE							Т	YPE: REHA	AB   MRP
Ventura (VC) Sub Structures -Bridges -Culverts -Tunnels Specific work will include: Update Bridge Load Ratings Design and Environmental C Budget reduced by 25%; ne	s for Bridges on Ventura Sub Clearance for 5 culverts in V	o in Ventura Count		ntly rehab	ilitate aging infr	astructure and	I growing back	log:	
Mile Posts: 426.4 - 441.24			I	Division: '	Ventura - VC Co	ounty Count	y: VN Asset <sup>-</sup>	Гуре: Structur	es
OBJECTIVES				RISKS	CAUSING F	<b>PROJECT</b> I	DELAY		
<ol> <li>(Goal 3: Invest in People</li> <li>(Goal 4: Retain and Grow</li> <li>(Goal 2: Maintain Fiscal S</li> <li>(Goal 1: Ensure a Safe O</li> </ol>	Ridership) Improve service Sustainability) Reduce opera	reliability ting cost							
JUSTIFICATION Structures Design identified Bridges, Culverts and Tunne assets have fallen below a State of Good set by SCRRA staff and indu RISK CREATED BY N	els. The design needs have I Repair and are in need of r ustry standards. NON-IMPLEMENTAT	been identified bed rehabilitation based ION work that is beyond	d on limits	1. Conditi	NG // PROJ on of Asset n Impact Hig	Worn	INESS		
Current Age: 101 Year(s)	Standard Lifespan: 100 Y	-							
		START	END			CASH	FLOW		
CONTRACT PACKAGING DESIGN	\$0 \$645,000			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>TOTAL</u>
	ćo			2026	\$0	\$0	\$0	\$0	\$0
ROW ACQUISITION	\$0 \$0			2027	\$19,325	\$19,325	\$19,325	\$19,325	\$77,300
MATERIAL CONSTRUCTION	\$0 \$0			2028	¢67,629	¢67.629	\$67,638	\$67,636	¢270 550
SPECIAL RAIL EQUIP FLAGGING	\$0 \$0			2020	\$67,638	\$67,638	Ş07,038	Ş07,030	\$270,550
BUS BRIDGES CLOSE OUT	\$0 \$0			2029	\$67,638	\$67,638	\$67,638	\$67,636	\$270,550
DBE/LABOR	\$5,000			2030	\$38,650	\$38,650	\$38,650	\$38,650	\$154,600
PROJECT MANAGEMENT * P.M STAFF	\$41,000			2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$6,000				·			·	
* CONSULTANT	\$5,000			Cash Flow	is constructed ba	ased on overall	% of project co	mpletion as det	ermined by
CONTINGENCY	\$71,000			project ma = 30%	anagement office	. 1st year = 5%	; 2nd year = 359	%; 3rd year = 30	0%; 4th year



LOPEZS PROJECT# 3168.00

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

SCOPE						٦	TYPE: REH	AB   MRP
- Signal systems - Crossing systems	Upgrading control points and c	addresses major subcomponent	s to suffic	iently rehabilita	ite again infra	structure and	growing back	log:
Mile Posts: 426.4 - 441.26			Division:	: Ventura - VC (	County Cour	nty: VN Asse	et Type: Train	Control
OBJECTIVES			RISKS		PROJECT	DELAY		
	e and Assets) Maintain State o							
,	w Ridership) Improve service							
	Sustainability) Reduce operat	•						
4. (Goal 1: Ensure a Safe C	Operating Environment) Redu	uce train accidents						
JUSTIFICATION				ING // PROJ		DINESS		
		etrolink Rehabilitation Plan (MRP)	1					
	ow a State of Good Repair and	ed has been identified because d require rehabilitation based on	2. Syster	m Impact H	igh			
RISK CREATED BY N	NON-IMPLEMENTATIO	DN						
	possible safety issues. Standard Lifespan: 25 Yea	e years. Location may fail which						
	BUDGET				CASH	I FLOW		
	AMOUNT	START END						
CONTRACT PACKAGING	\$0		<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>TOTAL</u>
DESIGN	\$235,000		2020	ćo	ćo	ć0	ćo	ćo
	<u> </u>		2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0							
ROW ACQUISITION	\$0							
			2027	\$40,160	\$40,160	\$40,160	\$40,160	\$160,640
MATERIAL	\$650,000							
CONSTRUCTION	\$650,000							
			2028	\$100,400	\$100,400	\$100,400	\$100,400	\$401,600
SPECIAL RAIL EQUIP	\$0							
FLAGGING	\$34,000							
BUS BRIDGES	\$0		2029	\$165,660	\$165,660	\$165,660	\$165,660	\$662,640
CLOSE OUT	\$0				•	•	•	•
DBE/LABOR	\$10,000							
	910,000		2030	\$140,560	\$140,560	\$140,560	\$140,560	\$562,240
PROJECT MANAGEMENT								
* P.M STAFF	\$177,000							
			2031	\$55,220	\$55,220	\$55,220	\$55,220	\$220,880
* SUPPORT STAFF	\$21,000							
* CONSULTANT	\$48,000							
			Cash Flow	w is constructed	hased on overa	all % of project	completion as	determined
CONTINGENCY	\$183,000			t management c			-	
TOTAL	\$2,008,000		year = 309	%				
TUTAL	\$2,008,000							



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

SCOPE							-	TYPE: REHA	B MRP
Ventura (LA) Sub Structures R -Bridges -Culverts -Tunnels Specific work will include: Design and Environmental Clea Design for 3 Bridges in LA Cou Budget reduced by 45%; need	arance for 5 culverts in L/ inty	-	omponents to	sufficiently	rehabilitate ag	ing infrastructu	ure and growir	ıg backlog:	
Mile Posts: 441.24 - 426.39				Division:	Ventura - LA C	ounty Count	y: LA Asset 1	Гуре: Structure	s
OBJECTIVES				RISKS	CAUSING	PROJECT	DELAY		
<ol> <li>(Goal 3: Invest in People and 2. (Goal 4: Retain and Grow Ri</li> <li>(Goal 2: Maintain Fiscal Sus</li> <li>(Goal 1: Ensure a Safe Oper</li> </ol>	dership) Improve service tainability) Reduce opera	reliability ting cost	its						
JUSTIFICATION				DANKI	NG // PROJ				
Bridges, Culverts and Tunnels. assets have fallen below a State of Good R set by SCRRA staff and industr <b>RISK CREATED BY NO</b> If the program is not implement rehabilitation limits will be adde Current Age: 101 Year(s)	epair and are in need of r ry standards. <b>DN-IMPLEMENTATI</b> ted in full, the remaining v	ehabilitation bas ON vork that is beyo years.	sed on limits	2. Systen	n Impact Hi	gh			
Current Age: 101 Year(s)	BUDGET	ear(s				CASH	FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$0			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL
DESIGN	\$1,000,000			2026	\$0	\$0	\$0	\$0	\$(
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0 \$0			2027	\$31,875	\$31,875	\$31,875	\$31,875	\$127,50
CONSTRUCTION	\$0			2028	\$111,562	\$111,562	\$111,562	\$111,564	\$446,25
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$10,000								
BUS BRIDGES	\$0			2029	\$111,562	\$111,562	\$111,562	\$111,564	\$446,25
CLOSE OUT	\$0								
DBE/LABOR	\$10,000			2030	\$63,750	\$63,750	\$63,750	\$63,750	\$255,00
PROJECT MANAGEMENT									
PROJECT MANAGEMENT * P.M STAFF	\$102,000			2031	\$0	\$0	\$0	\$0	ŞI
	\$102,000 \$21,000			2031	\$0	\$0	\$0	\$0	Şi
* P.M STAFF									
* P.M STAFF * SUPPORT STAFF	\$21,000			Cash Flow	\$0 is constructed b anagement offic	ased on overall	% of project co	mpletion as det	



**FY26** ROBLESSAU PROJECT# 3173.00

# PROJECT : SOGR\_FY26\_SAN GABRIEL\_SIGNAL

								TYPE: REH	
BUDGET DECREASED BY 6 San Gabriel (SG) Sub Train 6 *Signal system - Upgrading V (7) VHLC	Control Systems Rehabili	itation addresses n	najor subcor	nponents t	to sufficiently re	ehabilitate aga	in infrastructu	re and growir	ng backlog:
(3) Crossings Mile Posts: 1.08 - 57.66				Division:	San Gabriel	County: LA / S	SB Asset Typ	e: Train Cont	rol
OBJECTIVES				RISKS	CAUSING	PROJECT	DELAY		
1. (Goal 3: Invest in People a	and Assets) Maintain Stat	e of Good Repair							
2. (Goal 4: Retain and Grow		•							
3. (Goal 2: Maintain Fiscal Su	ustainability) Reduce ope	rating cost							
4. (Goal 1: Ensure a Safe Op	perating Environment) Re	duce train acciden	ts						
JUSTIFICATION				RANKI	NG // PRO	JECT READ	DINESS		
The need has been identified Good Repair and require reh- industry standards.					tion of Asset n Impact H				
RISK CREATED BY N Location may fail which will c 1. Condition of Asset Wor 2. System Impact High	ause train delays and pos rn	ssible safety issue	s.						
Current Age: 30 Year(s) Stan	iuaiu Lilespaii. 20 Teai(s								
	Standard Lifespan: 20 Ye	ear(s)							
	Standard Lifespan: 20 Ye BUDGET					CASH	I FLOW		
Current Age: 33 Year(s)	Standard Lifespan: 20 Ye BUDGET AMOUNT	START	END		_		I FLOW		
Current Age: 33 Year(s)	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0	START	END	<u>FY</u>	<u>Q1</u>	<u>CASH</u>	I FLOW	<u>Q4</u>	TOTAL
Current Age: 33 Year(s)	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0	START	END			<u>Q2</u>	<u>Q3</u>		
Current Age: 33 Year(s) CONTRACT PACKAGING DESIGN	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000	START	END	<u>FY</u> 2026	<u>Q1</u> \$0			<u>Q4</u> \$0	
Current Age: 33 Year(s)	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0	START				<u>Q2</u>	<u>Q3</u>		<b>TOTAL</b> \$0
Current Age: 33 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0	START				<u>Q2</u>	<u>Q3</u>		
Current Age: 33 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0 \$0 \$0 \$0	START		2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	\$0
Current Age: 33 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0 \$0 \$0 \$0	START		2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	\$0
Current Age: 33 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0 \$0 \$0 \$0 \$0	START		2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	\$0 \$354,000
Current Age: 33 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0 \$0 \$0 \$0 \$0	START		2026 2027	\$0 \$88,500	<u>Q2</u> \$0 \$88,500	<u>Q3</u> \$0 \$88,500	\$0 \$88,500	\$0
Current Age: 33 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0 \$0 \$0 \$1,100,000 \$1,300,000	START		2026 2027	\$0 \$88,500	<u>Q2</u> \$0 \$88,500	<u>Q3</u> \$0 \$88,500	\$0 \$88,500	\$0 \$354,000
CUITENT AGE: 33 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0 \$0 \$0 \$1,100,000 \$1,300,000 \$0	START		2026 2027	\$0 \$88,500	<u>Q2</u> \$0 \$88,500	<u>Q3</u> \$0 \$88,500	\$0 \$88,500	\$0 \$354,000 \$885,000
Current Age: 33 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0 \$0 \$1,100,000 \$1,300,000 \$0 \$45,000	START		2026 2027 2028	\$0 \$88,500 \$221,250	<u>Q2</u> \$0 \$88,500 \$221,250	<u>Q3</u> \$0 \$88,500 \$221,250	\$0 \$88,500 \$221,250	\$0 \$354,000 \$885,000
Current Age: 33 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0 \$0 \$1,100,000 \$1,300,000 \$1,300,000 \$0 \$45,000 \$0 \$0 \$0 \$0	START		2026 2027 2028	\$0 \$88,500 \$221,250	<u>Q2</u> \$0 \$88,500 \$221,250	<u>Q3</u> \$0 \$88,500 \$221,250	\$0 \$88,500 \$221,250	\$0 \$354,000
Current Age: 33 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0 \$0 \$1,100,000 \$1,300,000 \$1,300,000 \$0 \$45,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START		2026 2027 2028 2029	\$0 \$88,500 \$221,250 \$365,062	<u>Q2</u> \$0 \$88,500 \$221,250 \$365,062	<u>Q3</u> \$0 \$88,500 \$221,250 \$365,062	\$0 \$88,500 \$221,250 \$365,064	\$0 \$354,000 \$885,000 \$1,460,250
Current Age: 33 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0 \$0 \$1,100,000 \$1,300,000 \$1,300,000 \$0 \$45,000 \$0 \$0 \$0 \$0	START		2026 2027 2028	\$0 \$88,500 \$221,250	<u>Q2</u> \$0 \$88,500 \$221,250	<u>Q3</u> \$0 \$88,500 \$221,250	\$0 \$88,500 \$221,250	\$0 \$354,000 \$885,000
Current Age: 33 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0 \$0 \$1,100,000 \$1,300,000 \$0 \$45,000 \$0 \$0 \$1,300,000 \$0 \$0 \$1,300,000 \$0 \$0 \$0 \$1,300,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START		2026 2027 2028 2029	\$0 \$88,500 \$221,250 \$365,062	<u>Q2</u> \$0 \$88,500 \$221,250 \$365,062	<u>Q3</u> \$0 \$88,500 \$221,250 \$365,062	\$0 \$88,500 \$221,250 \$365,064	\$0 \$354,000 \$885,000 \$1,460,250
Current Age: 33 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0 \$0 \$1,100,000 \$1,300,000 \$1,300,000 \$0 \$45,000 \$0 \$0 \$0 \$0	START		2026 2027 2028 2029	\$0 \$88,500 \$221,250 \$365,062	<u>Q2</u> \$0 \$88,500 \$221,250 \$365,062	<u>Q3</u> \$0 \$88,500 \$221,250 \$365,062	\$0 \$88,500 \$221,250 \$365,064	\$354,000 \$885,000 \$1,460,250 \$1,239,000
Current Age: 33 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0 \$0 \$1,100,000 \$1,300,000 \$0 \$45,000 \$0 \$0 \$1,300,000 \$0 \$0 \$1,300,000 \$0 \$0 \$0 \$1,300,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START		2026 2027 2028 2029 2030	\$0 \$88,500 \$221,250 \$365,062 \$309,750	Q2 \$0 \$88,500 \$221,250 \$365,062 \$309,750	<u>Q3</u> \$0 \$88,500 \$221,250 \$365,062 \$309,750	\$0 \$88,500 \$221,250 \$365,064 \$309,750	\$354,000 \$885,000 \$1,460,250 \$1,239,000
Current Age: 33 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0 \$0 \$1,100,000 \$1,300,000 \$0 \$45,000 \$0 \$0 \$1,300,000 \$0 \$0 \$385,000	START		2026 2027 2028 2029 2030	\$0 \$88,500 \$221,250 \$365,062 \$309,750	Q2 \$0 \$88,500 \$221,250 \$365,062 \$309,750	<u>Q3</u> \$0 \$88,500 \$221,250 \$365,062 \$309,750	\$0 \$88,500 \$221,250 \$365,064 \$309,750	\$354,000 \$885,000 \$1,460,250 \$1,239,000
Current Age: 33 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0 \$0 \$1,100,000 \$1,300,000 \$0 \$45,000 \$0 \$0 \$1,300,000 \$0 \$1,300,000 \$0 \$0 \$1,300,000 \$0 \$0 \$1,300,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START		2026 2027 2028 2029 2030 2031	\$0 \$88,500 \$221,250 \$365,062 \$309,750	Q2 \$0 \$88,500 \$221,250 \$365,062 \$309,750 \$121,688	Q3 \$0 \$88,500 \$221,250 \$365,062 \$309,750 \$121,688	\$0 \$88,500 \$221,250 \$365,064 \$309,750 \$121,686	\$354,000 \$354,000 \$885,000 \$1,460,250 \$1,239,000 \$486,750
Current Age: 33 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	Standard Lifespan: 20 Ye BUDGET AMOUNT \$0 \$600,000 \$0 \$0 \$1,100,000 \$1,300,000 \$0 \$45,000 \$0 \$0 \$1,300,000 \$0 \$1,300,000 \$0 \$0 \$1,300,000 \$0 \$0 \$1,300,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START		2026 2027 2028 2029 2030 2031 Cash Flow	\$0 \$88,500 \$221,250 \$365,062 \$309,750 \$121,688 ' is constructed of t management of	Q2 \$0 \$88,500 \$2221,250 \$365,062 \$309,750 \$121,688 based on overal	Q3 \$0 \$88,500 \$221,250 \$365,062 \$309,750 \$121,688	\$0 \$88,500 \$221,250 \$365,064 \$309,750 \$121,686 ompletion as d	\$354,000 \$354,000 \$885,000 \$1,460,250 \$1,239,000 \$486,750 eletermined



### PROJECT : SOGR\_FY26\_SAN GABRIEL\_TRACK

							TYPE: REF	IAB   MRP
BUDGET DECREASED BY 5	50%: SCOPE STILL TO BE	E DECREASED ACCORDIN	GLY.					
San Gabriel (SG) Track Reha				litate aging infra	astructure and	growing back	dog:	
-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 list	ted							
Mile Posts: 3.73 - 57.66			Division:	San Gabriel	County: LA / S	B Asset Typ	e: Track	
OBJECTIVES			DICKC	CAUSING I				
1. (Goal 3: Invest in People a	nd Assets) Maintain State	of Good Repair	RISKS	CAUSING	RUJECI	JELAT		
2. (Goal 4: Retain and Grow I								
3. (Goal 2: Maintain Fiscal Su		=						
4. (Goal 1: Ensure a Safe Op		-						
JUSTIFICATION			RANK	NG // PROJ	ECT READ	INESS		
Track rehabilitation identified			1. Condi	tion of Asset	. Worn			
includes rail, ties, crossings, s			2. Syster	n Impact Hi	igh			
identified because the assets rehabilitation based on limits			1. Condi	tion of Asset	. Worn			
		dustry standards.	2. Syster	n Impact Hi	igh			
RISK CREATED BY NO	ON-IMPLEMENTATI	ON						
If the program is not impleme	nted in full, the remaining	work that is beyond the						
rehabilitation limits will be add	-	-						
Current Age: 124 Year(s) Sta	ndard Lifespan: 0 Year(s)							
Current Age: 125 Year(s)	Standard Lifespan: 0 Yea	ar(s)						
	BUDGET				CASH	FLOW		
	AMOUNT	START END						
CONTRACT PACKAGING	\$0		<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>		
DESIGN	\$150,000						<u>Q4</u>	TOTAL
							<u>Q4</u>	<u>TOTAL</u>
			2026	\$0	\$0	\$0	\$0	<u>TOTAL</u> \$0
ENVIRONMENTAL	\$0		2026	\$0	\$0	\$0		
ENVIRONMENTAL	· · · · · · · · · · · · · · · · · · ·		2026	\$0	\$0	\$0		
							\$0	\$0
ROW ACQUISITION	\$0		2027	\$0 \$85,200	\$0 \$85,200	\$0 \$85,200		
ROW ACQUISITION MATERIAL	\$0 \$450,000		2027				\$0	\$0
ROW ACQUISITION	\$0		2027	\$85,200	\$85,200	\$85,200	\$0 \$85,200	\$0
ROW ACQUISITION MATERIAL	\$0 \$450,000		2027				\$0	\$0
ROW ACQUISITION MATERIAL	\$0 \$450,000		2027	\$85,200	\$85,200	\$85,200	\$0 \$85,200	\$0
ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	\$0 \$450,000 \$1,900,000		2027	\$85,200	\$85,200	\$85,200	\$0 \$85,200	\$0
ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	\$0 \$450,000 \$1,900,000 \$0		2027	\$85,200	\$85,200	\$85,200	\$0 \$85,200	\$0
ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	\$0 \$450,000 \$1,900,000 \$0 \$60,000		2027  2028	\$85,200 \$298,200	\$85,200 \$298,200	\$85,200 \$298,200	\$0 \$85,200 \$298,200	\$0 \$340,800 \$1,192,800
ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	\$0 \$450,000 \$1,900,000 \$0 \$60,000 \$0		2027  2028	\$85,200 \$298,200	\$85,200 \$298,200	\$85,200 \$298,200	\$0 \$85,200 \$298,200	\$0 \$340,800 \$1,192,800
ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	\$0 \$450,000 \$1,900,000 \$0 \$60,000 \$0 \$0 \$0 \$0		2027  2028	\$85,200 \$298,200	\$85,200 \$298,200	\$85,200 \$298,200	\$0 \$85,200 \$298,200	\$0 \$340,800 \$1,192,800
ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	\$0 \$450,000 \$1,900,000 \$0 \$60,000 \$0 \$0 \$0 \$0		2027 2028 2028 2028	\$85,200 \$298,200 \$298,200	\$85,200 \$298,200 \$298,200	\$85,200 \$298,200 \$298,200	\$0 \$85,200 \$298,200 \$298,200	\$0 \$340,800 \$1,192,800 \$1,192,800
ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	\$0 \$450,000 \$1,900,000 \$0 \$60,000 \$0 \$0 \$10,000		2027 2028 2028 2028	\$85,200 \$298,200 \$298,200	\$85,200 \$298,200 \$298,200	\$85,200 \$298,200 \$298,200	\$0 \$85,200 \$298,200 \$298,200	\$0 \$340,800 \$1,192,800 \$1,192,800
ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	\$0 \$450,000 \$1,900,000 \$0 \$60,000 \$0 \$0 \$0 \$0		2027 2028 2028 2028 2029 2030	\$85,200 \$298,200 \$298,200 \$170,400	\$85,200 \$298,200 \$298,200 \$170,400	\$85,200 \$298,200 \$298,200 \$170,400	\$0 \$85,200 \$298,200 \$298,200 \$170,400	\$0 \$340,800 \$1,192,800 \$1,192,800 \$681,600
ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	\$0 \$450,000 \$1,900,000 \$0 \$60,000 \$0 \$0 \$10,000 \$200,000		2027 2028 2028 2028	\$85,200 \$298,200 \$298,200	\$85,200 \$298,200 \$298,200	\$85,200 \$298,200 \$298,200	\$0 \$85,200 \$298,200 \$298,200	\$0 \$340,800 \$1,192,800 \$1,192,800
ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	\$0 \$450,000 \$1,900,000 \$0 \$60,000 \$0 \$0 \$10,000 \$220,000 \$228,000		2027 2028 2028 2028 2029 2030	\$85,200 \$298,200 \$298,200 \$170,400	\$85,200 \$298,200 \$298,200 \$170,400	\$85,200 \$298,200 \$298,200 \$170,400	\$0 \$85,200 \$298,200 \$298,200 \$170,400	\$0 \$340,800 \$1,192,800 \$1,192,800 \$681,600
ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	\$0 \$450,000 \$1,900,000 \$0 \$60,000 \$0 \$0 \$10,000 \$200,000		2027 2028 2028 2029 2030 2031	\$85,200 \$298,200 \$298,200 \$170,400 \$0	\$85,200 \$298,200 \$298,200 \$170,400 \$0	\$85,200 \$298,200 \$298,200 \$170,400 \$0	\$0 \$85,200 \$298,200 \$298,200 \$170,400 \$0	\$0 \$340,800 \$1,192,800 \$681,600 \$0
ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	\$0 \$450,000 \$1,900,000 \$0 \$60,000 \$0 \$0 \$10,000 \$220,000 \$228,000		2027 2028 2028 2029 2030 2030 2031	\$85,200 \$298,200 \$298,200 \$170,400 \$0	\$85,200 \$298,200 \$298,200 \$170,400 \$0	\$85,200 \$298,200 \$298,200 \$170,400 \$0	\$0 \$85,200 \$298,200 \$298,200 \$170,400 \$0 ompletion as d	\$0 \$340,800 \$1,192,800 \$1,192,800 \$681,600 \$0 etermined by
ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	\$0 \$450,000 \$1,900,000 \$0 \$60,000 \$0 \$0 \$10,000 \$220,000 \$228,000		2027 2028 2028 2029 2030 2030 2031	\$85,200 \$298,200 \$298,200 \$170,400 \$0 y is constructed to anagement office	\$85,200 \$298,200 \$298,200 \$170,400 \$0	\$85,200 \$298,200 \$298,200 \$170,400 \$0	\$0 \$85,200 \$298,200 \$298,200 \$170,400 \$0 ompletion as d	\$0 \$340,800 \$1,192,800 \$1,192,800 \$681,600 \$0 etermined by
ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF * CONSULTANT	\$0 \$450,000 \$1,900,000 \$0 \$0 \$0 \$0 \$10,000 \$220,000 \$28,000 \$300,000		2027 2028 2028 2029 2030 2030 2031	\$85,200 \$298,200 \$298,200 \$170,400 \$0 y is constructed to anagement office	\$85,200 \$298,200 \$298,200 \$170,400 \$0	\$85,200 \$298,200 \$298,200 \$170,400 \$0	\$0 \$85,200 \$298,200 \$298,200 \$170,400 \$0 ompletion as d	\$0 \$340,800 \$1,192,800 \$1,192,800 \$681,600 \$0 etermined by



**FY26** ROBLESSAU PROJECT# 3176.00

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

SCOPE							٦	TYPE: REH	AB   MRP
San Gabriel (SG) Sub Structu -Bridges -Culverts -Tunnels Specific work will include:	ures Rehabilitation address	es three major s	ubcomponen		-			-	og:
Mile Posts: 1.08 - 57.66				Division:	San Gabriel	County: LA / S	B Asset Typ	e: Structures	
OBJECTIVES				RISKS	CAUSING	PROJECT	DELAY		
1. (Goal 3: Invest in People a	and Assets) Maintain State o	of Good Repair							
2. (Goal 4: Retain and Grow	Ridership) Improve service	reliability							
3. (Goal 2: Maintain Fiscal Su	ustainability) Reduce operat	ting cost							
4. (Goal 1: Ensure a Safe Op	perating Environment) Redu	ce train accident	ts						
JUSTIFICATION				RANK	ING // PROJ	IECT REAL	DINESS		
Structures rehabilitation ident	-			1. Condit	ion of Asset	. Worn			
includes Bridges, Culverts, and assets have fallen below the				2. Syster	n Impact Hi	gh			
based on limits set by SCRR		•	lion	1. Condit	tion of Asset	. Worn			
RISK CREATED BY N	· · ·			2. Syster	n Impact Hi	gh			
If the program is not impleme rehabilitation limits will be add Current Age: 125 Year(s)	÷	years.	nd the						
	BUDGET					CASH	FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$0			FY	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL
DESIGN	\$75,000								
	<u> </u>			2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2027	\$182,812	\$182,812	\$182,812	\$182,814	\$731,250
MATERIAL	\$0								
CONSTRUCTION	\$3,000,000								
				2028	\$548,438	\$548,438	\$548,438	\$548,436	\$2,193,750
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$250,000								
BUS BRIDGES	\$25,000			2029	\$365,625	\$365,625	\$365,625	\$365,625	\$1,462,500
CLOSE OUT	\$10,000								
DBE/LABOR	\$14,000								
				2030	\$121,875	\$121,875	\$121,875	\$121,875	\$487,500
PROJECT MANAGEMENT					+,	+	+,	+/	+,
* P.M STAFF	\$487,000								
P.IVI STAFF	\$487,000			2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$70,000								
* CONSULTANT	\$500,000								
				Cash Flow	is constructed b	ased on overal	% of project co	ompletion as d	etermined bv
CONTINGENCY	\$444,000				anagement offic			-	-
TOTAL	\$4,875,000			= 30%					
	\$4,875,000								



**FY26** ROBLESSAU PROJECT# 3177.00

### PROJECT : SOGR\_FY26\_RIVER\_SIGNAL

SCOPE						Т	TYPE: REHA	B   MRP
River (RV) Sub Train Control S *Signal system - Upgrading VH UPGRADE (2) CONTROL POI	ILC Control Points (CP), in	ntermediates, and crossing		ciently rehabilitat	te again infrast	ructure and gr	rowing backlog	J:
Budaet reduced bv 30%: need Mile Posts: 1 - 481.9	to adiust descope		Division	: River County	: ALL Asset	Гуре: Train Cc	ontrol	
OBJECTIVES			RISKS		PROJECT	DELAY		
1. (Goal 3: Invest in People and	d Assets) Maintain State o	of Good Repair						
2. (Goal 4: Retain and Grow R	idership) Improve service	reliability						
3. (Goal 2: Maintain Fiscal Sus	tainability) Reduce operat	ing cost						
4. (Goal 1: Ensure a Safe Ope	rating Environment) Redu	ce train accidents						
JUSTIFICATION			RANK	ING // PROJ	JECT REAL	DINESS		
The need has been identified b			1. Cond	ition of Asset	. Worn			
Good Repair and require rehat	pilitation based on limits se	et by SCRRA staff and	2. Syste	m Impact Hi	gh			
industry standards.			1. Cond	ition of Asset	. Worn			
RISK CREATED BY NO	2. Syste	m Impact Hi	igh					
Location may fail which will cau	use train delays and possi	ble safety issues	_					
	tandard Lifespan: 25 Year							
	BUDGET				CASH	FLOW		
	AMOUNT	START END						
CONTRACT PACKAGING DESIGN	\$0		FY	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>TOTAL</u>
	\$250,000		2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0							
ROW ACQUISITION	\$0							
								\$240,800
			2027	\$60,200	\$60,200	\$60,200	\$60,200	
MATERIAL	\$750,000			\$60,200	\$60,200	\$60,200	\$60,200	
MATERIAL	\$750,000			\$60,200	\$60,200	\$60,200	\$60,200	
MATERIAL	\$750,000							\$602.000
MATERIAL	\$750,000 \$1,200,000		2028	\$60,200 \$150,500	\$60,200 \$150,500	\$60,200 \$150,500	\$60,200 \$150,500	\$602,000
MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP	\$750,000 \$1,200,000 \$0		2028					\$602,000
MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	\$750,000 \$1,200,000 \$0 \$23,000		2028	\$150,500	\$150,500	\$150,500	\$150,500	
MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	\$750,000 \$1,200,000 \$0 \$23,000 \$0		2028					
MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	\$750,000 \$1,200,000 \$0 \$23,000 \$0 \$0		2028	\$150,500	\$150,500	\$150,500	\$150,500	
MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	\$750,000 \$1,200,000 \$0 \$23,000 \$0		2028	\$150,500 \$248,325	\$150,500 \$248,325	\$150,500 \$248,325	\$150,500 \$248,325	\$993,300
MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	\$750,000 \$1,200,000 \$0 \$23,000 \$0 \$0		2028	\$150,500	\$150,500	\$150,500	\$150,500	\$993,300
MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	\$750,000 \$1,200,000 \$0 \$23,000 \$0 \$0 \$15,000		2028	\$150,500 \$248,325	\$150,500 \$248,325	\$150,500 \$248,325	\$150,500 \$248,325	\$993,300
MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	\$750,000 \$1,200,000 \$0 \$23,000 \$0 \$0		2028 2029 2030	\$150,500 \$248,325 \$210,700	\$150,500 \$248,325 \$210,700	\$150,500 \$248,325 \$210,700	\$150,500 \$248,325 \$210,700	\$993,300 \$842,800
MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	\$750,000 \$1,200,000 \$0 \$23,000 \$0 \$0 \$15,000 \$140,000		2028	\$150,500 \$248,325	\$150,500 \$248,325	\$150,500 \$248,325	\$150,500 \$248,325	\$993,300 \$842,800
MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	\$750,000 \$1,200,000 \$0 \$23,000 \$0 \$0 \$15,000 \$140,000 \$28,000		2028 2029 2030	\$150,500 \$248,325 \$210,700	\$150,500 \$248,325 \$210,700	\$150,500 \$248,325 \$210,700	\$150,500 \$248,325 \$210,700	\$993,300 \$842,800
MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	\$750,000 \$1,200,000 \$0 \$23,000 \$0 \$0 \$15,000 \$140,000 \$28,000		2028 2029 2030 2031	\$150,500 \$248,325 \$210,700 \$82,775	\$150,500 \$248,325 \$210,700 \$82,775	\$150,500 \$248,325 \$210,700 \$82,775	\$150,500 \$248,325 \$210,700 \$82,775	\$993,300 \$842,800 \$331,100
MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF * CONSULTANT	\$750,000 \$1,200,000 \$0 \$23,000 \$0 \$0 \$15,000 \$140,000 \$28,000 \$300,000		2028 2029 2030 2030 2031 Cash Flor	\$150,500 \$248,325 \$210,700 \$82,775 w is constructed b	\$150,500 \$248,325 \$210,700 \$82,775 based on overall	\$150,500 \$248,325 \$210,700 \$82,775 % of project co	\$150,500 \$248,325 \$210,700 \$82,775	\$993,300 \$842,800 \$331,100 termined by
MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	\$750,000 \$1,200,000 \$0 \$23,000 \$0 \$0 \$15,000 \$140,000 \$28,000 \$300,000		2028 2029 2030 2030 2031 Cash Flor	\$150,500 \$248,325 \$210,700 \$82,775	\$150,500 \$248,325 \$210,700 \$82,775 based on overall	\$150,500 \$248,325 \$210,700 \$82,775 % of project co	\$150,500 \$248,325 \$210,700 \$82,775	\$993,300 \$842,800 \$331,100 termined by





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

SCOPE							٦	TYPE: REHA	AB   MRP
River (RV) Sub Structures Reha -Bridges -Culverts -Tunnels Specific work will include: River Sub Structures Rehabilita Bridges		-			-	-	-		
- Bridges *DESICN ONLY* Bridge lood ro Mile Posts: 0.8 - 484.9	atina analysis undatas	dooian and/or ro	noir rocomm		River County				
OBJECTIVES				RISKS	CAUSING	PROJECT	DELAY		
1. (Goal 3: Invest in People and									
2. (Goal 4: Retain and Grow Rid									
<ol> <li>3. (Goal 2: Maintain Fiscal Sust</li> <li>4. (Goal 1: Ensure a Safe Operation)</li> </ol>		-	nts						
JUSTIFICATION				RANK	ING // PROJ		DINESS		
Structures rehabilitation identifie				1. Condit	tion of Asset	. Worn			
includes Bridges, Culverts, and the assets have fallen below the based on limits set by SCRRA s	e State of Good Repair	and require reha		1. Condit	m Impact H tion of Asset m Impact H	. Worn			
RISK CREATED BY NO	N-IMPLEMENTAT	ION							
If the program is not implementer rehabilitation limits will be adder Current Age: 125 Year(s) S	d to the backlog in futu	re years.	rond the						
	BUDGET	.,				CASH	FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING DESIGN	\$0				<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>TOTAL</u>
	,,			2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$325,000				·				
ROW ACQUISITION	\$0			2027	\$40,625	\$40,625	\$40,625	\$40,625	\$162,500
MATERIAL	\$0				↓ <del>+</del> 0,023	↓ <del>+</del> 0,025	↓ <del>+</del> 0,023	¥40,023	<i>Ş</i> 102,300
CONSTRUCTION	\$0								
				2028	\$142,188	\$142,188	\$142,188	\$142,186	\$568,750
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$20,000								
BUS BRIDGES	\$0			2029	\$142,188	\$142,188	\$142,188	\$142,186	\$568,750
CLOSE OUT	\$0								
DBE/LABOR	\$7,000			2030	\$81,250	\$81,250	\$81,250	\$81,250	\$325,000
1									, = ==,000
PROJECT MANAGEMENT							. ,		
PROJECT MANAGEMENT * P.M STAFF	\$140,000								<b>*</b> ~
* P.M STAFF				2030	\$0	\$0	\$0	\$0	\$0
	\$140,000 \$35,000 \$150,000								\$0
* P.M STAFF * SUPPORT STAFF	\$35,000			2031		\$0	\$0	\$0	
* P.M STAFF * SUPPORT STAFF	\$35,000			 2031  Cash Flow	\$0 v is constructed b t management o	\$0 based on overal	\$0 I % of project c	\$0 ompletion as de	etermined



### PROJECT : SOGR\_FY26\_RIVER\_TRACK

SCOPE								TYPE: REH	AB   MRP
River (RV) Track Rehabilita Rail, Ties, Crossings, Spec	ation addresses five major cor	mponents to su	fficiently rehab	oilitate agir	ng infrastructure	e and growing	backlog:		
Mile Posts: .70 - 484.9	iai frack work, Dallast			Division:	River County	: ALL Asset	Type: Track		
OBJECTIVES				RISKS	CAUSING I	PROJECT I	DELAY		
1. (Goal 3: Invest in People	e and Assets) Maintain State o	of Good Repair							
2. (Goal 4: Retain and Grov	w Ridership) Improve service	reliability							
	Sustainability) Reduce operat	•							
4. (Goal 1: Ensure a Safe C	Operating Environment) Redu	ice train accide	nts						
JUSTIFICATION				RANK	NG // PROJ	ECT READ	INESS		
includes rail, ties, crossings identified because the assets have fa	ed by the Metrolink Rehabilita s, special trackwork, and balla allen below a State of Good R RA staff and industry standar	ast. The need h Repair and requ	as been	2. Syster 1. Condit	tion of Asset m Impact Hi tion of Asset m Impact Hi	gh . Worn			
RISK CREATED BY	NON-IMPLEMENTATIC	ON							
rehabilitation limits will be a	nented in full, the remaining w added to the backlog in future Standard Lifespan: 25 Year	years.	ond the						
	BUDGET					CASH	FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$0			FY	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL
DESIGN	\$115,000								
				2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	ŚO								
-	\$0								
Now Acquisition	ΨŪ			2027	\$72,325	\$72,325	\$72,325	\$72,325	\$289,300
	¢400.000			2027	<i>Ş12,323</i>	<i>312,323</i>	<i>312,323</i>	\$72,323	Ş269,300
	\$400,000								
CONSTRUCTION	\$1,500,000								
				2028	\$253,138	\$253,138	\$253,138	\$253,136	\$1,012,550
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$80,000								
BUS BRIDGES	\$20,000			2029	\$253,138	\$253,138	\$253,138	\$253,136	\$1,012,550
CLOSE OUT	\$10,000								
DBE/LABOR	\$15,000								
				2030	\$144,650	\$144,650	\$144,650	\$144,650	\$578,600
PROJECT MANAGEMENT									
* P.M STAFF	\$165,000								
	\$105,000			2031	\$0	\$0	\$0	\$0	\$0
	¢50,000			2031	ŲÇ	γŪ	ŲĘ	υç	ŞΟ
* SUPPORT STAFF	\$50,000								
* CONSULTANT	\$275,000				• • • •				
					v is constructed b anagement offic			-	
CONTINGENCY	\$263,000			= 30%		c. 130 yedi - 37	o, zna year - 55	, , , , , , , , , , , , , , , , , , ,	Joro, Hun yedi
TOTAL	\$2,893,000								



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

SCOPE							٦	TYPE: REHA	B   MRP
Perris Valley (PVL) Sub Train C *Signal system - Upgrading VHL Upgrade (3) VHLC	-				sufficiently r	ehabilitate aga	ain infrastructu	re and growing	j backlog:
Budaet reduced bv 35%: need to Mile Posts: 65 - 85	o adiust scope.		Divis	sion: S	an Jacinto (P	VL) County:	RV Asset Ty	/pe: Train Cont	rol
OBJECTIVES			RIS	KSO		PROJECT	<b>DEL ΔΥ</b>		
1. (Goal 3: Invest in People and	Assets) Maintain State	of Good Repair							
2. (Goal 4: Retain and Grow Rid	,	•							
3. (Goal 2: Maintain Fiscal Susta		-							
4. (Goal 1: Ensure a Safe Opera		-	3						
JUSTIFICATION The need has been identified be	cause the assets have t	fallen helow a Sta			n of Asset		JINE 55		
Good Repair and require rehabil			ff and						
industry standards.		-	2. 5		Impact Hi n of Asset	-			
					Impact Hi				
RISK CREATED BY NO	N-IMPLEMENIAI	ION		•		0			
Location may fail which will caus Current Age: 26 Year(s) Standar		ible safety issues							
Current Age: 33 Year(s) Sta	andard Lifespan: 25 Yea	r(ŧ							
	BUDGET					CASH	I FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$0		<u>F</u> )	<u> </u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>TOTAL</u>
DESIGN	\$300,000		202	26	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								
			202	27	\$40,360	\$40,360	\$40,360	\$40,360	\$161,440
MATERIAL	\$500,000								
CONSTRUCTION	\$600,000								
			202	28	\$100,900	\$100,900	\$100,900	\$100,900	\$403,600
SPECIAL RAIL EQUIP	\$0					. ,	. ,	. ,	
FLAGGING									
BUS BRIDGES	\$0		202		\$166,485	\$166,485	\$166,485	\$166,485	\$665,940
	\$0 \$0		202		<i>9100,400</i>	<b>9100,40</b> 5	<b>9100,40</b> 5	9100,405	<del>,000,040</del>
DBE/LABOR	\$15,000				A	A	A	A	Anon
			203	50	\$141,260	\$141,260	\$141,260	\$141,260	\$565,040
PROJECT MANAGEMENT	<b>1</b>								
* P.M STAFF	\$175,000		203	21	\$55,495	\$55,495	\$55,495		\$771 000
* SUPPORT STAFF	\$25,000		203	<b>^</b>	JJ,433	<i>२</i> ,3,433	<i>२</i> , <b>२</b> ,4७२	\$55,495	\$221,980
* CONSULTANT	\$200,000								
								ompletion as de 5%; 3rd year = 3	
CONTINGENCY	\$184,000		= 309			ot year = J/	-, <u>_</u> a year – Je	, c. a year – J	, in your
TOTAL	\$2,018,000								



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

SCOPE							-	TYPE: REH	AB   MRP
Replace Cisco Switches, Cisco	Meraki Wireless Acces	s Points and Palo A	Ito Firewalls that ar	re reaching e	nd of suppo	rt			
BUDGET DECREASED by 8%	from \$923K; SCOPE M	IAY NEED TO BE D	ECREASED.						
Mile Posts: n/a				Division: All	County: A	ALL Asset T	ype: Informatio	on Technolog	у
OBJECTIVES				<b>RISKS C</b>	AUSING I	PROJECT	DELAY		
1. (Goal 3: Invest in People and	l Assets) Maintain State	e of Good Repair							
2. (Goal 2: Maintain Fiscal Sust	ainability) Reduce oper	ating cost							
3. (Goal 4: Retain and Grow Ric	dership) Increase syste	m utilization							
4. (Goal 3: Invest in People and	Assets) Reduce emplo	oyee turnover							
5. (Goal 1: Ensure a Safe Opera	ating Environment) Rec	duce train accidents							
JUSTIFICATION				RANKING	g // PROJ	ECT REAL	DINESS		
Metrolink IDTS has invested in n no longer be supported by the n efficiency. The assets are as fo Points c) Palo Alto Firewalls and	manufacturer and will no blows: a) Cisco Switche	ot have the desired f es b) Cisco Meraki V	functionality and	2. System In The network	mpact H k devices re	ligh quested com	prise the netw /ices will creat		
RISK CREATED BY NON		ON							
The risk of not funding this proje patches and firmware and will n devices will no longer be suppor encounter issues with the netwo warranty for the devices should Current Age: 6 Year(s) Star	nake Metrolink vulnerat rt by the manufacturer a ork devices. 3. We will r	ble to cybersecurity a and will not have an no longer have any	attacks 2. Network y support should w						
	BUDGET					CASH	I FLOW		
	BUDGET AMOUNT	START	END			CASH	I FLOW		
CONTRACT PACKAGING		START	END	<u>FY</u>	<u>Q1</u>	<u>CASH</u>	<mark>ا FLOW</mark> <u>مع</u>	<u>Q4</u>	TOTAL
CONTRACT PACKAGING DESIGN	AMOUNT	START	END			<u>Q2</u>	<u>Q3</u>		
DESIGN	AMOUNT \$0 \$0	START	END	<u>FY</u> 2026	<b>Q1</b> \$0			<u>Q4</u> \$0	<u>TOTAL</u> \$0
DESIGN ENVIRONMENTAL	AMOUNT \$0 \$0 \$0	START	END			<u>Q2</u>	<u>Q3</u>		
DESIGN	AMOUNT \$0 \$0	START	END	2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	\$0
DESIGN ENVIRONMENTAL ROW ACQUISITION	AMOUNT \$0 \$0 \$0 \$0 \$0	START	END			<u>Q2</u>	<u>Q3</u>		
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0		END	2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	\$0
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0		END	2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	\$0
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0		END	2026	\$0	<u>Q2</u> \$0 \$106,250	<u>Q3</u> \$0 \$106,250	\$0	\$0 \$425,000
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0		END	2026	\$0	<u>Q2</u> \$0 \$106,250	<u>Q3</u> \$0 \$106,250	\$0	\$0 \$425,000
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$753,000 \$0		END	2026	\$0	<u>Q2</u> \$0 \$106,250	<u>Q3</u> \$0 \$106,250	\$0	\$0 \$425,000
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$753,000 \$0 \$0 \$0		END	2026 2027 2028	\$0 \$106,250 \$106,250	<b>Q2</b> \$0 \$106,250 \$106,250	<u>Q3</u> \$0 \$106,250 \$106,250	\$0 \$106,250 \$106,250	\$0 \$425,000 \$425,000
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$753,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0		END	2026 2027 2028	\$0 \$106,250 \$106,250	<b>Q2</b> \$0 \$106,250 \$106,250	<u>Q3</u> \$0 \$106,250 \$106,250	\$0 \$106,250 \$106,250	\$0 \$425,000 \$425,000
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$753,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0		END	2026 2027 2028	\$0 \$106,250 \$106,250	<b>Q2</b> \$0 \$106,250 \$106,250	<u>Q3</u> \$0 \$106,250 \$106,250	\$0 \$106,250 \$106,250	\$0 \$425,000 \$425,000
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$753,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0		END	2026 2027 2028 2029	\$0 \$106,250 \$106,250 \$0	<b>Q2</b> \$0 \$106,250 \$106,250 \$0	<b>Q3</b> \$0 \$106,250 \$106,250 \$0	\$106,250 \$106,250 \$106,250 \$0	\$0 \$425,000 \$425,000 \$0
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$753,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0		END	2026 2027 2028 2029	\$0 \$106,250 \$106,250 \$0	<b>Q2</b> \$0 \$106,250 \$106,250 \$0	<b>Q3</b> \$0 \$106,250 \$106,250 \$0	\$106,250 \$106,250 \$106,250 \$0	\$0 \$425,000 \$425,000 \$0
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$753,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0		END	2026 2027 2028 2029 2030	\$106,250 \$106,250 \$106,250 \$0 \$0	Q2 \$0 \$106,250 \$106,250 \$0 \$0	Q3 \$0 \$106,250 \$106,250 \$0 \$0	\$0 \$106,250 \$106,250 \$0 \$0	\$0 \$425,000 \$425,000 \$0 \$0
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0		END	2026 2027 2028 2029	\$0 \$106,250 \$106,250 \$0	<b>Q2</b> \$0 \$106,250 \$106,250 \$0	<b>Q3</b> \$0 \$106,250 \$106,250 \$0	\$106,250 \$106,250 \$106,250 \$0	\$0 \$425,000 \$425,000 \$0
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$753,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0		END	2026 2027 2028 2029 2030	\$106,250 \$106,250 \$106,250 \$0 \$0	Q2 \$0 \$106,250 \$106,250 \$0 \$0	Q3 \$0 \$106,250 \$106,250 \$0 \$0	\$0 \$106,250 \$106,250 \$0 \$0	\$0 \$425,000 \$425,000 \$0 \$0
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0		END	2026 2027 2028 2029 2030 2031	\$0 \$106,250 \$106,250 \$0 \$0 \$0	Q2 \$0 \$106,250 \$106,250 \$0 \$0	Q3 \$0 \$106,250 \$106,250 \$0 \$0 \$0	\$0 \$106,250 \$106,250 \$0 \$0 \$0	\$0 \$425,000 \$425,000 \$0 \$0 \$0 \$0
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF * CONSULTANT	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0		END	2026 2027 2028 2029 2030 2031 Cash Flow is	\$0 \$106,250 \$106,250 \$0 \$0 \$0 \$0 \$0	Q2 \$0 \$106,250 \$106,250 \$0 \$0 \$0 based on overa	Q3 \$0 \$106,250 \$106,250 \$0 \$0 \$0	\$0 \$106,250 \$106,250 \$0 \$0 \$0 \$0	\$0 \$425,000 \$425,000 \$0 \$0 \$0 \$0 determined
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$753,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0		END	2026 2027 2028 2029 2030 2031 Cash Flow is	\$0 \$106,250 \$106,250 \$0 \$0 \$0 \$0 \$0	Q2 \$0 \$106,250 \$106,250 \$0 \$0 \$0 based on overa	Q3 \$0 \$106,250 \$106,250 \$0 \$0 \$0	\$0 \$106,250 \$106,250 \$0 \$0 \$0 \$0	\$0 \$425,000 \$425,000 \$0 \$0 \$0 \$0 determined



**FY26** PEREZO PROJECT# 3187.00

### **PROJECT : UPGRADE OF METROLINK SERVER INFRASTRUCTURE ENVIRONMENT**

SCOPE							-	TYPE: REH	\B   MRP
Metrolink IDTS is planning on	upgrading its server env	rironment, movir	ng away from a	a depende	ency of VMware	and migrating	towards Nut	anix.	
Mile Posts: n/a				Division	: All County: A	LL Asset Ty	pe: Informatio	n Technology	
OBJECTIVES				RISKS	CAUSING I	PROJECT	DELAY		
1. (Goal 3: Invest in People a	nd Assets) Maintain Stat	e of Good Repai	ir						
2. (Goal 4: Retain and Grow F	Ridership) Increase syste	m utilization							
3. (Goal 4: Retain and Grow F	Ridership) Improve servio	e reliability							
4. (Goal 2: Maintain Fiscal Su	istainability) Reduce ope	rating cost							
5. (Goal 3: Invest in People a	nd Assets) Reduce empl	oyee turnover							
JUSTIFICATION				RANK	ING // PROJ	ECT READ	DINESS		
Our dependency on software				1. Condi	tion of Asset	. Good			
dependent on VMware and ar increasing the cost of owners				2. Syste	m Impact Hi	gh			
looking to upgrade our Server dependency from VMware. H Metrolink to migrate off VMwa	r Infrastructure to allow M lardware Infrastructure m	letrolink to move	e away from a		cess to migrate g a plan to comf				
RISK CREATED BY NO	ON-IMPLEMENTAT	ION							
The risk of not funding this pro accepting all price increases t	they wish to incur.		re owners and						
Current Age: 124 Year(s)	Standard Lifespan: 0 Ye	ear(s)							
	BUDGET			-		CASH	FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$0			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL
DESIGN	\$0								
				2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2027	\$90,562	\$90,562	\$90,562	\$90,564	\$362,250
MATERIAL	\$0								
CONSTRUCTION	\$420,000			2028	\$30,188	\$30,188	\$30,188	\$30,186	\$120,750
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0				, -	, -		1 -	
DBE/LABOR	\$5,000			2030	\$0	\$0	\$0	\$0	\$0
				2030	ĻΟ	ŲÇ	ŞŪ	ŞU	ŞC
PROJECT MANAGEMENT	644.000								
* P.M STAFF	\$14,000			2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$0								
* CONSULTANT	\$0								
				Cash Flow	v is constructed b	ased on overal	I % of project o	completion as d	etermined
CONTINGENCY	\$44,000				t management of	ffice. 1st year =	5%; 2nd year	= 35%; 3rd yea	r = 30%; 4th
TOTAL	\$483,000			year = 30	%				
	\$100,000								



#### PROJECT : SOGR\_FY26\_VALLEY\_TRACK

SCOPE							٦	TYPE: REH	AB   MRP
BUDGET DECREASED BY Valley Sub Track Rehabilitat - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will includes: TIES: 11,000 Wood Tie Repl RAIL: 10,000ft of Rail to add BALLAST: Ballast to support	ion addresses five major su acement ress curves		sufficiently reh	nabilitate a		-			
Mile Posts: 3.67 - 76.63				Division:	Valley Count	y: LA Asset T	ype: Track		
OBJECTIVES 1. (Goal 3: Invest in People a 2. (Goal 4: Retain and Grow 3. (Goal 2: Maintain Fiscal S 4. (Goal 1: Ensure a Safe Op	Ridership) Improve service ustainability) Reduce operat	reliability ting cost		RISKS	CAUSING	PROJECT	DELAY		
JUSTIFICATION Track rehabilitation identified ties, crossings, special track the assets have fallen below on limits set by SCRRA staff <b>RISK CREATED BY N</b> If the program is not impleme rehabilitation limits will be ad Current Age: 101 Year(s)	work, and ballast. The need a State of Good Repair and and industry standards. ION-IMPLEMENTATI ented in full, the remaining w	has been identifi I require rehabilita ON vork that is beyon years.	includes rail, ed because ation based	1. Conditi	NG // PROJ on of Asset n Impact Hi	. Worn	DINESS		
	BUDGET					CASH	FLOW		
CONTRACT PACKAGING	AMOUNT \$0	START	END	FY	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL
DESIGN	\$45,000				<u>~</u>	<u></u>	<u></u>	<u></u>	<u></u>
				2026	\$0	\$0	\$0	\$0	\$0
ROW ACQUISITION	\$0 \$0			2027	\$150,125	\$150,125	\$150,125	\$150,125	\$600,500
MATERIAL	\$900,000 \$3,000,000								
				2028	\$525 /138	\$525 /138	\$525 / 38	\$525 / 26	\$2 101 750
SPECIAL RAIL EQUIP FLAGGING	\$0 \$800,000			2028	\$525,438	\$525,438	\$525,438	\$525,436	\$2,101,750
FLAGGING BUS BRIDGES CLOSE OUT	\$800,000 \$45,000 \$8,000			2028 2029	\$525,438 \$525,438	\$525,438 \$525,438	\$525,438 \$525,438	\$525,436 \$525,436	
FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	\$800,000 \$45,000								\$2,101,75
FLAGGING BUS BRIDGES CLOSE OUT	\$800,000 \$45,000 \$8,000			2029	\$525,438	\$525,438	\$525,438	\$525,436	\$2,101,75 \$1,201,00
FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	\$800,000 \$45,000 \$8,000 \$15,000			2029 2030 2031	\$525,438 \$300,250 \$0	\$525,438 \$300,250 \$0	\$525,438 \$300,250 \$0	\$525,436 \$300,250 \$0	\$2,101,756 \$1,201,000 \$0
FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	\$800,000 \$45,000 \$8,000 \$15,000 \$315,000 \$315,000			2029 2030 2031 Cash Flow	\$525,438 \$300,250	\$525,438 \$300,250 \$0 ased on overall	\$525,438 \$300,250 \$0 % of project co	\$525,436 \$300,250 \$0 mpletion as de	-



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

Valley Sub Structures Pohobilit							TYPE: REH	AB   MRP
<ul> <li>Bridges</li> <li>Culverts</li> <li>Tunnels</li> </ul>	tation addresses three m	ajor subcomponents to suffi	ciently reha	abilitate aging ir	nfrastructure a	and growing ba	acklog:	
Specific work will include: Construction funds for Valley S on the Valley Sub that will be m	nade Shovel-Ready with	FY22 Design.			s up to This w	ould address (	up to 6 Structu	ures of 10
These funds are needed due to		ation issues Metrolink has re	cently exp	erienced.				
Budget reduced by 25%; need	to adjust scope.							
Mile Posts: 3.67 - 76.63			Division:	Valley Coun	ty: LA Asset	Type: Structu	res	
OBJECTIVES			RISKS	CAUSING	PROJECT	DELAY		
1. (Goal 3: Invest in People and								
2. (Goal 4: Retain and Grow Rid		-						
<ul><li>3. (Goal 2: Maintain Fiscal Sust</li><li>4. (Goal 1: Ensure a Safe Oper</li></ul>	•••	-						
4. (Guai 1. Liisule a Sale Oper								
	a d haa tha Matualiu la Dah			ING // PROJ		DINESS		
Structures rehabilitation identified includes	ed by the Metrolink Rena	adilitation Plan (MRP)		tion of Asset m Impact H				
Bridges, Culverts and Tunnels. have	The need has been ider	ntified because the assets	2. 0 90101		1911			
fallen below s State of Good Re	epair and are in need of	rehabilitation based on limits	;					
by SCRRA staff and industry st	tandards.							
RISK CREATED BY NO	N-IMPLEMENTATI	ON						
If the program is not implement	ted in full, the remaining	work that is beyond the	-					
rehabilitation limits will be adde	ed to the backlog in future	e years.						
Current Age: 121 Year(s) S	Standard Lifespan: 100 \	/ear(s)						
					CACL			
	AMOUNT	START FND			CASH	H FLOW		
CONTRACT PACKAGING	AMOUNT \$0	START END		01			04	TOTAL
CONTRACT PACKAGING DESIGN	AMOUNT \$0	START END		<u>Q1</u>	<u>CAS</u>	<u>1 FLOW</u> <u>Q3</u>	<u>Q4</u>	TOTAL
	AMOUNT \$0	START END	<u>FY</u> 2026	<u>Q1</u> \$0			<u>Q4</u> \$0	
	AMOUNT \$0	START END			<u>Q2</u>	<u>Q3</u>		
DESIGN	AMOUNT \$0 \$75,000	START END			<u>Q2</u>	<u>Q3</u>		
DESIGN ENVIRONMENTAL	AMOUNT \$0 \$75,000 \$0 \$0				<u>Q2</u>	<u>Q3</u>		\$0
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	AMOUNT \$0 \$75,000 \$0 \$0	START END	2026	\$0	<b>Q2</b> \$0	<u>Q3</u> \$0	\$0	\$0
DESIGN ENVIRONMENTAL ROW ACQUISITION	AMOUNT \$0 \$75,000 \$0 \$0		2026	\$0	<b>Q2</b> \$0	<u>Q3</u> \$0	\$0	\$0
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	AMOUNT \$0 \$75,000 \$0 \$0 \$0		2026	\$0	<b>Q2</b> \$0	<u>Q3</u> \$0	\$0	\$0 \$731,250
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	AMOUNT \$0 \$75,000 \$0 \$0 \$0		2026  2027	\$0	<u>Q2</u> \$0 \$182,812	<u>Q3</u> \$0 \$182,812	\$0 \$182,814	\$0 \$731,250
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION	AMOUNT \$0 \$75,000 \$0 \$0 \$0 \$0 \$0 \$3,000,000		2026  2027	\$0	<u>Q2</u> \$0 \$182,812	<u>Q3</u> \$0 \$182,812	\$0 \$182,814	\$0 \$731,250
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	AMOUNT \$0 \$75,000 \$0 \$0 \$0 \$0 \$3,000,000 \$0		2026  2027	\$0	<u>Q2</u> \$0 \$182,812	<u>Q3</u> \$0 \$182,812	\$0 \$182,814	\$0 \$731,250 \$2,193,750
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	AMOUNT \$0 \$75,000 \$0 \$0 \$0 \$3,000,000 \$0 \$250,000		2026 2027 2027 2028	\$0 \$182,812 \$548,438	<u>Q2</u> \$0 \$182,812 \$548,438	<u>Q3</u> \$0 \$182,812 \$548,438	\$0 \$182,814 \$548,436	\$0 \$731,250 \$2,193,750
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	AMOUNT \$0 \$75,000 \$0 \$0 \$0 \$3,000,000 \$0 \$250,000 \$25,000		2026 2027 2027 2028 2028	\$0 \$182,812 \$548,438 \$365,625	<u>Q2</u> \$0 \$182,812 \$548,438 \$365,625	Q3 \$0 \$182,812 \$548,438 \$365,625	\$0 \$182,814 \$548,436 \$365,625	\$0 \$731,250 \$2,193,750 \$1,462,500
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	AMOUNT \$0 \$75,000 \$0 \$0 \$0 \$3,000,000 \$25,000 \$10,000		2026 2027 2027 2028	\$0 \$182,812 \$548,438	<u>Q2</u> \$0 \$182,812 \$548,438	<u>Q3</u> \$0 \$182,812 \$548,438	\$0 \$182,814 \$548,436	\$0 \$731,250 \$2,193,750 \$1,462,500
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	AMOUNT \$0 \$75,000 \$0 \$0 \$0 \$3,000,000 \$25,000 \$10,000		2026 2027 2027 2028 2028	\$0 \$182,812 \$548,438 \$365,625	<u>Q2</u> \$0 \$182,812 \$548,438 \$365,625	Q3 \$0 \$182,812 \$548,438 \$365,625	\$0 \$182,814 \$548,436 \$365,625	\$0 \$731,250 \$2,193,750 \$1,462,500
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	AMOUNT \$0 \$75,000 \$0 \$0 \$0 \$3,000,000 \$250,000 \$250,000 \$10,000 \$14,000		2026 2027 2027 2028 2028	\$0 \$182,812 \$548,438 \$365,625	<u>Q2</u> \$0 \$182,812 \$548,438 \$365,625	Q3 \$0 \$182,812 \$548,438 \$365,625	\$0 \$182,814 \$548,436 \$365,625	\$0 \$731,250 \$2,193,750 \$1,462,500 \$487,500
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	AMOUNT \$0 \$75,000 \$0 \$0 \$0 \$3,000,000 \$250,000 \$250,000 \$10,000 \$14,000		2026 2027 2027 2028 2028 2029 2030	\$0 \$182,812 \$548,438 \$365,625 \$121,875	<u>Q2</u> \$0 \$182,812 \$548,438 \$365,625 \$121,875	Q3 \$0 \$182,812 \$548,438 \$365,625 \$121,875	\$0 \$182,814 \$548,436 \$365,625 \$121,875	\$0 \$731,250 \$2,193,750 \$1,462,500 \$487,500
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	AMOUNT \$0 \$75,000 \$0 \$0 \$0 \$3,000,000 \$250,000 \$250,000 \$10,000 \$14,000 \$487,000		2026 2027 2027 2028 2028 2029 2030	\$0 \$182,812 \$548,438 \$365,625 \$121,875	<u>Q2</u> \$0 \$182,812 \$548,438 \$365,625 \$121,875	Q3 \$0 \$182,812 \$548,438 \$365,625 \$121,875	\$0 \$182,814 \$548,436 \$365,625 \$121,875	\$0 \$731,250 \$2,193,750 \$1,462,500 \$487,500
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	AMOUNT \$0 \$75,000 \$0 \$0 \$0 \$0 \$3,000,000 \$25,000 \$250,000 \$10,000 \$14,000 \$14,000 \$487,000 \$70,000		2026 2027 2027 2028 2028 2029 2030	\$0 \$182,812 \$548,438 \$365,625 \$121,875	Q2 \$0 \$182,812 \$548,438 \$365,625 \$121,875 \$0	Q3 \$0 \$182,812 \$548,438 \$365,625 \$121,875 \$0	\$0 \$182,814 \$548,436 \$365,625 \$121,875 \$0	\$0 \$731,250 \$2,193,750 \$1,462,500 \$487,500 \$0
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	AMOUNT \$0 \$75,000 \$0 \$0 \$0 \$0 \$3,000,000 \$25,000 \$250,000 \$10,000 \$14,000 \$14,000 \$487,000 \$70,000		2026 2027 2027 2028 2028 2029 2030 2030 2031	\$0 \$182,812 \$548,438 \$365,625 \$121,875 \$0 v is constructed hanagement office	Q2 \$0 \$182,812 \$548,438 \$365,625 \$121,875 \$0 based on overa	Q3 \$0 \$182,812 \$548,438 \$365,625 \$121,875 \$0	\$0 \$182,814 \$548,436 \$365,625 \$121,875 \$0	



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

								TYPE: REH	AB   MRP
Valley Sub Train Control Sy	ruction Only)	ses major subcomp			ehabilitate agai	n infrastructure	e and growing	backlog:	
Mile Posts: 3.67 - 76.63			I	Division: \	Valley County	y: LA Asset T	ype: Train Cor	ntrol	
OBJECTIVES				RISKS	CAUSING F	PROJECT	DELAY		
1. (Goal 3: Invest in People	and Assets) Maintain State of	of Good Repair							
	v Ridership) Improve service								
	Sustainability) Reduce operat								
4. (Goal 1: Ensure a Safe O	perating Environment) Redu	ce train accidents							
JUSTIFICATION The need has been identified because the assets have fallen below a State of Good					NG // PROJ	ECT READ	INESS		
			-	1. Conditi	ion of Asset	Worn			
standards.	ation based on limits set by S		austry	2. System	n Impact Hi	gh			
-									
Location may fail which will	cause train delays and possi	ble safety issues.							
Current Age: 35 Year(s)	Standard Lifespan: 0 Year(s	S							
	BUDGET	CTADT	ENID			CASH	I FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$0			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL
DESIGN	\$575,000		-						
				2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								
				2027	\$89,500	\$89,500	\$89,500	\$89,500	\$358,000
MATERIAL	\$1,150,000			2027	\$89,500	\$89,500	\$89,500	\$89,500	\$358,000
	\$1,150,000 \$1,300,000			2027	\$89,500	\$89,500	\$89,500	\$89,500	\$358,000
				2027 2028	\$89,500 \$223,750	\$89,500 \$223,750	\$89,500 \$223,750	\$89,500 \$223,750	\$358,000 \$895,000
CONSTRUCTION SPECIAL RAIL EQUIP	\$1,300,000 \$0								
CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	\$1,300,000 \$0 \$50,000			2028	\$223,750	\$223,750	\$223,750	\$223,750	\$895,000
CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	\$1,300,000 \$0 \$50,000 \$0								
CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	\$1,300,000 \$0 \$50,000 \$0 \$0 \$0			2028	\$223,750	\$223,750	\$223,750	\$223,750	\$895,000
CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	\$1,300,000 \$0 \$50,000 \$0			2028 2029	\$223,750 \$369,188	\$223,750 \$369,188	\$223,750 \$369,188	\$223,750 \$369,186	\$895,000 \$1,476,750
CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	\$1,300,000 \$0 \$50,000 \$0 \$0 \$0			2028	\$223,750	\$223,750	\$223,750	\$223,750	\$895,000
CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	\$1,300,000 \$0 \$50,000 \$0 \$0 \$0 \$10,000			2028 2029	\$223,750 \$369,188	\$223,750 \$369,188	\$223,750 \$369,188	\$223,750 \$369,186	\$895,000 \$1,476,750
CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	\$1,300,000 \$0 \$50,000 \$0 \$0 \$0			2028 2029 2030	\$223,750 \$369,188 \$313,250	\$223,750 \$369,188 \$313,250	\$223,750 \$369,188 \$313,250	\$223,750 \$369,186 \$313,250	\$895,000 \$1,476,750 \$1,253,000
CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	\$1,300,000 \$0 \$50,000 \$0 \$0 \$0 \$10,000			2028 2029	\$223,750 \$369,188	\$223,750 \$369,188	\$223,750 \$369,188	\$223,750 \$369,186	\$895,000 \$1,476,750
CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	\$1,300,000 \$0 \$50,000 \$0 \$0 \$0 \$10,000 \$388,000			2028 2029 2030	\$223,750 \$369,188 \$313,250	\$223,750 \$369,188 \$313,250	\$223,750 \$369,188 \$313,250	\$223,750 \$369,186 \$313,250	\$895,000 \$1,476,750 \$1,253,000
CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	\$1,300,000 \$0 \$50,000 \$0 \$0 \$10,000 \$388,000 \$388,000			2028 2029 2030 2031	\$223,750 \$369,188 \$313,250 \$123,062	\$223,750 \$369,188 \$313,250 \$123,062	\$223,750 \$369,188 \$313,250 \$123,062	\$223,750 \$369,186 \$313,250 \$123,064	\$895,000 \$1,476,750 \$1,253,000 \$492,250
CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF * CONSULTANT	\$1,300,000 \$0 \$50,000 \$0 \$0 \$10,000 \$388,000 \$388,000 \$35,000		· · · · · · · · · · · · · · · · · · ·	2028 2029 2030 2031 Cash Flow	\$223,750 \$369,188 \$313,250	\$223,750 \$369,188 \$313,250 \$123,062 ased on overall	\$223,750 \$369,188 \$313,250 \$123,062 % of project cor	\$223,750 \$369,186 \$313,250 \$123,064 mpletion as det	\$895,000 \$1,476,750 \$1,253,000 \$492,250 rermined by
CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	\$1,300,000 \$0 \$50,000 \$0 \$0 \$10,000 \$388,000 \$388,000		· · · · · · · · · · · · · · · · · · ·	2028 2029 2030 2031 Cash Flow	\$223,750 \$369,188 \$313,250 \$123,062 is constructed b	\$223,750 \$369,188 \$313,250 \$123,062 ased on overall	\$223,750 \$369,188 \$313,250 \$123,062 % of project cor	\$223,750 \$369,186 \$313,250 \$123,064 mpletion as det	\$895,000 \$1,476,750 \$1,253,000 \$492,250 rermined by



### PROJECT : SOGR\_FY26\_ORANGE\_SIGNAL

SCOPE								TYPE: REH	AB   MRP
Orange Sub Train Control Sy *Signal system - Upgrading *Crossing systems - Upgrad 1> Control Point - VHLC Upg 2> Intermediates - Signals 3> Hand Throw Switches 4> Crossings	Control Points (CP), intern ling crossings			to sufficie	ently rehabil	itate again infra	structure and	growing back	log:
Budget reduced by 30%; nee	ed to adjust scope.								
Mile Posts: 165.08 - 207.4				Division:	Orange C	ounty: OC As	set Type: Trai	n Control	
OBJECTIVES				RISKS	CAUSING	G PROJECT	DELAY		
1. (Goal 4: Retain and Grow									
2. (Goal 3: Invest in People a	,	-	ŕ						
3. (Goal 2: Maintain Fiscal S									
4. (Goal 1: Ensure a Safe Op	perating Environment) Rec	duce train accide	nts						
JUSTIFICATION				RANK	ING // PRO	<b>DJECT REA</b>	DINESS		
The need has been identified Repair and require rehabilita standards.					tion of Asset m Impact				
RISK CREATED BY N	ON-IMPLEMENTATI	ON							
Location may fail which will o	cause train delays and pos	ssible safety issu	es.						
Current Age: 31 Year(s)	Standard Lifespan: 20 Ye	ear(s							
	BUDGET					CAS	H FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$735,000			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>TOTAL</u>
DESIGN	\$0			2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								İ
				2027	\$147,000	\$147,000	\$147,000	\$147,000	\$588,000
MATERIAL	\$1,750,000								
CONSTRUCTION	\$2,600,000								
				2028	\$367,500	\$367,500	\$367,500	\$367,500	\$1,470,000
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$85,000								
BUS BRIDGES	\$25,000			2029	\$606,375	\$606,375	\$606,375	\$606,375	\$2,425,500
CLOSE OUT	\$0				•	•		•	• •
DBE/LABOR	\$16,000								
	+,			2030	\$514,500	\$514,500	\$514,500	\$514,500	\$2,058,000
PROJECT MANAGEMENT									
* P.M STAFF	\$685,000								
				2031	\$202,125	\$202,125	\$202,125	\$202,125	\$808,500
* SUPPORT STAFF	\$50,000								
* CONSULTANT	\$735,000								
				Cash Flow	v is constructe	ed based on ove	rall % of project	t completion as	determined
CONTINGENCY	\$669,000			by project		nt office. 1st yea	r = 5%; 2nd yea	ar = 35%; 3rd ye	ear = 30%; 4th
CONTINGENCY	\$669,000			by project year = 30	t managemer	nt office. 1st yea	r = 5%; 2nd yea	ar = 35%; 3rd ye	ear = 30%; 4th



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

SCOPE							٦	TYPE: REH	AB   MRP
Orange Sub Structures Rehabili - Bridges - Culverts - Tunnels	itation addresses three n	najor subcompor	nents to suffic	ciently reha	abilitate aging ir	nfrastructure a	nd growing ba	icklog:	
Specific work will include Mile Posts: 165.08 - 207.4				Division:	Orange Cour	nty: OC Asse	t Type: Structu	ures	
OBJECTIVES				RISKS	CAUSING	PROJECT	DELAY		
1. (Goal 3: Invest in People and	Assets) Maintain State	of Good Repair							
2. (Goal 4: Retain and Grow Rid	dership) Improve service	reliability							
3. (Goal 2: Maintain Fiscal Susta	ainability) Reduce operat	ting cost							
4. (Goal 1: Ensure a Safe Opera	ating Environment) Redu	ice train acciden	ts						
JUSTIFICATION				-	ING // PROJ		DINESS		
Structures rehabilitation identifie	ed by the Metrolink Reha	bilitation Plan (M	IRP) includes	1. Condit	ion of Asset	. Worn			
Bridges, Culverts, and Tunnels. fallen below the State of Good F	The need has been ider Repair and require rehab	ilitation based or	ne assets hav n limits set bv	/ <sup>a</sup> 2. Syster	n Impact Hi	gh			
SCRRA staff and industry stand									
RISK CREATED BY NO	N-IMPLEMENTATI	ON							
If the program is not implementer rehabilitation limits will be added	-		nd the						
Current Age: 121 Year(s) S	itandard Lifespan: 100 Y	ear(:							
	BUDGET					CASH	I FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$0			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>TOTAL</u>
DESIGN	\$60,000			2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0				A. 10 CO.		<u> </u>		
MATERIAL	\$125,000			2027	\$140,625	\$140,625	\$140,625	\$140,625	\$562,500
CONSTRUCTION	\$2,225,000								
				2028	\$421,875	\$421,875	\$421,875	\$421,875	\$1,687,500
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$200,000								
BUS BRIDGES	\$25,000			2029	\$281,250	\$281,250	\$281,250	\$281,250	\$1,125,000
CLOSE OUT	\$10,000								
DBE/LABOR	\$14,000								
				2030	\$93,750	\$93,750	\$93,750	\$93,750	\$375,000
PROJECT MANAGEMENT				•					
* P.M STAFF	\$340,000							4.5	
	<u> </u>			2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$35,000								
* CONSULTANT	\$375,000								
CONTINICENCY	40				is constructed banagement offic			-	-
CONTINGENCY	\$341,000			= 30%			, ; cui : 00		, year
TOTAL	\$3,750,000								



### PROJECT : SOGR\_FY26\_ORANGE\_TRACK

SCOPE							TYPE: REF	IAB   MRP
	on addresses five major subco	mponents to sufficiently	y rehabilita	te aging infrast	tructure and gr	owing backlog	j:	
- Rail - Ties								
- Crossings								
- Special Trackwork								
- Ballast								
Specific work will includes: RAIL:								
	ngent North Rail (Approx. 15,0	000 LF)						
SPECIAL TRACKWORK:								
2 - #20 turnouts BALLAST:								
Ballast to support projects liste	ed.							
Mile Posts: 165.08 - 207.4			Division:	Orange Cou	nty: OC Asse	t Type: Track		
OBJECTIVES			RISKS	CAUSING	PROJECT	DELAY		
1. (Goal 3: Invest in People an	d Assets) Maintain State of Go	od Repair						
2. (Goal 4: Retain and Grow R	tidership) Improve service reliat	bility						
	stainability) Reduce operating c							
4. (Goal 1: Ensure a Safe Ope	erating Environment) Reduce tra	ain accidents						
JUSTIFICATION			RANKI	NG // PROJ		INESS		
Track rehabilitation identified b	by the Metrolink Rehabilitation F		-	tion of Asset				
	ckwork, and ballast. The need I		2. Syster	m Impact H	igh			
	n below a State of Good Repair et by SCRRA staff and industry							
Tollabilitation bases	, , , , , , , , , , , , , , , , , , ,	y standards.						
RISK CREATED BY NO	N-IMPLEMENTATION							
RISK CREATED BY NO	IN-IMPLEMENTATION							
	DN-IMPLEMENTATION Ited in full, the remaining work t	that is beyond the						
If the program is not implemen								
If the program is not implemen rehabilitation limits will be adde	ited in full, the remaining work t ed to the backlog in future year	rs.						
If the program is not implemen rehabilitation limits will be adde	ited in full, the remaining work t ed to the backlog in future year Standard Lifespan: 60 Year(s)	rs.			CASH			
If the program is not implemen rehabilitation limits will be adde	nted in full, the remaining work t ed to the backlog in future year Standard Lifespan: 60 Year(s) BUDGET	rs.			CASH	FLOW		
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s)	nted in full, the remaining work t ed to the backlog in future year Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST	rs.	EV	01			04	TOTAL
If the program is not implemen rehabilitation limits will be add Current Age: 101 Year(s) CONTRACT PACKAGING	ted in full, the remaining work t ed to the backlog in future year Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST. \$0	rs.		<u>Q1</u>	CASH 02	<u>FLOW</u>	<u>Q4</u>	TOTAL
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s)	tted in full, the remaining work t ed to the backlog in future year Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST. \$0	rs.			<u>Q2</u>	<u>Q3</u>		
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN	tted in full, the remaining work t ed to the backlog in future year Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST. \$0 \$150,000	rs.	EY 2026	<u>Q1</u> \$0			<u>Q4</u> \$0	
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL	ted in full, the remaining work t ed to the backlog in future year Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST \$0 \$150,000 \$0	rs.			<u>Q2</u>	<u>Q3</u>		
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN	tted in full, the remaining work t ed to the backlog in future year Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST. \$0 \$150,000	rs.	2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	\$0
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION	ted in full, the remaining work t ed to the backlog in future year: Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST \$0 \$150,000 \$0 \$0	rs.			<u>Q2</u>	<u>Q3</u>		\$0
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION	ted in full, the remaining work t ed to the backlog in future year Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST \$0 \$150,000 \$0	rs.	2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	<b>TOTAL</b> \$0 \$536,300
If the program is not implemen rehabilitation limits will be add Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION	ted in full, the remaining work t ed to the backlog in future years Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST. \$0 \$150,000 \$0 \$0	rs.	2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	\$0
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	ted in full, the remaining work t ed to the backlog in future year Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST. \$0 \$150,000 \$0 \$0 \$0 \$0 \$0	rs.	2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	\$0
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	ted in full, the remaining work t ed to the backlog in future year Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST. \$0 \$150,000 \$0 \$0 \$0 \$0 \$0	rs.	2026	\$0 \$134,075	<u>Q2</u> \$0 \$134,075	<b>Q3</b> \$0 \$134,075	\$0 \$134,075	\$536,300
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	ted in full, the remaining work t ed to the backlog in future year: Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST \$0 \$150,000 \$0 \$0 \$0 \$150,000	rs.	2026	\$0 \$134,075	<u>Q2</u> \$0 \$134,075	<b>Q3</b> \$0 \$134,075	\$0 \$134,075	\$536,300
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP	ted in full, the remaining work t ed to the backlog in future years Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST \$0 \$150,000 \$0 \$0 \$775,000 \$3,000,000 \$0	rs.	2026	\$0 \$134,075	<u>Q2</u> \$0 \$134,075	<b>Q3</b> \$0 \$134,075	\$0 \$134,075	\$536,300
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	ted in full, the remaining work t ed to the backlog in future years Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST \$0 \$150,000 \$0 \$0 \$775,000 \$3,000,000 \$0 \$2 \$0 \$2 \$0 \$2 \$0 \$125,000	rs.	2026 2027 2027 2028	\$0 \$134,075 \$469,262	<b>Q2</b> \$0 \$134,075 \$469,262	Q3 \$0 \$134,075 \$469,262	\$0 \$134,075 \$469,264	\$536,300 \$536,300 \$1,877,050
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	ted in full, the remaining work t ed to the backlog in future year: Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST. \$0 \$150,000 \$0 \$10,000 \$0 \$125,000 \$10,000	rs.	2026 2027 2027 2028	\$0 \$134,075 \$469,262	<b>Q2</b> \$0 \$134,075 \$469,262	Q3 \$0 \$134,075 \$469,262	\$0 \$134,075 \$469,264	\$536,300 \$536,300 \$1,877,050
If the program is not implemen rehabilitation limits will be add Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	ted in full, the remaining work t ed to the backlog in future years Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST. \$0 \$150,000 \$0 \$150,000 \$0 \$125,000 \$125,000 \$25,000	rs.	2026 2027 2027 2028 2028	\$0 \$134,075 \$469,262 \$469,262	Q2 \$0 \$134,075 \$469,262 \$469,262	Q3 \$0 \$134,075 \$469,262 \$469,262	\$0 \$134,075 \$469,264 \$469,264	\$536,300 \$1,877,050 \$1,877,050
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	ted in full, the remaining work t ed to the backlog in future year: Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST. \$0 \$150,000 \$0 \$10,000 \$0 \$125,000 \$10,000	rs.	2026 2027 2027 2028	\$0 \$134,075 \$469,262	<b>Q2</b> \$0 \$134,075 \$469,262	Q3 \$0 \$134,075 \$469,262	\$0 \$134,075 \$469,264	\$536,300 \$1,877,050 \$1,877,050
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	ted in full, the remaining work t ed to the backlog in future year: Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST \$0 \$150,000 \$0 \$150,000 \$3,000,000 \$0 \$125,000 \$10,000 \$15,000	rs.	2026 2027 2027 2028 2028	\$0 \$134,075 \$469,262 \$469,262	Q2 \$0 \$134,075 \$469,262 \$469,262	Q3 \$0 \$134,075 \$469,262 \$469,262	\$0 \$134,075 \$469,264 \$469,264	\$536,300 \$1,877,050 \$1,877,050
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	ted in full, the remaining work t ed to the backlog in future year: Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST. \$0 \$150,000 \$0 \$10,000 \$0 \$125,000 \$10,000	rs.	2026 2027 2027 2028 2029 2029	\$0 \$134,075 \$469,262 \$469,262 \$469,262 \$268,150	Q2 \$0 \$134,075 \$469,262 \$469,262 \$469,262	<b>Q3</b> \$0 \$134,075 \$469,262 \$469,262 \$268,150	\$0 \$134,075 \$469,264 \$469,264 \$268,150	\$536,300 \$1,877,050 \$1,877,050 \$1,072,600
If the program is not implemen rehabilitation limits will be add Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	ted in full, the remaining work t ed to the backlog in future years Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST. \$0 \$150,000 \$0 \$10,000 \$125,000 \$125,000 \$125,000 \$10,000 \$15,000 \$15,000	rs.	2026 2027 2027 2028 2028	\$0 \$134,075 \$469,262 \$469,262	Q2 \$0 \$134,075 \$469,262 \$469,262	Q3 \$0 \$134,075 \$469,262 \$469,262	\$0 \$134,075 \$469,264 \$469,264	\$536,300 \$536,300 \$1,877,050 \$1,877,050 \$1,072,600
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	ted in full, the remaining work t ed to the backlog in future year: Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST. \$0 \$150,000 \$0 \$10,000 \$15,000 \$15,000 \$15,000 \$15,000	rs.	2026 2027 2027 2028 2029 2029	\$0 \$134,075 \$469,262 \$469,262 \$469,262 \$268,150	Q2 \$0 \$134,075 \$469,262 \$469,262 \$469,262	<b>Q3</b> \$0 \$134,075 \$469,262 \$469,262 \$268,150	\$0 \$134,075 \$469,264 \$469,264 \$268,150	\$536,300 \$536,300 \$1,877,050
If the program is not implemen rehabilitation limits will be add Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	ted in full, the remaining work t ed to the backlog in future years Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST. \$0 \$150,000 \$0 \$10,000 \$125,000 \$125,000 \$125,000 \$10,000 \$15,000 \$15,000	rs.	2026 2027 2027 2028 2029 2030 2031	\$0 \$134,075 \$469,262 \$469,262 \$268,150 \$0	Q2 \$0 \$134,075 \$469,262 \$469,262 \$268,150 \$0	Q3 \$0 \$134,075 \$469,262 \$469,262 \$268,150 \$0	\$0 \$134,075 \$469,264 \$469,264 \$268,150 \$0	\$1,877,050 \$1,072,600 \$1,072,600
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	ted in full, the remaining work t ed to the backlog in future year: Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST. \$0 \$150,000 \$0 \$10,000 \$15,000 \$15,000 \$15,000 \$15,000	rs.	2026 2027 2027 2028 2029 2030 2030 2031	\$0 \$134,075 \$469,262 \$469,262 \$268,150 \$0	Q2 \$0 \$134,075 \$469,262 \$469,262 \$268,150 \$0	Q3 \$0 \$134,075 \$469,262 \$469,262 \$268,150 \$0	\$0 \$134,075 \$469,264 \$469,264 \$268,150 \$0 ompletion as d	\$536,300 \$536,300 \$1,877,050 \$1,877,050 \$1,072,600 \$0 \$1
If the program is not implemen rehabilitation limits will be adde Current Age: 101 Year(s) CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	ted in full, the remaining work t ed to the backlog in future year: Standard Lifespan: 60 Year(s) BUDGET AMOUNT ST. \$0 \$150,000 \$0 \$10,000 \$15,000 \$15,000 \$15,000 \$15,000	rs.	2026 2027 2027 2028 2029 2030 2030 2031	\$0 \$134,075 \$469,262 \$469,262 \$268,150 \$0 y is constructed l	Q2 \$0 \$134,075 \$469,262 \$469,262 \$268,150 \$0	Q3 \$0 \$134,075 \$469,262 \$469,262 \$268,150 \$0	\$0 \$134,075 \$469,264 \$469,264 \$268,150 \$0 ompletion as d	\$536,300 \$536,300 \$1,877,050 \$1,877,050 \$1,072,600 \$0 \$1



### PROJECT : FY26 BACK-OFFICE TRAIN CONTROL SYSTEM REHAB

SCOPE							TYPE: REH	AB   MRP
growing backlog. See the ju Train Control Back Office: 1) DOC/MOC/Vegas Serve 2) CAD Workstations and		ts and standard	life.			·		astructure an
Mile Posts: n/a		Div	vision:	All County: Al	L Asset Typ	e: Train Conti	ol	
OBJECTIVES		RI	SKS	CAUSING F	PROJECT	DELAY		
	and Assets) Maintain State of Good Repair							
	w Ridership) Improve service reliability							
	Sustainability) Reduce operating cost							
4. (Goal 1. Ensure a Sale C	Operating Environment) Reduce train accidents							
JUSTIFICATION		R	ANKI	NG // PROJ	ECT READ	DINESS		
	abilitation identified by the Metrolink Rehabilitation		Condit	ion of Asset	Worn			
	Centralized train control systems and equipment. e the assets have fallen below a State of Good	Z. v	Systen	n Impact Hię	gh			
	based on limits set by SCRRA staff and indust	· ·						
	C hardware is already 10 years old and some o	•						
	at. The office element consists mainly of compu ) that date back to 2011, 2012. Mission critical c							
	/ 5 years. Our onboard and wayside cellular sys							
· ·	2012 were state of the art 3G systems that will I	be						
unsupported and complete	ly sun-setted by the Telco companies.							
RISK CREATED BY	NON-IMPLEMENTATION							
	nented in full, the remaining work that is beyond added to the backlog in future years. Standard Lifespan: 0 Year(s	d the						
Gunenit/ige. 124 Tear(3)	BUDGET				CASH	FLOW		
	AMOUNT START	END						
CONTRACT PACKAGING	\$0		<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL
DESIGN	\$300,000							
		2	026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0							
ROW ACQUISITION	\$0							
			027	\$109,425	\$109,425	\$109,425	\$109,425	\$437,700
MATERIAL	\$1,700,000							
CONSTRUCTION	\$0							
		2	028	\$364,750	\$364,750	\$364,750	\$364,750	\$1,459,000
SPECIAL RAIL EQUIP	\$0							
FLAGGING	\$0							
BUS BRIDGES	\$0	20	029	\$145,900	\$145,900	\$145,900	\$145,900	\$583,600
CLOSE OUT	\$0							
DBE/LABOR	\$8,000							
		20	030	\$109,425	\$109,425	\$109,425	\$109,425	\$437,700
PROJECT MANAGEMENT								
* P.M STAFF	\$105,000							
		20	031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$53,000							
* CONSULTANT	\$613,000							
		Cas	sh Flow	is constructed b	ased on overall	% of project co	mpletion as de	etermined by
CONTINGENCY	\$139,000		-	anagement office	e. 1st year = 5%	5; 2nd year = 35	%; 3rd year = 3	0%; 4th year
TOTAL	\$2,918,000	= 30	0%					
L								



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

DESIGN         \$0         Image: Construction         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$156,750	SCOPE								TYPE: REH		
CONJECTIVES       RISKS CAUSING PROJECT DELAY         1: (Goal 3: Invest in People and Assets) Maintain State of Good Repair       RiskS CAUSING PROJECT DELAY         2. (Goal 4: Retain and Grow Notership) Improve service reliability       RANKING // PROJECT READINESS         JUSTIFICATION       RANKING // PROJECT READINESS         MOW and Ops vehicles and equipment replacement as identified boxing the Matrolink       1. Condition of Asset	equipment replaced will be base	d on the availability of	ZEV (Zero Emis	sion Vehicles	s) and will						
1. (Coal 3: Investi In People and Assets) Nathralan State of Good Repair         2. (Goal 4: Retain and Grow Ridership) Improve service reliability         3. (Coal 2: Maintain Fiscal Sustainability) Reduce operating cost <b>RANKING // PROJECT READINESS</b> JUSTIFICATION         MOW and Ops vahicle and equipment replacement as identified by the Matrolink failer below a State of Good Repair and require replacement based on hinks set by SCRA staff and industry standards.       1. Condition of AssetWorn         SUGDE Includes annual increase in alignment with MRP.       2. System ImpactWerage       1. Condition of AssetWerage         RISK CREATED BY NON-IMPLEMENTATION       1. Start END       2. System Impact	Mile Posts: n/a				Division:	: All County: A	ALL Asset Ty	pe: Non-Reve	nue Fleet		
2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost JUSTIFICATION MOW and Ope vehicle and equipment replacement as identified by the Metrolink fallen balow a State of Good Repair and require replacement based on limits set by Budget includes annual increase in alignment with MRP. 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 backlig in future years. Current Age: 27 Year(s) Standard Lifespan: 8 Year(s) CONTRACT PACKAGING 50 ENVIRONMENTAL 50 ROW ACQUISITION 50 ENVIRONMENTAL 50 CONTRACT PACKAGING 50 INVRONMENTAL 50 CONTRACT PACKAGING 50 ENVIRONMENTAL 50 CONTRUCT MANAGEMENT * M STAFF 570,000 * SUMPORT STAFF 548,000 * CONSULTANT CONTINGENCY	OBJECTIVES				RISKS	CAUSING	PROJECT	DELAY			
3. (Goal 2: Maintain Flical Sustainability) Reduce operating cost  JUSTIFICATION MOW and Quark of the equipment replacement as identified by the Metrolink Rehabilitation Plan (MRP). The need has been identified because the assest have SCRRA staff and industry standards. Budget induces annual increase in alignment with MRP.  RISK CREATED BY NON-IMPLEMENTATION  If the poly as Staff and requires and equipment will be unreliable, casing induces on operations on operations and will be unreliable, casing induces on the staff and industry standards.  Current Age: 27 Year(s) Standard Lifespan: 8 Year(s):  RUNTRACT PACKAGING 50  CUNTRACT PACKAGING 50  ROW ACQUISTION  S0  CONTRACT PACKAGING 50  CONTRACT PACKAGING	1. (Goal 3: Invest in People and	Assets) Maintain Stat	e of Good Repair								
JUSTIFICATION     RANKING // PROJECT READINESS       MOW and Ops vehicle and equipment replacement as identified by the Metroling Henbibilition Pint (MRP). The end has been identified because the assets have Budget includes samual increase in alignment with MRP.     1. Condition of Asset Worn 2. System Impact Average SCRRA staff and industry standards.       Budget includes annual increase in alignment with MRP.     RISK CREATED BY NON-IMPLEMENTATION     2. System Impact Average The project is not approved, the vehicles and equipment will be unreliable, casing into gown time, budgetary contains on operations and will be added to the backlog in future years.     EV     QA     QA     QA     Q       CONTRACT PACKAGING     50     2026     50     50     50       DESIGN     50     50     50     50     50       ROW ACQUISTION     50     2027     \$156,750     \$156,750     \$156,750     \$156,750       ROW ACQUISTION     50     2028     \$235,125     \$235,125     \$235,125     \$235,125       ROW ACQUISTION     50     2028     \$391,875		• / •									
MOW and Ops vehicle and equipment replacement as identified because the assets have indusity standards.       1. Condition of Asset, Worn 2. System ImpactWorn 2. System Impact	3. (Goal 2: Maintain Fiscal Susta	ainability) Reduce ope	rating cost								
MOW and Ops vehicle and equipment replacement as identified bequare the assets have industry standards.       1. Condition of Asset	JUSTIFICATION				RANK	ING // PROJ	IECT REAL	DINESS			
Failes below a State of Good Repair and require replacement based on limits set by Construction and industry standards.       Support on the stand upon funding execution because this work requires procurement and new asset availability         RiSK CREATED BY NON-IMPLEMENTATION         If the project is not approved, the vehicles and equipment will be unreliable, casing fund we asset availability         Current Age: 27 Year(s)       Standard Lifespan: 8 Year(s)         Current Age: 27 Year(s)       Standard Lifespan: 8 Year(s)         Contract PACKAGING       S0       S0 <th cols<="" td=""><td>MOW and Ops vehicle and equi</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th>	<td>MOW and Ops vehicle and equi</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	MOW and Ops vehicle and equi									
SCRRA staff and industry standards.       This can be staffed upon funding execution because this work requires 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       CASH FLOW         AMOUNT       START         END       2026         SOCRRACT PACKAGING       S0         DESIGN       S0         ROW ACQUISITION       S0         CONTRACT PACKAGING       S0         ROW ACQUISITION       S0         SPECIAL RAIL EQUIP       \$2,800,000         FLAGGING       S0         SPECIAL RAIL EQUIP       \$2,800,000         FLAGGING       S0         SUS BID/GEES       S0 <td></td> <td></td> <td></td> <td></td> <td>2. Syste</td> <td>m Impact A</td> <td>verage</td> <td></td> <td></td> <td></td>					2. Syste	m Impact A	verage				
Budget includes annual increase in alignment with MRP.       procurement and new asset availability         RISK CREATED BY NON-IMPLEMENTATION       If the project is not approved, the vehicles and equipment will be unreliable, casing fung down time, budgetary contains on operations and will be added to the backlog in future years.       Procurement and new asset availability         Current Age: 27 Year(s)       Standard Lifespan: 8 Year(s)       ENDOGET       CASH FLOW         CONTRACT PACKAGING       50       If the project is not approved, the vehicles and equipment will be added to the backlog in future years.       2026       \$0       \$0       \$0       2028       \$156,750       \$156,			cement based on	infints set by	This can	be started upo	n funding exe	cution becaus	e this work re	quires mostly	
If the project is not approved, the vehicles and equipment will be unreliable, casing tog down time, budgetary contains on operations and will be added to the backlog in tuture years.         Current Age: 27 Year(s) Standard Lifespan: 8 Year(s)         CASH FLOW         CASH FLOW         CASH FLOW         CONTRACT PACKAGING       So         Standard Lifespan: 8 Year(s)         CONTRACT PACKAGING       So         CONTRACT PACKAGING       So       CASH FLOW         CONTRACT PACKAGING       So       So       So       So       So         CONTRACT PACKAGING       So         CONTRACT PACKAGING       SO       SO       SO       SO       SO       SO       SO       SO<			P.		procurer	ment and new a	sset availibility	/			
Iong 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)           CARSH FLOW           CARSH FLOW           CARSH FLOW           CARSH FLOW           CONTRACT PACKAGING         S0         CARSH FLOW           CONTRACT PACKAGING         S0         CONTRACT PACKAGING         S0	RISK CREATED BY NOM	N-IMPLEMENTAT	ION								
BUDGET         CASH FLOW           AMOUNT         START         END           CONTRACT PACKAGING         50         FY         Q1         Q2         Q3         Q4         T           DESIGN         S0         FY         Q1         Q2         Q3         Q4         T           DESIGN         S0         FY         Q1         Q2         Q3         Q4         T           DESIGN         S0         S0 </th <th>long down time, budgetary conta</th> <th></th> <th></th> <th></th> <th>ir</th> <th></th> <th></th> <th></th> <th></th> <th></th>	long down time, budgetary conta				ir						
AMOUNT         START         END           CONTRACT PACKAGING         \$0         Pr         Q1         Q2         Q3         Q4         T           DESIGN         \$0         2026         \$0         \$0         \$0           ROW ACQUISITION         \$0         2027         \$156,750         \$150,750	Current Age: 27 Year(s) Sta	andard Lifespan: 8 Yea	ar(s)								
CONTRACT PACKAGING         50         FY         Q1         Q2         Q3         Q4         T           DESIGN         \$0 <th></th> <th>BUDGET</th> <th></th> <th></th> <th></th> <th></th> <th>CASH</th> <th>FLOW</th> <th></th> <th></th>		BUDGET					CASH	FLOW			
DESIGN         SO         Image: Construct of the section of the secti		AMOUNT	START	END							
DESIGN         \$0         2026         \$0         \$0         \$0           ENVIRONMENTAL         \$0		\$0			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL	
ENVIRONMENTAL         \$0           ROW ACQUISITION         \$0           ROW ACQUISITION         \$0           MATERIAL         \$0           CONSTRUCTION         \$0           SPECIAL RAIL EQUIP         \$2,800,000           FLAGGING         \$0           BUS BRIDGES         \$0           CLOSE OUT         \$0           DEF/LABOR         \$11,000           PROJECT MANAGEMENT         \$70,000           * P.M. STAFF         \$70,000           * SUPPORT STAFF         \$48,000           * CONSULTANT         \$0           Constructed based on overall % of project completion as determ by project management office. 1st year = 5%, 2nd year = 30%		\$0									
ROW ACQUISITION         \$0         2027         \$156,750         \$156,750         \$156,750         \$156,750         \$6           MATERIAL         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$156,750         \$156,750         \$156,750         \$156,750         \$156,750         \$0					2026	\$0	\$0	\$0	\$0	\$0	
MATERIAL       \$0         CONSTRUCTION       \$0         SPECIAL RAIL EQUIP       \$2,800,000         FLAGGING       \$0         BUS BRIDGES       \$0         COSE OUT       \$0         DEF/LABOR       \$11,000         PROJECT MANAGEMENT       \$70,000         * P.M STAFF       \$70,000         * SUPPORT STAFF       \$48,000         * CONSULTANT       \$0         CONSTRUCT       \$0         Support Staff       \$48,000         * CONSULTANT       \$0         CONTINGENCY       \$206,000	ENVIRONMENTAL	\$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       \$70,000         * P.M STAFF       \$70,000         * SUPPORT STAFF       \$48,000         * CONSULTANT       \$0         CONTINGENCY       \$206,000	ROW ACQUISITION	\$0									
CONSTRUCTION         \$0         2028         \$235,125         \$					2027	\$156,750	\$156,750	\$156,750	\$156,750	\$627,000	
CONSTRUCTION         \$0           2028         \$235,125	MATERIAL	\$0									
SPECIAL RAIL EQUIP       \$2,800,000         FLAGGING       \$0         BUS BRIDGES       \$0         BUS BRIDGES       \$0         DBE/LABOR       \$11,000         PROJECT MANAGEMENT       \$70,000         * P.M STAFF       \$70,000         * SUPPORT STAFF       \$48,000         * CONSULTANT       \$0         CONTINGENCY       \$206,000         Year = 30%       \$206,000											
SPECIAL RAIL EQUIP         \$2,800,000           FLAGGING         \$0           BUS BRIDGES         \$0           BUS BRIDGES         \$0           DBE/LABOR         \$11,000           PROJECT MANAGEMENT         \$70,000           * P.M STAFF         \$70,000           * SUPPORT STAFF         \$48,000           * CONSULTANT         \$0           CONTINGENCY         \$206,000					2028	\$235,125	\$235,125	\$235,125	\$235,125	\$940,500	
FLAGGING       \$0         BUS BRIDGES       \$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	SPECIAL RAIL EQUIP	\$2.800.000				. ,	. ,	. ,			
BUS BRIDGES         \$0         2029         \$391,875         \$391,875         \$391,875         \$391,875         \$391,875         \$1,5           CLOSE OUT         \$0	-										
CLOSE OUT     \$0       DBE/LABOR     \$11,000       PROJECT MANAGEMENT       * P.M STAFF       \$70,000       * SUPPORT STAFF       \$48,000       * CONSULTANT       \$0       CONTINGENCY       \$206,000       Year = 30%					2029	\$391 875	\$391 875	\$391 875	\$391 875	\$1,567,500	
DBE/LABOR       \$11,000         PROJECT MANAGEMENT         * P.M STAFF         \$70,000         2031         \$0       \$0         \$0       \$0         \$0       \$0         \$0       \$0         \$0       \$0         \$0       \$0         \$0       \$0         \$0       \$0         \$0       \$0         \$0       \$0         Cash Flow is constructed based on overall % of project completion as determ         by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%						<i>4001)070</i>	<i>4001</i> ,070	<i>4002)070</i>	<i>4001)070</i>	<i><i><i>q</i><sub>1</sub>,007,000</i></i>	
2030       \$0       \$0       \$0       \$0         PROJECT MANAGEMENT       *       P.M STAFF       \$70,000       2031       \$0       \$0       \$0         * SUPPORT STAFF       \$48,000       \$0       \$0       \$0       \$0       \$0         * CONSULTANT       \$0       Cash Flow is constructed based on overall % of project completion as determ by project management office. 1st year = 5%; 2nd year = 30%											
PROJECT MANAGEMENT         * P.M STAFF       \$70,000         * SUPPORT STAFF       \$48,000         * CONSULTANT       \$0         Consultant       \$0         \$2031       \$0         Cash Flow is constructed based on overall % of project completion as determ by project management office. 1st year = 5%; 2nd year = 30%		Ş11,000			2030	¢Ω	ŚO	ŚŊ	ŚO	\$0	
* P.M STAFF       \$70,000         * SUPPORT STAFF       \$48,000         * CONSULTANT       \$0         Consultant       \$0         Constructed based on overall % of project completion as determ by project management office. 1st year = 5%; 2nd year = 30%	PROIECT ΜΑΝΔGEMENT					ΨŪ	ŲŲ	Ψ	γU	ΟĘ	
2031     \$0     \$0     \$0       * SUPPORT STAFF     \$48,000       * CONSULTANT     \$0       Cash Flow is constructed based on overall % of project completion as determ by project management office. 1st year = 5%; 2nd year = 30% year = 30%		¢70,000									
* SUPPORT STAFF       \$48,000         * CONSULTANT       \$0         Cash Flow is constructed based on overall % of project completion as determ by project management office. 1st year = 5%; 2nd year = 30% year = 30%		\$70,000			2021	ćo	ćo	ćo	ćo	ćo	
* CONSULTANT \$0 Cash Flow is constructed based on overall % of project completion as determ by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30% year = 30%		¢40.000			2031	ŞU	ŞU	ŞU	γÇ	\$0	
CONTINGENCY \$206,000 year = 30%											
CONTINGENCY \$206,000 by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%		ŞO							1.11		
vear = 30%									•		
TOTAL \$3,135,000	CONTINGENCY					-	mee. Ist year -	570, ZITU YEdi	5570, 510 yea	5070, 4th	
	TOTAL	\$3,135,000									



#### **PROJECT : ROTEM HVAC OVERHAUL/REBUILD**

SCOPE							TYPE:	REHAB   N	ON-MRP
<ul> <li>Overhaul/rebuild on Hyundai F</li> <li>Out-Of-Scope Repair as need</li> </ul>		controller box.							
Mile Posts: n/a				Division:	All County: A	LL Asset Typ	e: Rolling Sto	ck	
OBJECTIVES				RISKS	CAUSING	PROJECT	DELAY		
1. (Goal 4: Retain and Grow Ric 2. (Goal 2: Maintain Fiscal Sust	., .	-							
JUSTIFICATION				RANKI	NG // PROJ	IECT REAL	DINESS		
<ul> <li>Remove systemic design issue impact to costumer convenience</li> <li>Continue to overhaul/rebuild for project.</li> <li>RISK CREATED BY NO</li> </ul>	e and safety. or the remaining HVAC i	units as the curre		-	ion of Asset n Impact Hi				
<ul> <li>Impact to car availability due to</li> <li>Increase in maintenance cost</li> <li>Current Age: 15 Year(s) State</li> </ul>									
	BUDGET					CASH	I FLOW		
CONTRACT PACKAGING	\$0	START	END	<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTA
DESIGN	\$0			2026	\$0	\$0	\$0	\$0	\$
ENVIRONMENTAL	\$0			2020	Ųζ	ŞU	ŞŪ	ŞU	Ş
ROW ACQUISITION				2027	\$120,350	\$120,350	\$120,350	\$120,350	\$481,40
MATERIAL	\$1,840,000			2027	Ş120,330	\$120,330	\$120,330	\$120,330	9401,4U
CONSTRUCTION	\$0			2028	\$180,525	\$180,525	\$180,525	\$180,525	\$722,10
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$240,700	\$240,700	\$240,700	\$240,700	\$962,80
CLOSE OUT	\$0								
DBE/LABOR	\$0			2030	\$60,175	\$60,175	\$60,175	\$60,175	\$240,70
PROJECT MANAGEMENT									
* P.M STAFF	\$175,000			2031	\$0	\$0	\$0	\$0	Ş
* SUPPORT STAFF	\$70,000				·		·		
* CONSULTANT	\$103,000						<u> </u>		
CONTINCENCY	¢240.000				is constructed banagement offic				
CONTINGENCY	\$219,000			= 30%		,	. ,	, , ,	, , , , , , , , , , , , , , , , , , , ,
TOTAL	\$2,407,000								



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

							٦	TYPE: REHA	AB   MRP
Upgrade the remaining PTC equipr certain technologies, more equipment				lated in the	past 7–12 yea	ars. With evolv	ving standards	and the phas	sing out of
Mile Posts: n/a				Division:	All County: A	ALL Asset Ty	ype: Train Cor	ntrol	
OBJECTIVES				RISKS	CAUSING	PROJECT	DELAY		
1. (Goal 3: Invest in People and As	ssets) Maintain State	e of Good Repair							
2. (Goal 4: Retain and Grow Riders									
3. (Goal 2: Maintain Fiscal Sustaina									
4. (Goal 1: Ensure a Safe Operatin	ig Environment) Ree	duce train accident	S						
JUSTIFICATION				RANKI	NG // PROJ		DINESS		
The Train Control Systems rehabili includes both Positive Train Contro equipment. This need has been ide Repair, as defined by SCRRA staff over 10 years old, with initial design systems, first implemented in 2012 hardware to maintain functionality a	ol (PTC) and central entified due to these f and industry stand ns dating back an a 2, were cutting-edge	ized train control s assets falling belc ards. Some PTC h dditional five years at the time but nov	ystems and w the State of Goo ardware is already . Our onboard	2 Syster	tion of Asset n Impact H				
If the program is not implemented i limits will be added to the backlog i Current Age: 124 Year(s) Stan	in full, the remaining	g work that is beyor	nd the rehabilitation						
	idard Elicopan. o re	ai (3							
	BUDGET					CASH	I FLOW		
	AMOUNT	START	END			CASH	I FLOW		
CONTRACT PACKAGING		START	END	FY	Q1			Q4	тота
	AMOUNT	START	END	<u>FY</u>	<u>Q1</u>	<u>CASH</u> <u>Q2</u>	<u>1 FLOW</u>	<u>Q4</u>	<u>тота</u>
CONTRACT PACKAGING	AMOUNT \$0	START	END	<u>FY</u> 2026	<u>Q1</u> \$0			<u>Q4</u> \$0	
CONTRACT PACKAGING DESIGN ENVIRONMENTAL	AMOUNT \$0	START	END			<u>Q2</u>	<u>Q3</u>		
CONTRACT PACKAGING DESIGN	AMOUNT \$0 \$0	START	END			<u>Q2</u>	<u>Q3</u>		
CONTRACT PACKAGING DESIGN ENVIRONMENTAL	AMOUNT \$0 \$0 \$0	START	END			<u>Q2</u>	<u>Q3</u>		<u>TOTA</u> \$ \$250,000
CONTRACT PACKAGING DESIGN ENVIRONMENTAL	AMOUNT \$0 \$0 \$0	START	END	2026	\$0	<b>Q2</b> \$0	<u>Q3</u> \$0	\$0	\$
CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION	AMOUNT \$0 \$0 \$0 \$0 \$0	START	END	2026	\$0	<b>Q2</b> \$0	<u>Q3</u> \$0	\$0	\$
CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	AMOUNT \$0 \$0 \$0 \$0 \$0 \$1,250,000	START	END	2026	\$0	<b>Q2</b> \$0	<u>Q3</u> \$0	\$0	\$
CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP	AMOUNT \$0 \$0 \$0 \$0 \$0 \$1,250,000	START	END	2026	\$0 \$62,500	<u>Q2</u> \$0 \$62,500	<u>Q3</u> \$0 \$62,500	\$0	\$
CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START	END	2026	\$0 \$62,500	<b>Q2</b> \$0 \$62,500	<u>Q3</u> \$0 \$62,500	\$0	\$
CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP	AMOUNT \$0 \$0 \$0 \$0 \$1,250,000 \$625,000 \$0	START	END	2026	\$0 \$62,500	<b>Q2</b> \$0 \$62,500	<u>Q3</u> \$0 \$62,500	\$0	\$ \$250,00 \$875,00
CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	AMOUNT \$0 \$0 \$0 \$0 \$0 \$1,250,000 \$625,000 \$0 \$0 \$0	START	END	2026 2027 2027 2028	\$0 \$62,500 \$218,750	<b>Q2</b> \$0 \$62,500 \$218,750	<u>Q3</u> \$0 \$62,500 \$218,750	\$0 \$62,500 \$218,750	\$
CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$1,250,000 \$625,000 \$0 \$0 \$0 \$0 \$0	START	END	2026 2027 2027 2028 2028	\$0 \$62,500 \$218,750 \$218,750	Q2 \$0 \$62,500 \$218,750 \$218,750	<b>Q3</b> \$0 \$62,500 \$218,750 \$218,750	\$0 \$62,500 \$218,750 \$218,750	\$ \$250,00 \$875,00 \$875,00
CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$1,250,000 \$625,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START	END	2026 2027 2027 2028	\$0 \$62,500 \$218,750	<b>Q2</b> \$0 \$62,500 \$218,750	<u>Q3</u> \$0 \$62,500 \$218,750	\$0 \$62,500 \$218,750	\$ \$250,00 \$875,00
CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$1,250,000 \$625,000 \$625,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START	END	2026 2027 2027 2028 2028	\$0 \$62,500 \$218,750 \$218,750	Q2 \$0 \$62,500 \$218,750 \$218,750	<b>Q3</b> \$0 \$62,500 \$218,750 \$218,750	\$0 \$62,500 \$218,750 \$218,750	\$ \$250,00 \$875,00 \$875,00
CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$1,250,000 \$625,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START	END	2026 2027 2027 2028 2028	\$0 \$62,500 \$218,750 \$218,750	Q2 \$0 \$62,500 \$218,750 \$218,750	<b>Q3</b> \$0 \$62,500 \$218,750 \$218,750	\$0 \$62,500 \$218,750 \$218,750	\$ \$250,000 \$875,000 \$875,000 \$500,000
CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$1,250,000 \$625,000 \$625,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START	END	2026 2027 2027 2028 2029 2030	\$0 \$62,500 \$218,750 \$218,750 \$125,000	Q2 \$0 \$62,500 \$218,750 \$218,750 \$125,000	<b>Q3</b> \$0 \$62,500 \$218,750 \$218,750 \$125,000	\$0 \$62,500 \$218,750 \$218,750 \$125,000	\$ \$250,00 \$875,00 \$875,00 \$500,00
CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$1,250,000 \$625,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START	END	2026 2027 2027 2028 2029 2030	\$0 \$62,500 \$218,750 \$218,750 \$125,000	Q2 \$0 \$62,500 \$218,750 \$218,750 \$125,000	<b>Q3</b> \$0 \$62,500 \$218,750 \$218,750 \$125,000	\$0 \$62,500 \$218,750 \$218,750 \$125,000	\$ \$250,00 \$875,00 \$875,00 \$500,00
CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	AMOUNT \$0 \$0 \$0 \$0 \$0 \$1,250,000 \$625,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$10,000 \$175,000	START	END	2026 2027 2027 2028 2028 2029 2030 2031 Cash Flow	\$0 \$62,500 \$218,750 \$218,750 \$125,000 \$0 \$0	Q2 \$0 \$62,500 \$218,750 \$218,750 \$125,000 \$0 based on overa	Q3 \$0 \$62,500 \$218,750 \$218,750 \$125,000 \$0	\$0 \$62,500 \$218,750 \$218,750 \$125,000 \$0 \$0	\$250,00 \$250,00 \$875,00 \$500,00 \$ \$ determined
CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	AMOUNT \$0 \$0 \$0 \$0 \$0 \$1,250,000 \$625,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$10,000 \$175,000	START	END	2026 2027 2027 2028 2028 2029 2030 2031 Cash Flow	\$0 \$62,500 \$218,750 \$218,750 \$125,000 \$0 \$0	Q2 \$0 \$62,500 \$218,750 \$218,750 \$125,000 \$0 based on overa	Q3 \$0 \$62,500 \$218,750 \$218,750 \$125,000 \$0	\$0 \$62,500 \$218,750 \$218,750 \$125,000 \$0 \$0	\$ \$250,00 \$875,00 \$875,00 \$500,00 \$ \$ determined



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

SCOPE							TYPE:	REHAB   N	
Install data logger on door cor	ntrol system to improve the	maintainability aga	inst one of the top road	issues.					
Mile Posts: n/a				Division:	All County: A	LL Asset Typ	e: Rolling Sto	ck	
OBJECTIVES				RISKS	CAUSING	PROJECT	DELAY		
1. (Goal 2: Maintain Fiscal Sust	tainability) Reduce operatin	ng cost							
2. (Goal 4: Retain and Grow Ri	dership) Improve service re	eliability							
JUSTIFICATION				RANKI	NG // PROJ		DINESS		
Requested \$1.1M is for the op				.	ion of Asset	-			
<ul> <li>Engineering analysis conductor in No Defect Found. This is been project is to increase the data p understand the status of the do</li> </ul>	cause of no hard data recor points on the door system th	rded on the door sys hat would be record	stem at the event. The	Z. Systen	ו Impact Av	/erage			
RISK CREATED BY NO	N-IMPLEMENTATIO	N							
implemented, almost half of the									
EP199-19 Bombardier Railcar usefulness. Current Age: 15 Year(s) St	andard Lifespan: 15 Year(s								
usefulness.	tandard Lifespan: 15 Year(s BUDGET	s				CASH	I FLOW		
usefulness. Current Age: 15 Year(s) St	tandard Lifespan: 15 Year(s BUDGET AMOUNT	s	END	EY	01				τοται
usefulness. Current Age: 15 Year(s) St CONTRACT PACKAGING	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0	s Start	END	FY	<u>Q1</u>	<u>CASH</u> <u>02</u>	<u>03</u>	<u>Q4</u>	TOTAL
usefulness. Current Age: 15 Year(s) St	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0	s Start	END	<u>FY</u> 2026	<u>Q1</u> \$0			<u>Q4</u> \$0	<u>TOTAL</u> \$0
usefulness. Current Age: 15 Year(s) St CONTRACT PACKAGING	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0	s Start	END			<u>Q2</u>	<u>Q3</u>		
usefulness. Current Age: 15 Year(s) St CONTRACT PACKAGING DESIGN	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0 \$0 \$0	s Start	END			<u>Q2</u>	<u>Q3</u>		
usefulness. Current Age: 15 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0	S START	END			<u>Q2</u>	<u>Q3</u>		
usefulness. Current Age: 15 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0	S START	END	2026	\$0	<u>02</u> \$0	<u>Q3</u> \$0	\$0	\$0
usefulness. Current Age: 15 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0	S START	END	2026	\$0	<u>02</u> \$0	<u>Q3</u> \$0	\$0	\$0
usefulness. Current Age: 15 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0 \$0 \$0 \$0 \$700,000 \$0	S START	END	2026	\$0	<u>02</u> \$0	<u>Q3</u> \$0	\$0	\$0
USEFUINESS.  CUITENT AGE: 15 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	S START	END	2026 2027	\$0 \$68,750	<u>Q2</u> \$0 \$68,750	<u>Q3</u> \$0 \$68,750	\$0 \$68,750	\$0
USEFUINESS.  CUITIENT AGE: 15 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	S START	END	2026 2027 2028	\$0 \$68,750 \$206,250	<u>Q2</u> \$0 \$68,750 \$206,250	<u>Q3</u> \$0 \$68,750 \$206,250	\$0 \$68,750 \$206,250	\$0 \$275,000 \$825,000
USEFUINESS. CUITIENT AGE: 15 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	S START	END	2026 2027	\$0 \$68,750	<u>Q2</u> \$0 \$68,750	<u>Q3</u> \$0 \$68,750	\$0 \$68,750	\$0
USEFUINESS.  CUITIENT AGE: 15 Year(s) St  CONTRACT PACKAGING  DESIGN  ENVIRONMENTAL  ROW ACQUISITION  MATERIAL  CONSTRUCTION  SPECIAL RAIL EQUIP FLAGGING  BUS BRIDGES  CLOSE OUT	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	S START	END	2026 2027 2028	\$0 \$68,750 \$206,250	<u>Q2</u> \$0 \$68,750 \$206,250	<u>Q3</u> \$0 \$68,750 \$206,250	\$0 \$68,750 \$206,250	\$0 \$275,000 \$825,000
USEFUINESS.  CUITIENT AGE: 15 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	S START	END	2026 2027 2028	\$0 \$68,750 \$206,250	<u>Q2</u> \$0 \$68,750 \$206,250	<u>Q3</u> \$0 \$68,750 \$206,250	\$0 \$68,750 \$206,250	\$0 \$275,000 \$825,000
usefulness. Current Age: 15 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	S START	END	2026 2027 2028 2029	\$0 \$68,750 \$206,250 \$0	<u>Q2</u> \$0 \$68,750 \$206,250 \$0	<u>Q3</u> \$0 \$68,750 \$206,250 \$0	\$0 \$68,750 \$206,250 \$0	\$0 \$275,000 \$825,000 \$0
USEFUINESS.  CUITIENT AGE: 15 Year(s) St  CONTRACT PACKAGING  DESIGN  ENVIRONMENTAL  ROW ACQUISITION  MATERIAL  CONSTRUCTION  SPECIAL RAIL EQUIP FLAGGING  BUS BRIDGES  CLOSE OUT	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	S START	END	2026 2027 2028 2029	\$0 \$68,750 \$206,250 \$0	<u>Q2</u> \$0 \$68,750 \$206,250 \$0	<u>Q3</u> \$0 \$68,750 \$206,250 \$0	\$0 \$68,750 \$206,250 \$0	\$0 \$275,000 \$825,000 \$0 \$0
USEFUINESS.  CUITIENT AGE: 15 Year(s) St  CONTRACT PACKAGING  DESIGN  ENVIRONMENTAL  ROW ACQUISITION  MATERIAL  CONSTRUCTION  SPECIAL RAIL EQUIP  FLAGGING  BUS BRIDGES  CLOSE OUT  DBE/LABOR  PROJECT MANAGEMENT	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	S START	END	2026 2027 2028 2029 2030	\$0 \$68,750 \$206,250 \$0 \$0	<u>Q2</u> \$0 \$68,750 \$206,250 \$0 \$0	<u>Q3</u> \$0 \$68,750 \$206,250 \$0 \$0	\$0 \$68,750 \$206,250 \$0 \$0	\$0 \$275,000 \$825,000 \$0
USEFUINESS.  CUITIENT AGE: 15 Year(s) St  CONTRACT PACKAGING  DESIGN  ENVIRONMENTAL  ROW ACQUISITION  MATERIAL  CONSTRUCTION  SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES  CLOSE OUT  DBE/LABOR  PROJECT MANAGEMENT  * P.M STAFF	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0 \$0 \$0 \$0 \$7700,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	S START	END	2026 2027 2028 2029 2030	\$0 \$68,750 \$206,250 \$0 \$0	<u>Q2</u> \$0 \$68,750 \$206,250 \$0 \$0	<u>Q3</u> \$0 \$68,750 \$206,250 \$0 \$0	\$0 \$68,750 \$206,250 \$0 \$0	\$0 \$275,000 \$825,000 \$0 \$0
usefulness. Current Age: 15 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	S START	END	2026 2027 2028 2029 2030 2031	\$0 \$68,750 \$206,250 \$0 \$0	02 \$0 \$68,750 \$206,250 \$0 \$0 \$0	<u>Q3</u> \$0 \$68,750 \$206,250 \$0 \$0 \$0	\$0 \$68,750 \$206,250 \$0 \$0 \$0	\$0 \$275,000 \$825,000 \$0 \$0 \$0
USEFUINESS. CUITIENT AGE: 15 Year(s) St CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	tandard Lifespan: 15 Year(s BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	S START	END	2026 2027 2028 2029 2030 2031 Cash Flow	\$0 \$68,750 \$206,250 \$0 \$0 \$0	<u>Q2</u> \$0 \$68,750 \$206,250 \$0 \$0 \$0	Q3 \$0 \$68,750 \$206,250 \$0 \$0 \$0	\$0 \$68,750 \$206,250 \$0 \$0 \$0 mpletion as det	\$0 \$275,000 \$825,000 \$0 \$0 \$0 \$0 \$0



#### **PROJECT : F125 INTERMEDIATE ENGINE OVERHAUL**

SCOPE							TYPE	: REHAB   I	NON-MRP
<ul> <li>Engine overhaul - clean, ins</li> <li>Total 42 engines.</li> </ul>	spect, and replace parts.								
Mile Posts: n/a				Division	: All County:	ALL Asset T	/pe: Rolling St	tock	
OBJECTIVES				BISK	S CAUSING				
1. (Goal 1: Ensure a Safe Op	erating Environment) Redu	ice train accidents							
2. (Goal 2: Maintain Fiscal S									
3. (Goal 4: Retain and Grow		-							
JUSTIFICATION				RANK	(ING // PRO		DINESS		
<ul> <li>Overhaul of engine is require</li> </ul>	red as per the maintenance	manual - overhaul wou	ld be required every 4		ition of Asset				
years. • 14 engines are expected to • As per the schdule, the last funding would be available by time.	engine would be overhaule	ed by June 2028 which r		2. Syste	em Impact A	Average			
RISK CREATED BY N	ION-IMPLEMENTAT	ION							
<ul> <li>Increase of impact to reven</li> <li>Impact to shop availability of the state of the st</li></ul>	lue to increase of unschedu	uled maintenance for the	ailed engines.						
Current Age: 8 Year(s) S	Standard Lifespan: 30 Year								
	BUDGE		END			CAS	H FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$0			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTA
DESIGN	\$0								
				2026	\$0	\$0	\$0	\$753,600	\$753,600
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2027	\$753,600	\$753,600	\$753,600	\$753,600	\$3,014,400
MATERIAL	\$12,000,000								
CONSTRUCTION	\$0			-1					
				2028	\$1,318,800	\$1,318,800	\$1,318,800	\$1,318,800	\$5,275,200
SPECIAL RAIL EQUIP	\$0								
FLAGGING				-					
BUS BRIDGES	\$0 \$0			2029	\$1,130,400	\$1,130,400	\$1,130,400	\$1,130,400	\$4,521,600
CLOSE OUT	\$0				÷1,130,400	<i>~</i> 1,130, <del>1</del> 00	<i>~</i> 1,130, <del>1</del> 00	<i>Ş</i> 1,130,400	<i>,</i> ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
DBE/LABOR	\$0								
				2030	\$376,800	\$376,800	\$376,800	\$376,800	\$1,507,200
PROJECT MANAGEMENT									
* P.M STAFF	\$657,000			2031	\$0	\$0	\$0	\$0	\$(
* SUPPORT STAFF	\$263,000			1					
* CONSULTANT	\$186,000								
	÷100,000			Cash Eler	w is constructed	based on over	all % of project	completion as a	latorminad b
								•	
	······································			nroiect n	nanagement otti	ce 1st vear - 4	5% · 2nd vear – 3	35%· 3rd vear -	3U%' 4m
CONTINGENCY	\$1,966,000 \$15,072,000			year = 30	nanagement offi )%	ce. 1st year = 5	5%; 2nd year = 3	35%; 3rd year =	30%; 4th



### **PROJECT : METROLINK COMMUNICATION SYSTEM OVERHAUL**

						TYPE	E: REHAB   N	ION-MRF
<ul> <li>Communication System Power</li> <li>Interior destination screens</li> <li>Control Unit Upgrade</li> <li>Side Destination Screen Control</li> <li>Car built-in conductor PA.</li> </ul>		ə)						
Mile Posts: n/a			Division	: All County: A	LL Asset Typ	e: Rolling Stoc	k	
OBJECTIVES			RISKS	S CAUSING I	PROJECT [	DELAY		
1. (Goal 2: Maintain Fiscal Susta	ainability) Reduce operati	ng cost						
2. (Goal 3: Invest in People and	Assets) Maintain State of	f Good Repair						
3. (Goal 4: Retain and Grow Rid	lership) Improve service r	reliability						
4. (Goal 4: Retain and Grow Rid	lership) Increase system	utilization						
JUSTIFICATION			RANK	(ING // PROJ	FCT READ	INESS		
Heavily outdated technology in		rol device - ex) 512M		lition of Asset				
CF card. This issue is in all contr • Newly upgraded control system	rol device.		2 Syste	em Impact Hi	U U			
side destination and so on.			age of t	and maintenanc he product, it is p es. The need of t ence.	projected to ha	ve multiple uns	scheduled mair	ntenance
<ul> <li>Degradation in the performance</li> <li>Impact to car availability as the</li> <li>Current Age: 15 Year(s) Sta</li> </ul>		the revenue service	operation					
	BUDGET							
	BODGET				CASH	I FLOW		
	AMOUNT	START	END		CASH	IFLOW		
CONTRACT PACKAGING		START	END <u>FY</u>	<u>Q1</u>	<u>CASH</u>	<u>03</u>	<u>Q4</u>	<u>тот</u> ,
	AMOUNT	START	FY		<u>Q2</u>	<u>Q3</u>		<u>тот</u> ,
DESIGN	AMOUNT \$0 \$0	START		<u>Q1</u> \$0			<u>Q4</u> \$0	
DESIGN ENVIRONMENTAL	AMOUNT \$0 \$0 \$0	START	FY		<u>Q2</u>	<u>Q3</u>		
DESIGN ENVIRONMENTAL	AMOUNT \$0 \$0 \$0	START	FY		<u>Q2</u>	<u>Q3</u>		
CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	AMOUNT \$0 \$0 \$0	START	2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	<u>TOT</u> / \$200,2
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	AMOUNT \$0 \$0 \$0 \$0 \$0	START	2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$650,000	START	2026 2027	\$0	<u>Q2</u> \$0 \$50,050	<u>Q3</u> \$0 \$50,050	\$0	\$200,2
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION	AMOUNT \$0 \$0 \$0 \$0 \$0 \$650,000 \$0	START	2026	\$0	<u>Q2</u> \$0	<u>Q3</u> \$0	\$0	\$200,2
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP	AMOUNT \$0 \$0 \$0 \$0 \$0 \$650,000 \$0 \$0	START	2026 2027	\$0	<u>Q2</u> \$0 \$50,050	<u>Q3</u> \$0 \$50,050	\$0	
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	AMOUNT \$0 \$0 \$0 \$0 \$0 \$650,000 \$0 \$0 \$0 \$0 \$0	START	2026 2027 2028	\$0 \$50,050 \$75,075	<u>Q2</u> \$0 \$50,050 \$75,075	<u>Q3</u> \$0 \$50,050 \$75,075	\$0 \$50,050 \$75,075	\$200,2 \$300,3
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	AMOUNT \$0 \$0 \$0 \$0 \$650,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START	2026 2027	\$0	<u>Q2</u> \$0 \$50,050	<u>Q3</u> \$0 \$50,050	\$0	\$200,2
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	AMOUNT \$0 \$0 \$0 \$0 \$0 \$650,000 \$0 \$0 \$0 \$0 \$0	START	2026 2027 2028	\$0 \$50,050 \$75,075	<u>Q2</u> \$0 \$50,050 \$75,075	<u>Q3</u> \$0 \$50,050 \$75,075	\$0 \$50,050 \$75,075	\$200,2 \$300,3
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP ELAGGING SUS BRIDGES CLOSE OUT	AMOUNT \$0 \$0 \$0 \$0 \$650,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START	EY 2026 2027 2028 2028 2029	\$0 \$50,050 \$75,075 \$100,100	Q2 \$0 \$50,050 \$75,075 \$100,100	<u>Q3</u> \$0 \$50,050 \$75,075 \$100,100	\$0 \$50,050 \$75,075 \$100,100	\$200,2 \$300,3 \$400,4
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	AMOUNT \$0 \$0 \$0 \$0 \$0 \$650,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START	2026 2027 2028	\$0 \$50,050 \$75,075	<u>Q2</u> \$0 \$50,050 \$75,075	<u>Q3</u> \$0 \$50,050 \$75,075	\$0 \$50,050 \$75,075	\$200,2 \$300,3 \$400,4
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START	EY 2026 2027 2028 2028 2029	\$0 \$50,050 \$75,075 \$100,100	Q2 \$0 \$50,050 \$75,075 \$100,100	<u>Q3</u> \$0 \$50,050 \$75,075 \$100,100	\$0 \$50,050 \$75,075 \$100,100	\$200,2 \$300,3 \$400,4
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	AMOUNT \$0 \$0 \$0 \$0 \$0 \$650,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START	EY 2026 2027 2028 2028 2029	\$0 \$50,050 \$75,075 \$100,100	Q2 \$0 \$50,050 \$75,075 \$100,100	<u>Q3</u> \$0 \$50,050 \$75,075 \$100,100	\$0 \$50,050 \$75,075 \$100,100	\$200,2 \$300,3 \$400,4
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START	EY 2026 2027 2028 2028 2029 2030	\$0 \$50,050 \$75,075 \$100,100 \$25,025	Q2 \$0 \$50,050 \$75,075 \$100,100 \$25,025	<u>Q3</u> \$0 \$50,050 \$75,075 \$100,100 \$25,025	\$0 \$50,050 \$75,075 \$100,100 \$25,025	\$200,2 \$300,3
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START	EY 2026 2027 2028 2028 2029 2030	\$0 \$50,050 \$75,075 \$100,100 \$25,025	Q2 \$0 \$50,050 \$75,075 \$100,100 \$25,025	<u>Q3</u> \$0 \$50,050 \$75,075 \$100,100 \$25,025	\$0 \$50,050 \$75,075 \$100,100 \$25,025	\$200,2 \$300,3 \$400,4
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP ELAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START	ЕУ 2026 2027 2028 2029 2030 2031	\$0 \$50,050 \$75,075 \$100,100 \$25,025 \$0	Q2 \$0 \$50,050 \$75,075 \$100,100 \$25,025 \$0	<u>Q3</u> \$0 \$50,050 \$75,075 \$100,100 \$25,025 \$0	\$0 \$50,050 \$75,075 \$100,100 \$25,025 \$0	\$200,2 \$300,3 \$400,4 \$100,1
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING SUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF * CONSULTANT	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START	EY 2026 2027 2028 2028 2029 2030 2030 2031	\$0 \$50,050 \$75,075 \$100,100 \$25,025	Q2 \$0 \$50,050 \$75,075 \$100,100 \$25,025 \$0	Q3 \$0 \$50,050 \$75,075 \$100,100 \$25,025 \$0	\$0 \$50,050 \$75,075 \$100,100 \$25,025 \$0 mpletion as dete	\$200,2 \$300,3 \$400,4 \$100,1
DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP ELAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	START	EY 2026 2027 2028 2028 2029 2030 2030 2031	\$0 \$50,050 \$75,075 \$100,100 \$25,025 \$0 w is constructed b	Q2 \$0 \$50,050 \$75,075 \$100,100 \$25,025 \$0	Q3 \$0 \$50,050 \$75,075 \$100,100 \$25,025 \$0	\$0 \$50,050 \$75,075 \$100,100 \$25,025 \$0 mpletion as dete	\$200,2 \$300,3 \$400,4 \$100,1



#### **PROJECT : CAR END-DOOR SYSTEM IMPROVEMENT**

SCOPE							TYPE	: REHAB   N	
Improvement in passengers'     New design on the end-door     All legacy Bombardier car an	mechanism.	or of Bombardier & T	algo-SYSTRA cars	3.					
Mile Posts: n/a				Division: A	All County: Al	L Asset Type	e: Rolling Stoc	:k	
OBJECTIVES				<b>RISKS</b>	CAUSING P	ROJECT D	ELAY		
1. (Goal 4: Retain and Grow R	idership) Improve service i	reliability							
2. (Goal 3: Invest in People an									
3. (Goal 1: Ensure a Safe Ope	rating Environment) Reduc	ce train accidents							
JUSTIFICATION				RANKIN	NG // PROJE	ECT READI	NESS		
One of the major complaints fr				1. Condition	on of Asset	Marginal			
Hyundai-Rotem cars had a res system for around 30% improv				2. System	Impact Av	erage			
the fleet - legacy Bombardier c	ais and Taigo-STSTRATE	edunt cars.		SYSTRA   can prese mitigate th end-door s product to convenien case. A sin	rue that current passenger cars nt a safety issu the issue for imp system. This re- reduce the for ace to the custor milar project is factory outcom	e requires a sig per for passeng proving the sys equested projection ce required to owner as well as active on the f	nificant amou ers traveling b tem, it would r ct will bring a r open end doo s ensuring safe Rotem rail car	nt of force to o etween train o require new de new design an rs therefore pr ety for any em	open. This cars. To esign on the id deliver a roviding ergency
Continuous complaint from the		fe operation when it i	s needed in any						
RISK CREATED BY NO Continuous complaint from the emergency. Current Age: 33 Year(s) S	passengers. Impact to sa tandard Lifespan: 30 Year BUDGET	(s				CASH	FLOW		_
Continuous complaint from the emergency. Current Age: 33 Year(s) S	passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT	(s START	is needed in any END	EV	01				τοται
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0	(S START		<u>FY</u>	<u>01</u>	CASH	FLOW Q3	<u>Q4</u>	TOTAL
Continuous complaint from the emergency. Current Age: 33 Year(s) S	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0	(S START		<u>FY</u> 2026	<u>Q1</u> \$0			<u>Q4</u> \$0	
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0	(S START				<u>Q2</u>	<u>Q3</u>		
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING DESIGN	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0 \$0	(S START				<u>Q2</u>	<u>Q3</u>		<u>TOTAL</u> \$0
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0 \$0 \$0	(S START				<u>Q2</u>	<u>Q3</u>		
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0 \$0 \$0	(S START		2026	\$0	<u>Q2</u> \$0	<b>Q3</b> \$0	\$0	\$(
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0 \$0 \$0 \$0	(S START		2026	\$0	<u>Q2</u> \$0	<b>Q3</b> \$0	\$0	\$(
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0	(S START		2026	\$0 \$56,750	<b>Q2</b> \$0 \$56,750	<u>Q3</u> \$0 \$56,750	\$0	\$(
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	(S START		2026	\$0 \$56,750	<b>Q2</b> \$0 \$56,750	<u>Q3</u> \$0 \$56,750	\$0	\$(
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	(S START		2026	\$0 \$56,750	<b>Q2</b> \$0 \$56,750	<u>Q3</u> \$0 \$56,750	\$0	\$0 \$227,000 \$227,000
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	(S START		2026 2027 2027 2028	\$0 \$56,750 \$56,750	<b>Q2</b> \$0 \$56,750 \$56,750	<u>Q3</u> \$0 \$56,750 \$56,750	\$0 \$56,750 \$56,750	\$0 \$227,000 \$227,000
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	(S START		2026 2027 2027 2028	\$0 \$56,750 \$56,750	<b>Q2</b> \$0 \$56,750 \$56,750	<u>Q3</u> \$0 \$56,750 \$56,750	\$0 \$56,750 \$56,750	\$(
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	(S START		2026 2027 2027 2028	\$0 \$56,750 \$56,750	<b>Q2</b> \$0 \$56,750 \$56,750	<u>Q3</u> \$0 \$56,750 \$56,750	\$0 \$56,750 \$56,750	\$0 \$227,000 \$227,000 \$227,000 \$0
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	(S START		2026 2027 2027 2028 2028	\$0 \$56,750 \$56,750 \$0	<b>Q2</b> \$0 \$56,750 \$56,750 \$0	<u>Q3</u> \$0 \$56,750 \$56,750 \$0	\$0 \$56,750 \$56,750 \$0	\$227,00 \$227,00 \$227,00 \$1
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	(S START		2026 2027 2027 2028 2028	\$0 \$56,750 \$56,750 \$0	<b>Q2</b> \$0 \$56,750 \$56,750 \$0	<u>Q3</u> \$0 \$56,750 \$56,750 \$0	\$0 \$56,750 \$56,750 \$0	\$227,000 \$227,000 \$227,000 \$0 \$0
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	(S START		2026 2027 2027 2028 2028 2029 2029	\$0 \$56,750 \$56,750 \$0 \$0	<b>Q2</b> \$0 \$56,750 \$56,750 \$0 \$0	<u>Q3</u> \$0 \$56,750 \$56,750 \$0 \$0	\$0 \$56,750 \$56,750 \$0 \$0	\$227,00 \$227,00 \$227,00 \$1 \$1
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$270,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	(S START		2026 2027 2027 2028 2028 2029 2029	\$0 \$56,750 \$56,750 \$0 \$0	<b>Q2</b> \$0 \$56,750 \$56,750 \$0 \$0	<u>Q3</u> \$0 \$56,750 \$56,750 \$0 \$0	\$0 \$56,750 \$56,750 \$0 \$0	\$0 \$227,000 \$227,000
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	(S START		2026 2027 2027 2028 2029 2030 2031 Cash Flow i	\$0 \$56,750 \$56,750 \$0 \$0 \$0	Q2 \$0 \$56,750 \$56,750 \$0 \$0 \$0	Q3 \$0 \$56,750 \$56,750 \$0 \$0 \$0	\$0 \$56,750 \$56,750 \$0 \$0 \$0 \$0	\$227,000 \$227,000 \$227,000 \$0 \$0 \$0 \$0 \$0 \$0
Continuous complaint from the emergency. Current Age: 33 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	e passengers. Impact to sa tandard Lifespan: 30 Year BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	(S START		2026 2027 2027 2028 2029 2030 2031 Cash Flow i	\$0 \$56,750 \$56,750 \$0 \$0 \$0	Q2 \$0 \$56,750 \$56,750 \$0 \$0 \$0	Q3 \$0 \$56,750 \$56,750 \$0 \$0 \$0	\$0 \$56,750 \$56,750 \$0 \$0 \$0 \$0	\$227,000 \$227,000 \$227,000 \$0 \$0 \$0 \$0 \$0 \$0



#### **PROJECT : LAUS BACKUP GENERATOR REPLACEMENT**

SCOPE						TYPE:	REHAB   N	ON-MRP
Replace 2 1995 and 1996 bac	ck-up generators providing b	packup power to LAUS switches, sig	gnaling and com	n shelter.				
Olympian 95A01920-S 1995								
Olympian 96A04252-S 1996								
Mile Posts: n/a			Division:	All County: Al	LL Asset Type	e: Facilities		
OBJECTIVES			RISKS	CAUSING F	PROJECT	DELAY		
1. (Goal 4: Retain and Grow F	., .	•						
2. (Goal 1: Ensure a Safe Ope	- ,							
3. (Goal 3: Invest in People ar	id Assets) Maintain State of							
JUSTIFICATION			RANKI	NG // PROJ	ECT READ	INESS		
		enerator maintenance contractor, th		ion of Asset				
		ncy due to condition, availability of nad a similar unit failed at CMF, whe	2. Syster	n Impact Hig	gh			
under load in 2016 causing in	ternal damage to the motor.	It not cost effective to overhaul this more appropriate and cost effective	e to it is very Union Sta it is need	concerning that ation will be sign ed. The genera ended to 100% r	nificant if the batter tors were deliv	ack-up genera ered almost 30	tors do not fur ) years ago. It	nction when t is highly
RISK CREATED BY N								
		tage can bring LAUS rail traffic to a	halt					
after UPS batteries are deplet		· •						
· ·	Standard Lifespan: 25 Year(	S			CASH	FLOW		
· ·		s START END			CASH	FLOW		
Current Age: 30 Year(s) S	Standard Lifespan: 25 Year( BUDGET AMOUNT \$0		<u><u> </u></u>	<u>Q1</u>	<u>CASH</u>	<u>FLOW</u>	<u>Q4</u>	TOTAL
Current Age: 30 Year(s) S	Standard Lifespan: 25 Year( BUDGET AMOUNT				<u>Q2</u>	<u>Q3</u>		
Current Age: 30 Year(s) S	Standard Lifespan: 25 Year( BUDGET AMOUNT \$0		EY 2026	<u>Q1</u> \$0			<b>Q4</b> \$0	<u>TOTAL</u> \$0
Current Age: 30 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL	Standard Lifespan: 25 Year( BUDGET AMOUNT \$0 \$0 \$0	START END			<u>Q2</u>	<u>Q3</u>		
Current Age: 30 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL	Standard Lifespan: 25 Year( BUDGET AMOUNT \$0 \$0 \$0	START END		\$0	<b>Q2</b> \$0	<u>Q3</u> \$0	\$0	\$0
Current Age: 30 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL	Standard Lifespan: 25 Year( BUDGET AMOUNT \$0 \$0 \$0	START END	2026		<u>Q2</u>	<u>Q3</u>		
Current Age: 30 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	Standard Lifespan: 25 Year( BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0	START END	2026	\$0	<b>Q2</b> \$0	<u>Q3</u> \$0	\$0	\$0
Current Age: 30 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	Standard Lifespan: 25 Year( BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0	START END	2026	\$0	<b>Q2</b> \$0	<u>Q3</u> \$0	\$0	\$0
Current Age: 30 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL	Standard Lifespan: 25 Year( BUDGET AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0	START END	2026	\$0 \$77,662	<b>Q2</b> \$0 \$77,662	<u>Q3</u> \$0 \$77,662	\$0 \$77,664	\$0 \$310,650
Current Age: 30 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION	Standard Lifespan: 25 Year(           BUDGET           AMOUNT           \$0	START END	2026	\$0 \$77,662	<b>Q2</b> \$0 \$77,662	<u>Q3</u> \$0 \$77,662	\$0 \$77,664	\$0 \$310,650
Current Age: 30 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP	Standard Lifespan: 25 Year(           BUDGET           AMOUNT           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$200,000           \$75,000           \$0	START END	2026	\$0 \$77,662	<b>Q2</b> \$0 \$77,662	<u>Q3</u> \$0 \$77,662	\$0 \$77,664	\$0 \$310,650
Current Age: 30 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	Standard Lifespan: 25 Year(           BUDGET           AMOUNT           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$200,000           \$75,000           \$0           \$5,000	START END	2026 2027 2028	\$0 \$77,662 \$4,088	<b>Q2</b> \$0 \$77,662 \$4,088	<u>Q3</u> \$0 \$77,662 \$4,088	\$0 \$77,664 \$4,086	\$0 \$310,650 \$16,350
Current Age: 30 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	Standard Lifespan: 25 Year(           BUDGET           AMOUNT           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$200,000           \$75,000           \$0           \$50	START END	2026 2027 2028 2028 2029	\$0 \$77,662 \$4,088 \$0	<u>Q2</u> \$0 \$77,662 \$4,088 \$0	<b>Q3</b> \$0 \$77,662 \$4,088 \$0	\$0 \$77,664 \$4,086 \$0	\$0 \$310,650 \$16,350 \$0
Current Age: 30 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	Standard Lifespan: 25 Year(           BUDGET           AMOUNT           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$200,000           \$75,000           \$0           \$5,000           \$0           \$4,000	START END	2026 2027 2028	\$0 \$77,662 \$4,088	<b>Q2</b> \$0 \$77,662 \$4,088	<u>Q3</u> \$0 \$77,662 \$4,088	\$0 \$77,664 \$4,086	\$0 \$310,650 \$16,350
Current Age: 30 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	Standard Lifespan: 25 Year(           BUDGET           AMOUNT           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$200,000           \$75,000           \$0           \$50           \$0           \$20,000           \$0           \$3,000	START END	2026 2027 2028 2028 2029	\$0 \$77,662 \$4,088 \$0	<u>Q2</u> \$0 \$77,662 \$4,088 \$0	<b>Q3</b> \$0 \$77,662 \$4,088 \$0	\$0 \$77,664 \$4,086 \$0	\$0 \$310,650 \$16,350 \$0
Current Age: 30 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	Standard Lifespan: 25 Year(           BUDGET           AMOUNT           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$200,000           \$75,000           \$0           \$5,000           \$0           \$4,000	START END	2026 2027 2028 2028 2029	\$0 \$77,662 \$4,088 \$0	<u>Q2</u> \$0 \$77,662 \$4,088 \$0	<b>Q3</b> \$0 \$77,662 \$4,088 \$0	\$0 \$77,664 \$4,086 \$0	\$0 \$310,650 \$16,350 \$0
Current Age: 30 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	Standard Lifespan: 25 Year(           BUDGET           AMOUNT           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$200,000           \$75,000           \$0           \$50           \$0           \$20,000           \$0           \$3,000	START END	2025 2027 2028 2029 2030	\$0 \$77,662 \$4,088 \$0 \$0	02 \$0 \$77,662 \$4,088 \$0 \$0	<u>Q3</u> \$0 \$77,662 \$4,088 \$0 \$0	\$0 \$77,664 \$4,086 \$0 \$0	\$310,650 \$16,350 \$0 \$0
Current Age: 30 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	Standard Lifespan: 25 Year(           BUDGET           AMOUNT           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$200,000           \$75,000           \$0           \$5,000           \$0           \$4,000           \$4,000	START END	2025 2027 2028 2029 2030	\$0 \$77,662 \$4,088 \$0 \$0	02 \$0 \$77,662 \$4,088 \$0 \$0	<u>Q3</u> \$0 \$77,662 \$4,088 \$0 \$0	\$0 \$77,664 \$4,086 \$0 \$0	\$310,650 \$16,350 \$0 \$0
Current Age: 30 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	Standard Lifespan: 25 Year(           BUDGET           AMOUNT           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$200,000           \$75,000           \$0           \$5,000           \$0           \$5,000           \$0           \$4,000           \$4,000           \$6,000	START END	2026 2027 2028 2029 2030 2030	\$0 \$77,662 \$4,088 \$0 \$0	02 \$0 \$77,662 \$4,088 \$0 \$0 \$0	<u>Q3</u> \$0 \$77,662 \$4,088 \$0 \$0 \$0	\$0 \$77,664 \$4,086 \$0 \$0 \$0	\$310,650 \$310,650 \$16,350 \$0 \$0 \$0
Current Age: 30 Year(s) S CONTRACT PACKAGING DESIGN ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	Standard Lifespan: 25 Year(           BUDGET           AMOUNT           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$0           \$200,000           \$75,000           \$0           \$5,000           \$0           \$5,000           \$0           \$4,000           \$4,000           \$6,000	START END	2026 2027 2028 2029 2030 2030 2031 Cash Flow	\$0 \$77,662 \$4,088 \$0 \$0 \$0	02 \$0 \$77,662 \$4,088 \$0 \$0 \$0 \$0	Q3 \$0 \$77,662 \$4,088 \$0 \$0 \$0 \$0	\$0 \$77,664 \$4,086 \$0 \$0 \$0 \$0	\$310,650 \$310,650 \$16,350 \$0 \$0 \$0 \$0



#### **PROJECT : MOW - ROLLING STOCK TRAPEZE**

	TYPE: REHAB   MRP
EAM Application – Role: Administrator to support EAM Application. In support of the Agency's EAM efforts and system wi 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 mer 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 Maintena 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, recei E. Facilities team – Helps Facilities team with PM schedules, Asset configuration, parent-child relation setups and any iss F. MOW (Maintenance of Way) Team – Communications and Structures team are recently gone live with EAM applicatior and training.	bers, refresher training and any issues related dispatching of trips. Also helps wi nce) and Repair work orders. Setting new PM schedules, changes to existing ving and PO interfaces. Jes with Mobile focus app.
Mile Posts: n/a	Division: All County: ALL Asset Type: Information Technology
OBJECTIVES	RISKS CAUSING PROJECT DELAY
3. (Goal 7: Improve Organizational Efficiency) Clearly define staff roles and responsibilities	
JUSTIFICATION We need a backup resource for trapeze application support. From the start of this software implementation back in 2022,	RANKING // PROJECT READINESS

regulated by the Federal Rail Administration and their workflows and inspections receive a high level of scrutiny and are subject to regular audits. There are also several million more assets, asset components, and sub elements, that require a high degree of asset management and administration, which the agency has not had to oversee in the past. It is not feasible to manage these groups with the level of existing IDTS support who lacks the technical background to support these new MoW business units. As a result, the Operations Division is requesting the equivalent of (2) additional application specialists who have relevant business unit knowledge and technical expertise to support the Trapeze EAM end-users to ensure optimal system performance and to mitigate any down time.

#### **RISK CREATED BY NON-IMPLEMENTATION**

Major operational impact. And due to strict Federal Rail Administration requirements, some of these groups can't afford any downtime when they call for support. The lack of agency technical staff was a known risk at the start of this EAM effort;

		BUDGET				CASH	FLOW	CASH FLOW							
	AMOUNT	START	END												
CONTRACT PACKAGING	\$0			FY	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL						
DESIGN	\$0														
				2026	\$0	\$0	\$0	\$0	\$0						
ENVIRONMENTAL	\$0														
ROW ACQUISITION	\$0														
				2027	\$51,750	\$51,750	\$51,750	\$51,750	\$207,000						
MATERIAL	\$0														
CONSTRUCTION	\$350,000														
				2028	\$51,750	\$51,750	\$51,750	\$51,750	\$207,000						
SPECIAL RAIL EQUIP	\$0														
FLAGGING	\$0														
BUS BRIDGES	\$0			2029	\$0	\$0	\$0	\$0	\$0						
CLOSE OUT	\$0														
DBE/LABOR	\$5,000														
				2030	\$0	\$0	\$0	\$0	\$0						
PROJECT MANAGEMENT															
* P.M STAFF	\$14,000														
				2031	\$0	\$0	\$0	\$0	\$0						
* SUPPORT STAFF	\$21,000														
* CONSULTANT	\$0														
					is constructed b										
CONTINGENCY	\$24,000			project ma	anagement office	e. 1st year = 5%	; 2nd year = 35	%; 3rd year = 3	0%; 4th year						
TOTAL	\$414,000			= 30%											





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

SCOPE							TYPE:	REHAB   N	ION-MRP
BUDGET DECREASED BY Tunnel 25 Track and Drainag design for slab track section.	ge improvements (TO BE	FILLED IN WHEN			IS COMPLET	E). Need \$5N	l upfront for ge	eo test testing	/drilling, and
BUDGET DECREASED from	n \$5M to \$4.6M; SCOPE	MAY NEED TO BE	ADJUSTED.						
Mile Posts: 3.67 - 76.63			I	Division:	Valley Count	y: LA Asset	Type: Structur	es	
OBJECTIVES				RISKS	CAUSING	PROJECT	DELAY		
1. (Goal 3: Invest in People a	and Assets) Maintain Sta	te of Good Repair							
2. (Goal 4: Retain and Grow	Ridership) Improve servi	ce reliability							
3. (Goal 2: Maintain Fiscal S		-							
4. (Goal 1: Ensure a Safe Op	perating Environment) Re	educe train accident	s						
JUSTIFICATION					NG // PROJ		DINESS		
Structures rehabilitation iden includes Bridges, Culverts ar			cause the		ion of Asset				
assets have fallen below s S based on limits set by SCRR	tate of Good Repair and	are in need of rehat		2. Systen	n Impact H	igh			
RISK CREATED BY N	ON-IMPLEMENTA	ΓΙΟΝ							
If the program is not impleme rehabilitation limits will be ad			nd the						
Current Age: 125 Year(s)	Standard Lifespan: 100	) Year(s)							
	BUDGET					CASH	I FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$0			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>TOTAL</u>
DESIGN	\$4,000,000								
				2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2027	\$287,500	\$287,500	\$287,500	\$287,500	\$1,150,000
MATERIAL	\$0								
CONSTRUCTION	\$0								
				2028	\$575,000	\$575,000	\$575,000	\$575,000	\$2,300,000
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$287,500	\$287,500	\$287,500	\$287,500	\$1,150,000
CLOSE OUT	\$0								
DBE/LABOR	\$0								
				2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* 0.14 674 55	<u> </u>								
* P.M STAFF	\$140,000			2031	\$0	\$0	\$0	\$0	\$0
* P.M STAFF * SUPPORT STAFF	\$140,000 \$44,000			2031	\$0	\$0	\$0	\$0	\$0
				2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$44,000				\$0 is constructed l				
* SUPPORT STAFF	\$44,000			Cash Flow		pased on overa	ll % of project c	ompletion as d	



#### PROJECT : HYUNDAI-ROTEM RAILCAR OVERHAUL

SCOPE							-	TYPE: REH	AB   MRP
BUDGET DECREASED BY 609	%; SCOPE STILL TO BE	E DECREASED A	CCORDINGLY.						
General overhaul on board sys     Upgrades onboard system - co			r, diaphragm, windows, restroom, rul tacle detection system, etc.	bber floor,	exterior schem	ne, next gener	ation door eng	ine, etc.	
BUDGET DECREASED from \$2	25M to \$10M; SCOPE N	NEEDS TO BE AD	JUSTED.						
Mile Posts: n/a				Division:	All County: A	ALL Asset Ty	pe: Rolling Sto	ock	
OBJECTIVES				RISKS	CAUSING	PROJECT	DELAY		
1. (Goal 1: Ensure a Safe Operation	ating Environment) Red	uce train accident	S						
2. (Goal 4: Retain and Grow Rid	dership) Improve service	e reliability							
3. (Goal 2: Maintain Fiscal Sust	ainability) Reduce opera	ating cost							
JUSTIFICATION				RANKI	NG // PROJ	ECT READ	DINESS		
	years of mid-life next ye	ar, 2025. The ove	rhaul will be required to operate the	1. Condit	tion of Asset	Adequate			
cars safely and reliably.				2. Syster	n Impact A	verage			
RISK CREATED BY NO		ON							
Increase of impact to revenue s	ervice due to increase in	n unscheduled ma	intenance on degraded equipment.						
Current Age: 15 Year(s) Sta	andard Lifespan: 30 Yea	ar(e)							
	BUD	. ,				CASE	I FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$0			FY	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL
DESIGN	\$0			<u> </u>	<u>qı</u>	<u> 4</u> 2	<u>qə</u>	<u>Q4</u>	
DESIGN	ŞU			2026	\$0	ćo	\$0	¢5.00.400	¢500.400
ENVIRONMENTAL	\$0			2026	ŞU	\$0	ŞU	\$500,400	\$500,400
ROW ACQUISITION	\$0								
KOW ACQUISITION	ŞŬ			2027	\$500,400	\$500,400	\$500,400	\$500,400	\$2,001,600
MATERIAL	\$7,670,000								
CONSTRUCTION	\$0								
				2028	\$875,700	\$875,700	\$875,700	\$875,700	\$3,502,800
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$750,600	\$750,600	\$750,600	\$750,600	\$3,002,400
CLOSE OUT	\$33,000								
DBE/LABOR	\$25,000								
				2030	\$250,200	\$250,200	\$250,200	\$250,200	\$1,000,800
PROJECT MANAGEMENT									
* P.M STAFF	\$420,000			2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$175,000								,-
* CONSULTANT	\$775,000								
	<i>ç</i> 5,000			Cash Flow	is constructed l	based on overa	II % of project c	ompletion as d	etermined by
CONTINGENCY	\$910,000				anagement offic				
TOTAL	\$10,008,000			year = 30	%				



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

SCOPE							٦	TYPE: REH	AB   MRP
Systemwide Track Rehabilita - Rail Grinding: ongoing syste - Surfacing Program to restor	emwide program (~\$1.5M)	)	irements to sufficient	ly rehabili	tate aging infra	structure and	growing back	log:	
- Vac Truck: Cleaning fouled	ballast at select systemwi	de (~\$1.5M)							
Mile Posts: n/a				Division:	All County:	ALL Asset Ty	/pe: Track		
OBJECTIVES				RISKS	CAUSING	PROJECT	DELAY		
1. (Goal 3: Invest in People a	and Assets) Maintain State	of Good Repair							
2. (Goal 4: Retain and Grow	• / •								
3. (Goal 2: Maintain Fiscal Su									
4. (Goal 1: Ensure a Safe Op	perating Environment) Red	luce train accider	its						
JUSTIFICATION					NG // PROJ		DINESS		
Track rehabilitation is identified				e1. Condi	tion of Asset	Worn			
combined track & signals ma surfacing addresses "rolling of				2. Syster	n Impact ⊦	ligh			
addresses noise concerns ar									
RISK CREATED BY NO	ON-IMPLEMENTATIO	ON							
If the program is not impleme									
limits will be added to the bad Current Age: 124 Year(s)									
	BUDGET	ui(5				CASE	I FLOW		
	AMOUNT	START	END	-		UA01			
CONTRACT PACKAGING	\$0	-		FY	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL
DESIGN	\$0						<u></u>	<u></u>	<u></u>
				2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								
				2027	\$187,500	\$187,500	\$187,500	\$187,500	\$750,000
MATERIAL	\$75,000								
CONSTRUCTION	\$4,550,000								
				2028	\$875,000	\$875 <i>,</i> 000	\$875,000	\$875,000	\$3,500,000
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$187,500	\$187,500	\$187,500	\$187,500	\$750,000
CLOSE OUT	\$0			1					
DBE/LABOR	\$13,000			1					
				2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$70,000								
				2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$53,000								
* CONSULTANT	\$0								
				Cash Flow	is constructed	based on overa	III % of project	completion as	determined
CONTINGENCY	\$239,000			by projec	t management o			•	
TOTAL	\$5,000,000			year = 30	%				
	\$3,000,000								



CONLEYD PROJECT# 3271.00

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

SCOPE									TYPE: REF	IAB   MRP
Orange Sub Communications Control (PTC) systems - Centr Systems - Voice Communicat Services, Agency Staff, Mainte	ralized train control system ion Systems - System Pow	s - Communication er Components -	on Back-haul Shelter Envir	systems -	Customer I	nformation	System	ns - Video Sur	veillance and S	Security
Mile Posts: 165.06 - 207.36				Division	: Orange (	County: OC	Asset	t Type: Comm	unications	
OBJECTIVES				RISKS		IG PROJ	ECT I	DELAY		
1. (Goal 1: Ensure a Safe Ope	erating Environment) Redu	ce train accidents	5							
2. (Goal 3: Invest in People an	nd Assets) Maintain State o	f Good Repair								
3. (Goal 4: Retain and Grow F	Ridership) Improve service	reliability								
4. (Goal 4: Retain and Grow R	Ridership) Increase system	utilization								
5. (Goal 6: Improve Communi	cations to Customers and S	Stakeholders) Re	duce custome	er						
JUSTIFICATION					ING // PR			INESS		
Over the last 25 years, SCRR. evolved and grown to keep pa operations. Many components of-life cycle. To Maintain and u assessments of the state of th rehab efforts.	ace with the technological d s of the Communications S upgrade the Communicatio	emands of the ra ystems have exce ns Systems requ	ilroad eeded their er ires continual	2 Syste	ition of Asse m Impact	•				
RISK CREATED BY NO										
Communication System failure result of not implementing the										
Current Age: 24 Year(s)	Standard Lifespan: 15 Year	(s								
	BUDGET						CASH	I FLOW		
	AMOUNT	START	END							
CONTRACT PACKAGING	\$0			<u>FY</u>	<u>c</u>	<u>21</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL
DESIGN	\$40,000									
				2026		\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0									
ROW ACQUISITION	\$0									
				2027	\$36,00	00 \$3	6,000	\$36,000	\$36,000	\$144,000
MATERIAL	\$120,000									
CONSTRUCTION	\$227,000									
				2028	\$48,00	00 \$4	8,000	\$48,000	\$48,000	\$192,000
SPECIAL RAIL EQUIP	\$0									
FLAGGING	\$0									
BUS BRIDGES	\$0			2029	\$36,00	00 \$3	6,000	\$36,000	\$36,000	\$144,000
CLOSE OUT	\$0									
DBE/LABOR	\$5,000						4.5	4.	4.5	
				2030		\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT										
* P.M STAFF	\$44,000			2031	:	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$16,000									
* CONSULTANT	\$0									
				Cash Flov	w is construct	ted based on	overall	% of project co	mpletion as det	ermined by
CONTINGENCY	\$28,000				nanagement	office. 1st ye	ear = 5%	6; 2nd year = 35	%; 3rd year = 30	0%; 4th year =
TOTAL	\$480,000			30%						
IUTAL	ş480,000									



GORGYOUSA PROJECT# 3272.00

#### **PROJECT : CMF ROOF REPLACEMENT**

SCOPE							-	TYPE: REHA	B   MRP
Replace dilapidated roofs	at CMF they are beyond their	useful life and re	epair.						
Phase 1 - Modified Bitume	en: material control and office	flat roofs, all cutt	ers, removal o	f decomm	nissioned HVAC	equipment. \$	1.8M		
Mile Posts: n/a				Division:	All County: A	LL Asset Typ	e: Facilities		
OBJECTIVES				RISKS	CAUSING I	PROJECT	DELAY		
, .	le and Assets) Maintain State le and Assets) Reduce employ								
, , ,	ll Sustainability) Reduce opera								
JUSTIFICATION					NG // PROJ		DINESS		
	de contractor address leaks or ypically only provide 90 day wa				ion of Asset	•			
from \$10k to \$25K. Last y	ear we spend \$43k in CMF fla	t roofs repairs. I	n previous 3		n Impact Av		fficient inform	tion about the	project
•	5K every season, not to mention ing tiles next to Leslie's and Lin		•		ties project mar osal was submi	-			
drywall repairs at Manny's	s office.			the project	ct proposal time				
We spend about \$30K to holes in the roof.	extend life of progressive shop	o metal roof, pato	ching rusted		ct's necessity a d in July/Augus		, ,		
					tchwork comple	-			
					ince team later ent, requiring m				
RISK CREATED BY	NON-IMPLEMENTATI	ON		determina	ation of the requ	uested funding	amount. The	project manac	er believes
	using office space deemed unu al control inventory sensitive to cost.								
Current Age: 33 Year(s)	Standard Lifespan: 30 Yea	r(s							
	BUDGET	CTART	END	<b></b>		CASH	FLOW		
CONTRACT PACKAGING	<b>AMOUNT</b> \$0	START	END	EV	01	03	03	04	TOTAL
	\$65,000			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL
	+,			2026	\$0	\$0	\$0	\$73,150	\$73,150
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								
				2027	\$73,150	\$73,150	\$73,150	\$73,150	\$292,600
MATERIAL	\$0								
CONSTRUCTION	\$1,200,000								
				2028	\$128,012	\$128,012	\$128,012	\$128,014	\$512,050
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$109,725	\$109,725	\$109,725	\$109,725	\$438,900
CLOSE OUT	\$15,000								
DBE/LABOR	\$10,000			2030	\$36,575	\$36,575	\$36,575	\$36,575	\$146,300
PROJECT MANAGEMENT					+,	+)	<i>+)</i>	<i>+,-</i>	+,
* P.M STAFF	\$18,000								
				2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF									
	\$22,000								
* CONSULTANT	\$22,000 \$0			Cash 51:			0/ ====================================		
	\$0				is constructed b				-
* CONSULTANT CONTINGENCY TOTAL									-



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

SCOPE							Т	YPE: REHA	AB   MRP
San Gabriel Sub Communica Positive Train Control (PTC) Surveillance and Security Sy include Design Elements, Pro-	systems - Centralized trai stems - Voice Communica	n control system ation Systems - S	ns - Commun System Powe	ication Ba er Compo actors and	ack-haul system onents - Shelter d Construction C	is - Customer Environmenta Contractors.	Information S al Subsystems	ystems - Vide Project Deliv	eo /ery will
Mile Posts: 2.4 - 57.7				Division	: San Gabriel	County: LA / 3	SB Asset Typ	be: Communic	cations
OBJECTIVES				RISKS	CAUSING F	PROJECT I	DELAY		
1. (Goal 1: Ensure a Safe Op	- ,								
2. (Goal 3: Invest in People a 3. (Goal 4: Retain and Grow	,	-	ſ						
4. (Goal 4: Retain and Grow	., .								
5. (Goal 6: Improve Commur			Reduce						
customer complaints about N	Aetrolink communications								
JUSTIFICATION					ING // PROJ		INESS		
Over the last 25 years, SCRI evolved and grown to keep p					ition of Asset	•			
operations. Many componen				ir	m Impact Av	verage			
end-of-life cycle. To Maintain continual assessments of the									
the system rehab efforts.									
RISK CREATED BY N	ON-IMPLEMENTATI	ON							
Communication System failu				1					
the result of not implementing	g the maintenance and up	grades that are i	needed.						
Current Age: 24 Year(s)	Standard Lifespan: 15 Ye	ar(s							
	BUDGET					CASH	FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$0			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>TOTAL</u>
DESIGN	\$60,000								
				2026	\$0	\$0	\$0	\$0	\$0
	\$0								
ROW ACQUISITION	\$0				A 47 005	6 4 7 00 F	4 4 7 00 F	4 4 7 00 F	6404 <b>7</b> 00
MATERIAL	¢150.000			2027	\$47,925	\$47,925	\$47,925	\$47,925	\$191,700
	\$150,000 \$325,000								
CONSTRUCTION	\$525,000			2028	\$63,900	\$63,900	\$63,900	\$63,900	\$255,600
SPECIAL RAIL EQUIP	\$0			2020	<i>403,500</i>	<i>403,500</i>	<i>903,500</i>	<i>403,500</i>	<i>¥233,</i> 000
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$47,925	\$47,925	\$47,925	\$47,925	\$191,700
CLOSE OUT	\$0								
DBE/LABOR	\$5,000								
				2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$44,000								
				2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$18,000								
* CONSULTANT	\$0			Cach Elev	wis constructed h	aced on over-	Il % of project of	omplotion	datarminad
CONTINGENCY	\$37,000				w is constructed b t management o			-	
TOTAL	\$639,000			year = 30	-			2	



#### 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 T	ype: Commu	nications	
OBJECTIVES				RISKS	CAUSING I	PROJECT	DELAY		
1. (Goal 1: Ensure a Safe Ope	erating Environment) Red	luce train accidents							
2. (Goal 3: Invest in People an	nd Assets) Maintain State	e of Good Repair							
3. (Goal 4: Retain and Grow R	lidership) Improve servic	e reliability							
4. (Goal 4: Retain and Grow R	lidership) Increase syste	m utilization							
5. (Goal 6: Improve Communic	cations to Customers an	d Stakeholders) Rec	luce customer complai	nts					
JUSTIFICATION					ING // PROJ		INESS		
Over the last 25 years, SCRR, grown to keep pace with the te the Communications Systems Communications Systems req order to prioritize the system re	echnological demands of have exceeded their en uires continual assessm	the railroad operation of the railroad operation of the cycle. To Ma	ons. Many components aintain and upgrade the	o <sup>f</sup> 2. Syste	ition of Asset m Impact A	Marginal verage			
RISK CREATED BY NO									
Communication System failure implementing the maintenance	e and upgrades that are	needed.	uld be the result of not						
Current Age: 24 Year(s) S	Standard Lifespan: 15 Ye BUDGE	•				CASH	FLOW		
	AMOUNT	START	END			0,1011			
CONTRACT PACKAGING	\$0			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL
DESIGN	\$10,000								
				2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								
				2027	\$18,150	\$18,150	\$18,150	\$18,150	\$72,600
MATERIAL	\$66,000				, , ,	1 - 7	,	, , ,	, ,
CONSTRUCTION									
construction	\$105,000			2028	\$24,200	\$24,200	\$24,200	\$24,200	\$96,800
	\$0				924,200	ŞZ4,200	ŞZ4,200	JZ4,200	<i><b>J</b> 90,800</i>
SPECIAL RAIL EQUIP									
FLAGGING					¢10.450	640.450	640.450	640.450	ć70.000
BUS BRIDGES	\$0			2029	\$18,150	\$18,150	\$18,150	\$18,150	\$72,600
CLOSE OUT	\$0								
DBE/LABOR	\$5,000								
				2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$23,000								
				2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$14,000								
* CONSULTANT	\$5,000								
					w is constructed b			•	
CONTINGENCY	\$14,000				ct management o	ffice. 1st year	= 5%; 2nd year	= 35%; 3rd yea	r = 30%; 4th
TOTAL	\$242,000			year = 30	70				
				1					



SCOPE

CLOSE OUT

DBE/LABOR

\* P.M STAFF

\* SUPPORT STAFF

\* CONSULTANT

CONTINGENCY

TOTAL

PROJECT MANAGEMENT

### **PROJECT PROPOSAL**

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

\$0

\$5,000

\$21,000

\$9,000

\$16,000

\$332,000

\$0

#### TYPE: REHAB | MRP

Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive <sup>-</sup> (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems Adaintenance Contractors and Construction Contractors.         Mile Posts: 426.4 - 441.24       Division: Ventura - VC County County: VN Asset Type: Comm         OBJECTIVES       RISKS CAUSING PROJECT DELAY         1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents       Risks CAUSING PROJECT DELAY         2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair       Acida 4: Retain and Grow Ridership) Improve service reliability         4. (Goal 4: Retain and Grow Ridership) Increase system utilization       5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications         JUSTIFICATION       RANKING // PROJECT READINESS         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 nequires continual assessments of the state of the system components in order to prioritize the system rehab efforts.       1. Condition of Asset Average	s - Voice Agency Sta
Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Šervices, A         Maintenance Contractors and Construction Contractors.         Mile Posts: 426.4 - 441.24       Division: Ventura - VC County       County: VN       Asset Type: Comm <b>OBJECTIVES RISKS CAUSING PROJECT DELAY</b> 1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents       Risks causing PROJECT DELAY         2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair       Goal 4: Retain and Grow Ridership) Improve service reliability         4. (Goal 4: Retain and Grow Ridership) Improve service reliability       (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications <b>RANKING // PROJECT READINESS JUSTIFICATION RANKING // PROJECT READINESS</b> 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       1. Condition of Asset Average	Agency Sta
Maintenance Contractors and Construction Contractors.         Mile Posts: 426.4 - 441.24         Division: Ventura - VC County         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         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	0
Mile Posts: 426.4 - 441.24       Division: Ventura - VC County: VN Asset Type: Comm         OBJECTIVES       RISKS CAUSING PROJECT DELAY         1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents       RISKS CAUSING PROJECT DELAY         2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair	
OBJECTIVES       RISKS CAUSING PROJECT DELAY         1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents       2.         2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair       3.         3. (Goal 4: Retain and Grow Ridership) Improve service reliability       4.         4. (Goal 4: Retain and Grow Ridership) Increase system utilization       5.         5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications       RANKING // PROJECT READINESS         JUSTIFICATION       RANKING // PROJECT READINESS         Over the last 25 years, SCRRA's Communications systems has infrastructure has evolved and grown to keep pace with the technological demands of the railroad operations. Many components of the Communications Systems have exceeded their end-of-life cycle. To Maintain and upgrade the Communications Systems requires continual assessments of the state of the system       1. Condition of Asset Average	
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents         2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair         3. (Goal 4: Retain and Grow Ridership) Improve service reliability         4. (Goal 4: Retain and Grow Ridership) Increase system utilization         5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications <b>JUSTIFICATION</b> 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	
<ul> <li>2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>3. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>4. (Goal 4: Retain and Grow Ridership) Increase system utilization</li> <li>5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications</li> <li>JUSTIFICATION</li> <li>Cover 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</li> </ul>	
3. (Goal 4: Retain and Grow Ridership) Improve service reliability         4. (Goal 4: Retain and Grow Ridership) Increase system utilization         5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer         complaints about Metrolink communications <b>RANKING // PROJECT READINESS</b> 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       1. Condition of Asset Marginal         2. System Impact Average       2. System Impact Average	
4. (Goal 4: Retain and Grow Ridership) Increase system utilization         5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer         complaints about Metrolink communications         JUSTIFICATION         Cover 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	
<ul> <li>Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications</li> <li>JUSTIFICATION</li> <li>Cover 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</li> </ul>	
Complaints about Metrolink communications       RANKING // PROJECT READINESS         JUSTIFICATION       1. Condition of Asset Marginal         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       1. System Impact Average	
JUSTIFICATION       RANKING // PROJECT READINESS         Over the last 25 years, SCRRA's Communications systems has infrastructure has evolved and grown to keep pace with the technological demands of the railroad operations. Many components of the Communications Systems have exceeded their end-of-life cycle. To Maintain and upgrade the Communications Systems requires continual assessments of the state of the system       1. Condition of Asset Marginal         2. System Impact Average	
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 and the system of the system systems requires continual assessments of the state of the system and the system of the system of the system systems requires continual assessments of the state of the system of the system of the system systems requires continual assessments of the state of the system	
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	
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	
the Communications Systems have exceeded their end-or-life cycle. To Maintain and upgrade the Communications Systems requires continual assessments of the state of the system	
RISK CREATED BY NON-IMPLEMENTATION	
Communication System failures and resulting impacts to train operation could be the result of not	
implementing the maintenance and upgrades that are needed.	
Current Age: 24 Year(s) Standard Lifespan: 15 Year(s	
BUDGET CASH FLOW	
AMOUNT START END	
CONTRACT PACKAGING \$0 <u>FY</u> <u>Q1</u> <u>Q2</u> <u>Q3</u> <u>Q4</u>	TOTAL
DESIGN \$30,000	
<b>2026</b> \$0 \$0 \$0 \$0	\$(
ENVIRONMENTAL \$0	
ROW ACQUISITION \$0	
<b>2027</b> \$24,900 \$24,900 \$24,900	\$99,600
VIATERIAL \$115,000	
CONSTRUCTION \$136,000	
<b>2028</b> \$33,200 \$33,200 \$33,200 \$33,200	\$132,800
SPECIAL RAIL EQUIP \$0	
LAGGING \$0	
BUS BRIDGES \$0 \$24,900 \$24,900 \$24,900 \$24,900	\$99,600

2030

2031

year = 30%

\$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

\$0

\$0

\$0

\$0

\$0

\$0



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

SCOPE

TYPE: REHAB | MRP |

Mile Posts: 3.5 - 76.54				Division:	Valley Count	y: ALL Asset	Type: Commu	unications	
OBJECTIVES				RISKS	CAUSING F	PROJECT	DELAY		
1. (Goal 1: Ensure a Safe Oper	rating Environment) Redu	ce train accidents							
2. (Goal 3: Invest in People and	d Assets) Maintain State	of Good Repair							
3. (Goal 4: Retain and Grow Ri	idership) Improve service	reliability							
4. (Goal 4: Retain and Grow Ri	idership) Increase system	utilization							
JUSTIFICATION				RANKI	NG // PROJ	ECT READ	INESS		
Over the last 25 years, SCRRA keep pace with the technologic Communications Systems have Communications Systems requ order to prioritize the system re	al demands of the railroa e exceeded their end-of-li uires continual assessmen	d operations. Many fe cycle. To Maintai	components of the nand upgrade the		ion of Asset ח Impact Aי	-			
RISK CREATED BY NO	s and resulting impacts to	train operation cou	Id be the result of not						
implementing the maintenance									
Current Age: 24 Year(s) S	tandard Lifespan: 15 Yea					04011			
		START	END			CASH	FLOW		
CONTRACT PACKAGING	\$0	JIANI	LND					~ ~ ~	TOTAL
	·			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL
DESIGN	\$50,000					1-	4.5		
				2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								
				2027	\$33,750	\$33,750	\$33,750	\$33,750	\$135,000
MATERIAL	\$130,000								
CONSTRUCTION	\$179,000								
				2028	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$33,750	\$33,750	\$33,750	\$33,750	\$135,000
CLOSE OUT	\$0			2025	<i>433,130</i>	<i>233,730</i>	<i>433,130</i>	<i>233,13</i> 0	<i><b>J</b>135,000</i>
DBE/LABOR	\$5,000						4.5		
				2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$44,000			2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$16,000				÷	÷	֥	<i>4</i> 0	ψŪ
* CONSULTANT	\$10,000								
CONSULTAINT	ŞŪ			Crah El			0( - f		
								umpiotion as de	arorminod hv
	1				is constructed b				
CONTINGENCY	\$26,000				anagement offic				



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

SCOPE							٦	YPE: REH	AB   MRP
Systems - Shelter Environme	ental Subsystems. Specifi	cally (PEDELY, \	ior subcomponents to rehabilitate aging NEST CORONA, NORTH MAIN CORO nstruction Contractors. Note: cut EAST	ONA, LA S	SIERRA STATI	ONS) Project	Delivery will in	nclude Desigr	
Mile Posts: 26.6 BNSF / 41.6	UP - 24.1 BNSF / 49.6			Division:	Riverside Co	ounty: RV As	set Type: Cor	nmunications	
OBJECTIVES				RISKS	CAUSING	PROJECT	DELAY		
1. (Goal 1: Ensure a Safe Op	erating Environment) Red	duce train accide	ents						
2. (Goal 3: Invest in People a	,		r						
3. (Goal 4: Retain and Grow I	., .								
4. (Goal 4: Retain and Grow I	., .								
5. (Goal 6: Improve Commun Metrolink communications	lications to Customers an	d Stakenoiders)	Reduce customer complaints about						
JUSTIFICATION				RANK	NG // PROJ	ECT REA	DINESS		
	/stems (CIS), both audio	and visual, at the	ese stations are the original equipment						
	•		andards. They also do not include the	2. Syster	n Impact A	verage			
			has not requested Agency funding for adjacent to track that is not owned or						
maintained by Metrolink.	,	,	,						
RISK CREATED BY N	ON-IMPLEMENTAT	ION							
Communication System failur implementing the maintenance			n could be the result of not						
	Standard Lifespan: 15 Ye								
		GET				CASH	I FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$0			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL
DESIGN	\$40,000								
				2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								
				2027	\$27,600	\$27,600	\$27,600	\$27,600	\$110,400
MATERIAL	\$90,000								
CONSTRUCTION	\$160,000								
				2028	\$36,800	\$36,800	\$36,800	\$36,800	\$147,200
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$27,600	\$27,600	\$27,600	\$27,600	\$110,400
CLOSE OUT	\$0								
DBE/LABOR	\$5,000				4.0	4.4			
				2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$28,000			2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$14,000								
* CONSULTANT	\$10,000								
	, ,,			Cash Flow	is constructed l	based on overa	II % of project of	completion as o	determined
CONTINGENCY	\$21,000				t management o			•	
TOTAL	\$368,000			year = 30	%				
IUIAL	2206,000								



#### **PROJECT : LOS ANGELES FREIGHT ROW CIS, SYSTEMS REHABILITATION**

#### SCOPE TYPE: REHAB | MRP | LOS ANGELES FREIGHT ROW Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog for the Customer Information Systems - Video Surveillance and Security Systems. SPECIFICALLY LOOKING TO UPGRADE CUSTOMER INFORMATION SYSTEMS AT (COMMERCE, MONTEBELLO AND INDUSTRY STATIONS) FOR FY26. Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors Mile Posts: 2.1 UP - 25 UP Division: Freight RR ROW County: LA Asset Type: Communications **OBJECTIVES RISKS CAUSING PROJECT DELAY** 1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair (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 **RANKING // PROJECT READINESS** JUSTIFICATION The Customer Information Systems (CIS), both audio and visual, at these stations are the original 1. Condition of Asset..... Worn equipment installed when the stations first open and are below current SCRRA standards. They also do 2. System Impact..... Average not include the LCD Monitors that show upcoming train arrivals. Traditionally, SCRRA has not requested Agency funding for Communications (or any other assets) at these stations since they are adjacent to track that is not owned or maintained by Metrolink. **RISK CREATED BY NON-IMPLEMENTATION** Communication System failures and resulting impacts to train operation could be the result of not implementing the maintenance and upgrades that are needed Current Age: 29 Year(s) Standard Lifespan: 15 Year(s) **CASH FLOW** BUDGET AMOUNT START END CONTRACT PACKAGING \$0 TOTAL <u>FY</u> <u>Q1</u> Q2 Q3 <u>Q4</u> DESIGN \$40,000 2026 \$0 \$0 \$0 \$0 Śſ ENVIRONMENTAL \$0 \$0 ROW ACQUISITION 2027 \$33,750 \$33,750 \$33,750 \$33,750 \$135,000 MATERIAL \$120,000 CONSTRUCTION \$200,000 2028 \$45,000 \$45,000 \$45,000 \$180,000 \$45.000 SPECIAL RAIL EQUIP \$0 \$0 FLAGGING \$0 BUS BRIDGES 2029 \$135,000 \$33,750 \$33,750 \$33,750 \$33,750 CLOSE OUT \$0 DBE/LABOR \$0 2030 \$0 \$0 \$0 \$0 \$ PROJECT MANAGEMENT \* P.M STAFF \$14,000 2031 \$0 \$0 \$0 \$0 \$0 \* SUPPORT STAFF \$35,000 \* CONSULTANT \$15,000 Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th CONTINGENCY \$26,000 /ear = 30% TOTAL \$450,000



#### PROJECT : MP36 LOCOMOTIVE SERVICE LIFE EXTENSION & REPAIR

SCOPE							I	YPE: REH	AB   MRP
BUDGET DECREASED BY 50	0%; SCOPE STILL TO BE	DECREASED ACC	CORDINGLY.						
The MP36 OOS & Service Life The ask of \$12.4M being requ will be able to overhaul all the The prior funding associated v FY21 = \$1M FY23 = \$3.6M FY24 = \$3.6M FY25 = \$8.316M	ested for FY-26 will allow units and be ready for the	us to overhaul the e Olympics.		-			/ith the inclusi	on of this ask	of \$12.5M w
This is an ongoing program wi	ith the current funding asso	ociated with procure	ement that is expect	ed to be exe	ecuted by May 2	2025.			
Mile Posts: n/a				Division:	All County: A	LL Asset Typ	e: Rolling Stoo	ck	
OBJECTIVES				RISKS	CAUSING I	PROJECT	DELAY		
1. (Goal 3: Invest in People an									
2. (Goal 4: Retain and Grow R		-							
<ul><li>3. (Goal 2: Maintain Fiscal Sus</li><li>4. (Goal 1: Ensure a Safe Ope</li></ul>		-							
5. (Goal 1: Ensure a Safe Ope									
JUSTIFICATION				RANKI	NG // PROJ	ECT READ	INESS		
This overhaul is intended for	•		pmotive to support		tion of Asset				
2028 Olympic program with su	ufficient locomotive availab	ility.		2. Syster	n Impact Hi	gh			
RISK CREATED BY NO		UN							
Increase of impact to revenu	e service due to increase i	n unscheduled mai	ntenance on	-					
degraded equipment.									
Current Age: 17 Year(s) S	Standard Lifespan: 30 Yea	r(s							
	BUDGET					CASH	FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$0			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL
DESIGN	\$0								
				2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								
				2027	\$124,920	\$124,920	\$124,920	\$124,920	\$499,680
MATERIAL	\$4,775,000								
CONSTRUCTION									
	\$0			2028	\$312.300	\$312.300	\$312.300	\$312,300	\$1,249,200
	\$0			2028	\$312,300	\$312,300	\$312,300	\$312,300	\$1,249,200
SPECIAL RAIL EQUIP	\$0 \$0			2028	\$312,300	\$312,300	\$312,300	\$312,300	\$1,249,200
FLAGGING	\$0 \$0 \$0 \$0								
FLAGGING BUS BRIDGES	\$0 \$0 \$0 \$0 \$0			2028	\$312,300 \$515,295	\$312,300 \$515,295	\$312,300 \$515,295	\$312,300 \$515,295	\$1,249,200 \$2,061,180
FLAGGING BUS BRIDGES CLOSE OUT	\$0 \$0 \$0 \$0 \$20,000								
FLAGGING BUS BRIDGES	\$0 \$0 \$0 \$0 \$0			2029	\$515,295	\$515,295	\$515,295	\$515,295	\$2,061,180
FLAGGING BUS BRIDGES CLOSE OUT	\$0 \$0 \$0 \$0 \$20,000								
FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	\$0 \$0 \$0 \$0 \$20,000			2029	\$515,295	\$515,295	\$515,295	\$515,295	\$2,061,180
FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	\$0 \$0 \$0 \$20,000 \$20,000			2029	\$515,295	\$515,295	\$515,295 \$437,220	\$515,295	\$2,061,180 \$1,748,880
FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	\$0 \$0 \$0 \$20,000 \$20,000 \$300,000			2029	\$515,295 \$437,220	\$515,295 \$437,220	\$515,295	\$515,295 \$437,220	\$2,061,180
FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	\$0 \$0 \$0 \$0 \$20,000 \$20,000 \$20,000 \$300,000 \$88,000			2029	\$515,295 \$437,220	\$515,295 \$437,220	\$515,295 \$437,220	\$515,295 \$437,220	\$2,061,180 \$1,748,880
FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	\$0 \$0 \$0 \$20,000 \$20,000 \$300,000			2029 2030 2031	\$515,295 \$437,220 \$171,765	\$515,295 \$437,220 \$171,765	\$515,295 \$437,220 \$171,765	\$515,295 \$437,220 \$171,765	\$2,061,180 \$1,748,880 \$687,060
FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF * CONSULTANT	\$0 \$0 \$0 \$0 \$20,000 \$20,000 \$20,000 \$300,000 \$388,000 \$475,000			2029 2030 2031	\$515,295 \$437,220	\$515,295 \$437,220 \$171,765 ased on overall	\$515,295 \$437,220 \$171,765 % of project co	\$515,295 \$437,220 \$171,765 mpletion as de	\$2,061,180 \$1,748,880 \$687,060 termined by
FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	\$0 \$0 \$0 \$0 \$20,000 \$20,000 \$20,000 \$300,000 \$88,000			2029 2030 2031	\$515,295 \$437,220 \$171,765 y is constructed b	\$515,295 \$437,220 \$171,765 ased on overall	\$515,295 \$437,220 \$171,765 % of project co	\$515,295 \$437,220 \$171,765 mpletion as de	\$2,061,180 \$1,748,880 \$687,060 termined by

## 0

										FUND	NGS		
PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3125	Capital	ALL	All	Information Technology	TIL Compliant IT Service Management Solution	Implement an ITIL-compliant IT Service Management solution to support the IDENTIFY critical cyber security domain of the National Institute of Standards and Technology Cyber Security Framework. Currently, IDTS is unable to maintain a comprehensive inventory of technology assets, critical functions, and cyber security risks to ensure their protection, and properly manage the services they provide.	\$231,000	\$109,725	\$45,738	\$25,641	\$33,264	\$16,632	\$0
3186	Capital	ALL	All	Information Technology	Enhance Network Infrastructure Security	Enhance the Network Infrastructure Security by implementing Software Firewalls in our Cloud Environments (Azure, AWS, etc) and introduce AI security products	\$236,000	\$112,100	\$46,728	\$26,196	\$33,984	\$16,992	\$0
3227	Capital	ALL	All	Rolling Stock	Smart Maintenance	<ul> <li>Rebuild the onboard maintenance system with sensor technology.</li> <li>Build wireless network infrastructure in Metrolink rolling stock .</li> <li>Connection capacity to onboard system that could be delivered by other projects such as CCTV, DVR and so on.</li> <li>Develop software for wireless maintenance and connection to the onboard systems.</li> </ul>		\$2,377,375	\$990,990	\$555,555	\$720,720	\$360,360	\$0
3228	Capital	ALL	All	Facilities	LAUS West Portal Customer Service Office Refurbishment	<ul> <li>Expand the West Portal ticketing and lost and found offices, provide necessary office space</li> <li>Increase the number of windows and the frontage of the ticketing office at Los Angeles Union Station</li> <li>There will be refurbishment will increase capacity for the 12 to 15 FTE's that work at this location. Current capacity is only 250 Sq Feet.</li> <li>There has been a similar request in FY-25 (Proposal 2883) for \$786,000.</li> <li>The budget requested for FY-26 is for additional funds to complete the project</li> </ul>		\$197,600	\$82,368	\$46,176	\$59,904	\$29,952	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	ΟСΤΑ	RCTC	SBCTA	VCTC	OTHER
3232	Capital	ALL	AII	Non-Revenue Fleet	Mobile Train Dispatch Operations Center	<ul> <li>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.</li> <li>The mobile train dispatch center equips SCRRA with the ability to execute remote train dispatch over all SCRAA 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.</li> <li>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.</li> <li>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</li> <li>Cost includes:</li> <li>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.</li> </ul>		\$1,866,750	\$778,140	\$436,230	\$565,920	\$282,960	\$0
3240	Capital	ALL	All	Facilities	Construction of PTC Training Center	<ul> <li>BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.</li> <li>The construction of the PTC Training Center at the Melbourne facility will include the following features:</li> <li>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)</li> <li>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.</li> <li>COSTS TO BE SPLIT 90% Systemwide / 10% ARROW funding (#3406)</li> <li>BUDGET DECREASED from \$4.3M to \$2.1M; SCOPE NEEDS TO BE ADJUSTED.</li> </ul>		\$1,026,475	\$427,878	\$239,871	\$311,184	\$155,592	\$0

State         Capital         Ali         Non-Revenue Herr         Portable wheel true adaptement adjustment         Fourth adjustment         State, ADD         State,	OJECT # T	ТҮРЕ	ROUTE	SUBDIVISION	ASSET TYPE	PROJEČT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
<ul> <li>plans for the EV charging infrastructure, including site layout,</li> <li>electrical specifications, and integration with utility providers and relevant</li> <li>stakeholders to ensure the infrastructure meets all operational and</li> <li>safety requirements. The project will also include preparation and</li> <li>submission of the necessary permit applications to local authorities</li> <li>and applications for applicable utility relates and incentives.</li> <li>Construction Phase: Build and install electric vehicle (EV) charging</li> <li>stations at designated Metrolink yards. This will include site</li> <li>preparation, installation of charging points, electrical connections,</li> <li>and integration with the existing power supply. The project alms to</li> <li>provide reliable and efficient charging facilities for the future</li> <li>electric Non-revenue fleet, supporting sustainability goals and</li> <li>enhancing operational efficiency across the Metrolink network.</li> </ul>	3265 Ca	apital	ALL	All	Non-Revenue Fleet	Portable wheel true and rotor change out equipment acquisition	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		\$273,600	\$114,048	\$63,936	\$82,944	\$41,472	\$0
3305         Capital         All         Business Systems         New Budget System         Modernized the SCRRA annual budget application (BRAIN)         \$872,000         \$414,200         \$125,568         \$62,784	3270 Ca	apital	ALL	All	Facilities	EV Infrastructure	<ul> <li>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.</li> <li>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</li> </ul>		\$1,021,725	\$425,898	\$238,761	\$309,744	\$154,872	\$0
NEW CAPITAL TOTAL \$15,578,000 \$7,399,550 \$3,084,444 \$1,729,158 \$2,243,232 \$1,121,616	3305 Ca	apital	ALL	All	Business Systems	New Budget System								\$0 <b>\$0</b>

PROJECT COUNT 9



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

#### **FY26** GROSMANV PROJECT# 3125.00

Implement an ITIL-compliant IT Servic								E: CAPITAI	•
	•								
ramework. Currently, IDTS is unable ervices they provide.	to maintain a co	mprenensive inventory	or rechnology assets, critical func	uons, and c	yper security	risks to ensure	neir protectio	on, and prope	eriy manage t
• •						LL Asset Turn	o, Information	Technology	
/lile Posts: n/a				1		LL Asset Typ		Technology	
DBJECTIVES				RISKSU	AUSING	PROJECT D	ELAT		
. (Goal 2: Maintain Fiscal Sustainabili		0							
2. (Goal 6: Improve Communications t	to Customers and	d Stakeholders) Improv	e communication and partnership						
with stakeholders									
3. (Goal 6: Improve Communications to	to Customers and	d Stakeholders) Reduc	e customer complaints about						
Metrolink communications									
4. (Goal 7: Improve Organizational Eff	ficiency) Clearly o	define staff roles and re	sponsibilities						
JUSTIFICATION						ECT READ	NES		
The need for this project arises from the	he critical necess	sity to enhance the cybe	ersecurity posture and IT service	1. System	Reliability	Average			
nanagement capabilities of the organi	Ization, specifica	ily within the context of	the National Institute of Standards	2. Ridershi	p Increase	. Low			
and Technology (NIST) Cybersecurity challenges in maintaining a comprehe				3. Capacity	/ Improvemer	ts Low			
nanaging cyber risks. These challeng		••		4. Safety &	Security	Low			
environment, which in turn impacts the				T	nental Lo				
an ITIL-compliant IT Service Managen		•		The rankin	g does apply	to software.			
a structured, process-driven framewor				1					
and cybersecurity standards. ITIL, as a									
establish standardized processes for n	managing the co	mplete lifecycle of IT se	rvices—from service design and						
ransition to operation and continual in	•								
The proposed ITSM solution will direct									
enabling the organization to maintain a		,							
This will facilitate the identification of c		· ·	, 0						
effective risk management and the est									
andscape and enhancing the manage		. 0							
systems and data, detect potential three		•	• •						
n addition to the cybersecurity benefit communication with stakeholders, and									
DTS will be able to reduce service do				1					
with the evolving needs of the organization									
of meeting both current and future cyb									
o the organization and its stakeholder	-	0	0 0 1 9						
f the ITIL-compliant IT Service Manag ignificant risks, particularly in terms o nventory and structured processes, th	gement solution is of cybersecurity a ne organization w	s not implemented, the nd service delivery. Wi ill struggle to identify a	thout a comprehensive asset nd address critical vulnerabilities						
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the ITIL-compliant IT Service Manag ignificant risks, particularly in terms o iventory and structured processes, th vithin Its IT environment. This lack of v yber incidents, and a heightened likel amework will hinder effective service rolonged downtimes. Furthermore, w nay fail to adapt to evolving business Jltimately, this lack of structure and o ecure IT services, diminishing stakeh current Age: New Standard Lifesp ONTRACT PACKAGING ESIGN NVIRONMENTAL OW ACQUISITION MATERIAL OW ACQUISITION PECIAL RAIL EQUIP LAGGING US BRIDGES LOSE OUT BE/LABOR	yement solution is of cybersecurity a ne organization w visibility can lead lihood of success e management, le rithout a systema needs and emer versight could se nolder confidence pan: 10 Year(s BUI AMOUNT \$0 \$0 \$0 \$0 \$180,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s not implemented, the nd service delivery. Wi ill struggle to identify a I to undetected security sful attacks.Moreover, t eading to inefficiencies, tic approach to continu ging threats, limiting its verely impact the organ c.	thout a comprehensive asset nd address critical vulnerabilities risks, slower response times to he absence of an ITIL-compliant service disruptions, and al improvement, the organization ability to scale and innovate. nization's ability to deliver reliable,	2026 2027 2028	\$0 \$28,875 \$28,875	<b>Q2</b> \$0 \$28,875 \$28,875	<b>Q3</b> \$0 \$28,875 \$28,875	\$0 \$28,875 \$28,875	\$0 \$115,500 \$115,500
the ITIL-compliant IT Service Manag ignificant risks, particularly in terms o iventory and structured processes, th vithin its IT environment. This lack of v yber incidents, and a heightened liked ramework will hinder effective service rolonged downtimes. Furthermore, w nay fail to adapt to evolving business Jltimately, this lack of structure and o ecure IT services, diminishing stakeh Current Age: New Standard Lifesp ONTRACT PACKAGING ESIGN NVIRONMENTAL OW ACQUISITION MATERIAL OW ACQUISITION PECIAL RAIL EQUIP LAGGING US BRIDGES LOSE OUT IBE/LABOR ROJECT MANAGEMENT	yement solution is of cybersecurity a ne organization w visibility can lead lihood of success e management, le vithout a systema needs and emer versight could se nolder confidence pan: 10 Year(s BUI AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s not implemented, the nd service delivery. Wi ill struggle to identify a I to undetected security sful attacks.Moreover, t eading to inefficiencies, tic approach to continu ging threats, limiting its verely impact the organ c.	thout a comprehensive asset nd address critical vulnerabilities risks, slower response times to he absence of an ITIL-compliant service disruptions, and al improvement, the organization ability to scale and innovate. nization's ability to deliver reliable,	2026 2027 2028 2029	\$0 \$28,875 \$28,875 \$28,875 \$0	<u>Q2</u> \$0 \$28,875 \$28,875 \$28,875 \$0	<u>Q3</u> \$0 \$28,875 \$28,875 \$28,875 \$0	\$0 \$28,875 \$28,875 \$28,875 \$0	\$0 \$115,500 \$115,500 \$0
the ITIL-compliant IT Service Manag ignificant risks, particularly in terms o iventory and structured processes, th ithin its IT environment. This lack of v yber incidents, and a heightened likel amework will hinder effective service rolonged downtimes. Furthermore, w nay fail to adapt to evolving business litimately, this lack of structure and o ecure IT services, diminishing stakeh current Age: New Standard Lifesp ONTRACT PACKAGING ESIGN NVIRONMENTAL OW ACQUISITION MATERIAL ONSTRUCTION PECIAL RAIL EQUIP LAGGING US BRIDGES LOSE OUT BE/LABOR	yement solution is of cybersecurity a ne organization w visibility can lead lihood of success e management, le rithout a systema needs and emer versight could se nolder confidence pan: 10 Year(s BUI AMOUNT \$0 \$0 \$0 \$0 \$180,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s not implemented, the nd service delivery. Wi ill struggle to identify a I to undetected security sful attacks.Moreover, t eading to inefficiencies, tic approach to continu ging threats, limiting its verely impact the organ c.	thout a comprehensive asset nd address critical vulnerabilities risks, slower response times to he absence of an ITIL-compliant service disruptions, and al improvement, the organization ability to scale and innovate. nization's ability to deliver reliable,	2026 2027 2028 2029 2030	\$0 \$28,875 \$28,875 \$0 \$0	<u>Q2</u> \$0 \$28,875 \$28,875 \$0 \$0	<b>Q3</b> \$0 \$28,875 \$28,875 \$0 \$0	\$0 \$28,875 \$28,875 \$0 \$0	\$0 \$115,500 \$115,500 \$0 \$0
the ITIL-compliant IT Service Manag ignificant risks, particularly in terms o iventory and structured processes, th ithin its IT environment. This lack of v yber incidents, and a heightened liked amework will hinder effective service rolonged downtimes. Furthermore, w nay fail to adapt to evolving business litimately, this lack of structure and o ecure IT services, diminishing stakeh current Age: New Standard Lifesp ONTRACT PACKAGING ESIGN NVIRONMENTAL OW ACQUISITION MATERIAL OW ACQUISITION PECIAL RAIL EQUIP LAGGING US BRIDGES LOSE OUT BE/LABOR ROJECT MANAGEMENT P.M STAFF	yement solution is of cybersecurity a ne organization w visibility can lead ilihood of success e management, le vithout a systema needs and emer versight could se iolder confidence pan: 10 Year(s BUI AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s not implemented, the nd service delivery. Wi ill struggle to identify a I to undetected security sful attacks.Moreover, t eading to inefficiencies, tic approach to continu ging threats, limiting its verely impact the organ c.	thout a comprehensive asset nd address critical vulnerabilities risks, slower response times to he absence of an ITIL-compliant service disruptions, and al improvement, the organization ability to scale and innovate. nization's ability to deliver reliable,	2026 2027 2028 2029	\$0 \$28,875 \$28,875 \$28,875 \$0	<u>Q2</u> \$0 \$28,875 \$28,875 \$28,875 \$0	<u>Q3</u> \$0 \$28,875 \$28,875 \$28,875 \$0	\$0 \$28,875 \$28,875 \$28,875 \$0	\$0 \$115,500 \$115,500 \$0
the ITIL-compliant IT Service Manag ignificant risks, particularly in terms o iventory and structured processes, th ithin its IT environment. This lack of v yber incidents, and a heightened likel amework will hinder effective service rolonged downtimes. Furthermore, w nay fail to adapt to evolving business litimately, this lack of structure and ov ecure IT services, diminishing stakeh surrent Age: New Standard Lifesp ONTRACT PACKAGING ESIGN NVIRONMENTAL OW ACQUISITION TATERIAL ONSTRUCTION PECIAL RAIL EQUIP LAGGING US BRIDGES LOSE OUT BE/LABOR ROJECT MANAGEMENT P.M STAFF SUPPORT STAFF	yement solution is of cybersecurity a e organization w visibility can lead lihood of success e management, le rithout a systema needs and emer versight could se nolder confidence pan: 10 Year(s BUI AMOUNT \$0 \$0 \$0 \$0 \$180,000 \$180,000 \$14,000 \$11,000	s not implemented, the nd service delivery. Wi ill struggle to identify a I to undetected security sful attacks.Moreover, t eading to inefficiencies, tic approach to continu ging threats, limiting its verely impact the organ c.	thout a comprehensive asset nd address critical vulnerabilities risks, slower response times to he absence of an ITIL-compliant service disruptions, and al improvement, the organization ability to scale and innovate. nization's ability to deliver reliable,	2026 2027 2028 2029 2030	\$0 \$28,875 \$28,875 \$0 \$0	<u>Q2</u> \$0 \$28,875 \$28,875 \$0 \$0	<b>Q3</b> \$0 \$28,875 \$28,875 \$0 \$0	\$0 \$28,875 \$28,875 \$0 \$0	\$0 \$115,500 \$115,500 \$0 \$0
the ITIL-compliant IT Service Manag ignificant risks, particularly in terms o iventory and structured processes, th ithin its IT environment. This lack of v yber incidents, and a heightened likel amework will hinder effective service rolonged downtimes. Furthermore, w nay fail to adapt to evolving business litimately, this lack of structure and ov ecure IT services, diminishing stakeh surrent Age: New Standard Lifesp ONTRACT PACKAGING ESIGN NVIRONMENTAL OW ACQUISITION TATERIAL ONSTRUCTION PECIAL RAIL EQUIP LAGGING US BRIDGES LOSE OUT BE/LABOR ROJECT MANAGEMENT P.M STAFF SUPPORT STAFF	yement solution is of cybersecurity a ne organization w visibility can lead ilihood of success e management, le vithout a systema needs and emer versight could se iolder confidence pan: 10 Year(s BUI AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s not implemented, the nd service delivery. Wi ill struggle to identify a I to undetected security sful attacks.Moreover, t eading to inefficiencies, tic approach to continu ging threats, limiting its verely impact the organ c.	thout a comprehensive asset nd address critical vulnerabilities risks, slower response times to he absence of an ITIL-compliant service disruptions, and al improvement, the organization ability to scale and innovate. nization's ability to deliver reliable,	2026 2027 2028 2029 2030 2031	\$0 \$28,875 \$28,875 \$0 \$0 \$0	Q2 \$0 \$28,875 \$28,875 \$0 \$0 \$0	<b>Q3</b> \$0 \$28,875 \$28,875 \$0 \$0 \$0	\$0 \$28,875 \$28,875 \$0 \$0 \$0	\$0 \$115,500 \$115,500 \$0 \$0 \$0 \$0
the ITIL-compliant IT Service Manag ignificant risks, particularly in terms o iventory and structured processes, th ithin its IT environment. This lack of v yber incidents, and a heightened likel amework will hinder effective service rolonged downtimes. Furthermore, w nay fail to adapt to evolving business litimately, this lack of structure and ov ecure IT services, diminishing stakeh current Age: New Standard Lifesp ONTRACT PACKAGING ESIGN INVIRONMENTAL OW ACQUISITION IATERIAL ONSTRUCTION PECIAL RAIL EQUIP LAGGING US BRIDGES LOSE OUT BE/LABOR ROJECT MANAGEMENT P.M STAFF SUPPORT STAFF CONSULTANT	yement solution is of cybersecurity a ne organization w visibility can lead lihood of success e management, le rithout a systema needs and emer versight could se nolder confidence pan: 10 Year(s BUI AMOUNT \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	s not implemented, the nd service delivery. Wi ill struggle to identify a I to undetected security sful attacks.Moreover, t eading to inefficiencies, tic approach to continu ging threats, limiting its verely impact the organ c.	thout a comprehensive asset nd address critical vulnerabilities risks, slower response times to he absence of an ITIL-compliant service disruptions, and al improvement, the organization ability to scale and innovate. nization's ability to deliver reliable,	2026 2027 2028 2029 2030 2031 Cash Flow is	\$0 \$28,875 \$28,875 \$0 \$0 \$0 \$0 \$0	Q2 \$0 \$28,875 \$28,875 \$0 \$0 \$0 \$0	23 \$0 \$28,875 \$28,875 \$0 \$0 \$0 \$0	\$0 \$28,875 \$28,875 \$0 \$0 \$0 \$0	\$0 \$115,500 \$115,500 \$0 \$0 \$0 \$0
the ITIL-compliant IT Service Manag ignificant risks, particularly in terms o iventory and structured processes, th ithin its IT environment. This lack of v yber incidents, and a heightened liked amework will hinder effective service rolonged downtimes. Furthermore, w nay fail to adapt to evolving business litimately, this lack of structure and o ecure IT services, diminishing stakeh current Age: New Standard Lifesp ONTRACT PACKAGING ESIGN NVIRONMENTAL OW ACQUISITION MATERIAL OW ACQUISITION PECIAL RAIL EQUIP LAGGING US BRIDGES LOSE OUT BE/LABOR ROJECT MANAGEMENT P.M STAFF	yement solution is of cybersecurity a e organization w visibility can lead lihood of success e management, le rithout a systema needs and emer versight could se nolder confidence pan: 10 Year(s BUI AMOUNT \$0 \$0 \$0 \$0 \$180,000 \$180,000 \$14,000 \$11,000	s not implemented, the nd service delivery. Wi ill struggle to identify a I to undetected security sful attacks.Moreover, t eading to inefficiencies, tic approach to continu ging threats, limiting its verely impact the organ c.	thout a comprehensive asset nd address critical vulnerabilities risks, slower response times to he absence of an ITIL-compliant service disruptions, and al improvement, the organization ability to scale and innovate. nization's ability to deliver reliable,	2026 2027 2028 2029 2030 2031 Cash Flow is	\$0 \$28,875 \$28,875 \$0 \$0 \$0 \$0 \$0	Q2 \$0 \$28,875 \$28,875 \$0 \$0 \$0	23 \$0 \$28,875 \$28,875 \$0 \$0 \$0 \$0	\$0 \$28,875 \$28,875 \$0 \$0 \$0 \$0	\$0 \$115,500 \$115,500 \$0 \$0 \$0 \$0



**FY26** PEREZO PROJECT# 3186.00

#### **PROJECT : ENHANCE NETWORK INFRASTRUCTURE SECURITY**

SCOPE							ΤY	PE: CAPITA	AL   MRP
Enhance the Network Infrastru	ucture Security by implem	nenting Software	e Firewalls in c	our Cloud I	Environments (	Azure, AWS,	etc) and introc	duce AI securit	y products
Mile Posts: n/a				Division:	All County: A	LL Asset Ty	ce: Informatio	n Technology	
OBJECTIVES				RISKS	CAUSING I	PROJECT	DELAY		
1. (Goal 4: Retain and Grow F	Ridership) Improve service	e reliability							
2. (Goal 4: Retain and Grow F	Ridership) Increase syster	m utilization							
3. (Goal 2: Maintain Fiscal Su	stainability) Reduce oper	ating cost							
4. (Goal 3: Invest in People ar	nd Assets) Reduce emplo	oyee turnover							
5. (Goal 1: Ensure a Safe Ope	erating Environment) Red	luce train accide	ents						
JUSTIFICATION				RANKI	NG // PROJ	ECT READ	DINESS		
Metrolink's increased usage o				1. Systen	n Reliability	High			
increase the security posture i Metrolink IDTS is looking to a				2. Riders	hip Increase	Average			
environments to increase the					ity Improvemer		е		
and functionality and more gra					& Security nmental Lo				
is looking to add an AI networ threats and other vulnerabilitie		out unwanted m	lalware,		g the cybersecu		f Metrolink inc	reases the up	time of our
					ces and minimi	• •		•	
RISK CREATED BY NO	ON-IMPLEMENTAT	ION							
The risk of not funding this pro	piect is that it increase the	e chances of cyb	persecurity	-					
attacks on our cloud services,									
Current Age: New Standa	ard Lifespan: 0 Year(s)								
	BUDGET					CASH	FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$0			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>TOTAL</u>
DESIGN	\$0								
				2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								
				2027	\$17,700	\$17,700	\$17,700	\$17,700	\$70,800
MATERIAL	\$0								
CONSTRUCTION									
	<i><i><i>q</i>200)000</i></i>			2028	\$23,600	\$23,600	\$23,600	\$23,600	\$94,400
	ćo.			2028	323,000	Ş23,000	ŞZ3,000	Ş23,000	Ş94,400
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0				4		4	4	
BUS BRIDGES	\$0			2029	\$17,700	\$17,700	\$17,700	\$17,700	\$70,800
CLOSE OUT	\$0								
DBE/LABOR	\$5,000								
				2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$14,000								
				2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$0								
* CONSULTANT	\$0								
	ŲΨ			Cash Flow	is constructed b	ased on overal	% of project c	ompletion as d	termined
	ເລງ ບາບ				management of			-	
CONTINGENCY	\$22,000			year = 30%	-	,			*
TOTAL	\$236,000								



ELEICHK PROJECT# 3227.00

#### **PROJECT : SMART MAINTENANCE**

							TYPE: 0		
Rebuild the onboard mainter     Build wireless network infras     Connection capacity to onbo     Develop software for wireles	structure in Metrolink roll bard system that could be	ing stock . e delivered by ot			TV, DVR and s	o on.			
Mile Posts: n/a				Division:	All County: A	LL Asset Ty	pe: Rolling St	ock	
OBJECTIVES				RISKS	CAUSING	PROJECT	DELAY		
1. (Goal 4: Retain and Grow F									
<ol> <li>(Goal 4: Retain and Grow F</li> <li>(Goal 2: Maintain Fiscal Su</li> </ol>	., .								
JUSTIFICATION				RANK	NG // PROJ		DINESS		
Wireless network infrastructure connection to onboard system communication, side destinati Estimated cost is 500K per 5 delivered every 2 month from budget would be available by option order.	n such as HVAC, door, e ion, brake and so on. 5 car trainset. It would be early 2026 as per the la 2027 Jan and the timelin	vent recorder, C e expected to hav test schedule. Co ne required to ex	CTV, DVR, ve 1 trainset onsidering the	2. Riders 3. Capac 4. Safety	n Reliability hip Increase ity Improvemer & Security nmental Lo	Minor nts High Average			
• Maintenance performance for efficiency with local capability, available everywhere.	or the onboard system w	ould stay in relat							
Current Age: New Standa	ard Lifespan: 0 Year(s)								
		START	END			CASH	FLOW		
CONTRACT PACKAGING	\$0	JIANI	LND						
				FV	01	02	03	04	τοται
DESIGN	\$0 \$0			FY	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>TOTAL</u>
DESIGN	\$0			<u>FY</u> 2026	<b>Q1</b> \$0	<b>Q2</b> \$0	<u>Q3</u> \$0	<u>Q4</u> \$0	<u>TOTAL</u> \$0
	·								
ENVIRONMENTAL	\$0 \$0								
ENVIRONMENTAL ROW ACQUISITION MATERIAL	\$0 \$0 \$0 \$0 \$0 \$4,000,000			2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL ROW ACQUISITION	\$0 \$0 \$0 \$0			2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL ROW ACQUISITION MATERIAL	\$0 \$0 \$0 \$0 \$0 \$4,000,000			2026 2027	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION	\$0 \$0 \$0 \$0 \$0 \$4,000,000			2026 2027	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP	\$0 \$0 \$0 \$0 \$4,000,000 \$0 \$0 \$0			2026 2027	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING	\$0 \$0 \$0 \$4,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0			2026 2027 2028	\$0 \$250,250 \$375,375	\$0 \$250,250 \$375,375	\$0 \$250,250 \$375,375	\$0 \$250,250 \$375,375	\$0 \$1,001,000 \$1,501,500
ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	\$0 \$0 \$0 \$0 \$4,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0			2026 2027 2028	\$0 \$250,250 \$375,375 \$500,500	\$0 \$250,250 \$375,375 \$500,500	\$0 \$250,250 \$375,375 \$500,500	\$0 \$250,250 \$375,375 \$500,500	\$0 \$1,001,000 \$1,501,500 \$2,002,000
ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	\$0 \$0 \$0 \$0 \$4,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0			2026 2027 2028 2029	\$0 \$250,250 \$375,375	\$0 \$250,250 \$375,375	\$0 \$250,250 \$375,375	\$0 \$250,250 \$375,375	\$0 \$1,001,000 \$1,501,500
ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	\$0 \$0 \$0 \$0 \$4,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0			2026 2027 2028 2029	\$0 \$250,250 \$375,375 \$500,500	\$0 \$250,250 \$375,375 \$500,500	\$0 \$250,250 \$375,375 \$500,500	\$0 \$250,250 \$375,375 \$500,500	\$0 \$1,001,000 \$1,501,500 \$2,002,000
ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	\$0 \$0 \$0 \$0 \$4,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0			2026 2027 2028 2029	\$0 \$250,250 \$375,375 \$500,500	\$0 \$250,250 \$375,375 \$500,500	\$0 \$250,250 \$375,375 \$500,500	\$0 \$250,250 \$375,375 \$500,500	\$0 \$1,001,000 \$1,501,500 \$2,002,000
ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	\$0 \$0 \$0 \$0 \$4,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0			2026 2027 2028 2029 2030	\$0 \$250,250 \$375,375 \$500,500 \$125,125	\$0 \$250,250 \$375,375 \$500,500 \$125,125	\$0 \$250,250 \$375,375 \$500,500 \$125,125	\$0 \$250,250 \$375,375 \$500,500 \$125,125	\$0 \$1,001,000 \$1,501,500 \$2,002,000 \$500,500
ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	\$0 \$0 \$4,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$10,000 \$20,000 \$175,000			2026 2027 2028 2029 2030 2031	\$0 \$250,250 \$375,375 \$500,500 \$125,125 \$0	\$0 \$250,250 \$375,375 \$500,500 \$125,125 \$0	\$0 \$250,250 \$375,375 \$500,500 \$125,125 \$0	\$0 \$250,250 \$375,375 \$500,500 \$125,125 \$0	\$0 \$1,001,000 \$1,501,500 \$2,002,000 \$500,500 \$0
ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	\$0 \$0 \$0 \$0 \$4,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$10,000 \$20,000 \$175,000 \$25,000			2026 2027 2028 2029 2030 2031 Cash Flow	\$0 \$250,250 \$375,375 \$500,500 \$125,125 \$0	\$0 \$250,250 \$375,375 \$500,500 \$125,125 \$0 \$0	\$0 \$250,250 \$375,375 \$500,500 \$125,125 \$0	\$250,250 \$250,250 \$375,375 \$500,500 \$125,125 \$0 \$0	\$0 \$1,001,000 \$1,501,500 \$2,002,000 \$500,500 \$0 letermined
ENVIRONMENTAL ROW ACQUISITION MATERIAL CONSTRUCTION SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	\$0 \$0 \$0 \$0 \$4,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$10,000 \$20,000 \$175,000 \$25,000			2026 2027 2028 2029 2030 2031 Cash Flow	\$0 \$250,250 \$375,375 \$500,500 \$125,125 \$0 \$0	\$0 \$250,250 \$375,375 \$500,500 \$125,125 \$0 \$0	\$0 \$250,250 \$375,375 \$500,500 \$125,125 \$0	\$250,250 \$250,250 \$375,375 \$500,500 \$125,125 \$0 \$0	\$0 \$1,001,000 \$1,501,500 \$2,002,000 \$500,500 \$0 letermined



#### **PROJECT : LAUS WEST PORTAL CUSTOMER SERVICE OFFICE REFURBISHMENT**

SCOPE							TYPE: C	CAPITAL   N	ON-MRP
<ul> <li>Expand the West Portal ticketir</li> <li>Increase the number of window</li> <li>There will be refurbishment will</li> <li>There has been a similar reque</li> <li>The budget requested for FY-2</li> </ul>	ws and the frontage of th Il increase capacity for the st in FY-25 (Proposal 2)	he ticketing office a the 12 to 15 FTE's 2883) for \$786,000	at Los Angele that work at t 0.	es Union Sta		ity is only 250	Sq Feet.		
Mile Posts: n/a				Division: /	All County: AL	L Asset Type	: Facilities		
OBJECTIVES				RISKS	CAUSING P	ROJECT D	ELAY		
1. (Goal 3: Invest in People and	Assets) Maintain State	of Good Repair							
2. (Goal 4: Retain and Grow Ride	• •								
3. (Goal 3: Invest in People and		-							
4. (Goal 4: Retain and Grow Ride	ership) Grow and retain	ı ridership							
JUSTIFICATION				RANKI	NG // PROJE	ECT READ	INESS		
The project is essential to impro			n Reliability I						
The project is crucial to enhance	e Metrolink's image an	d presence at Uni	on Station.	2. Ridersł	hip Increase	Average			
				3. Capaci	ity Improvement	s Average			
RISK CREATED BY NOM	N-IMPLEMENTAT	ION							
		4. Safety	& Security A	verage					
Negatively affects Metrolink's ir     Impacts employee satisfaction.					nmental Low ram is supporting ed Metrolink offic our customers.	g 2028 Olympi			•
Current Age: New Standard				24.01					
		START	END			CASH	FLOW		
CONTRACT PACKAGING	\$0			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL
DESIGN	\$50,000			-					
				2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								
				2027	\$98,800	\$98,800	\$98,800	\$98,800	\$395,200
MATERIAL	\$0								
CONSTRUCTION	\$230,000								
				2028	\$5,200	\$5,200	\$5,200	\$5,200	\$20,800
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$8,000								
DBE/LABOR	\$10,000			2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
PROJECT MANAGEMENT * P.M STAFF	\$18,000			2021	έο	ćo	έο	¢0	ćr
	\$18,000			2031	\$0	\$0	\$0	\$0	\$(
* P.M STAFF				2031	\$0	\$0	\$0	\$0	\$0
* P.M STAFF * SUPPORT STAFF	\$12,000				\$0 is constructed ba				



SCOPE

TOTAL

### PROJECT PROPOSAL

## FERNANDEZK PROJEC

#### **PROJECT : 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. Mile Posts: n/a Division: All County: ALL Asset Type: Non-Revenue Fleet OBJECTIVES **RISKS CAUSING PROJECT DELAY** (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 **RANKING // PROJECT READINESS** JUSTIFICATION The existing SCRRA infrastructure encompasses two critical facilities, which are 1. System Reliability ..... High the exclusive means of dispatching trains across the system. located within a half-2. Ridership Increase ..... High mile radius of each other and on the same electrical utility feed. In the event of a 3. Capacity Improvements ..... High natural disaster, terrorist attack, or a cyber-attack that compromises this specific area or assets, it poses a significant risk of halting all SCRRA rail operations across Southern California. **RISK CREATED BY NON-IMPLEMENTATION** 4. Safety & Security ..... High Due to proximity of existing primary and back up dispatch centers, during natural 5. Environmental..... High disaster, terrorist attack, or a cyber-attack, dispatching capacity of SCRRA maybe significantly impacted, delaying or suspending service during the most needed times. Standard Lifespan: 20 Year(s) Current Age: 124 Year(s) BUDGET **CASH FLOW** AMOUNT START FND CONTRACT PACKAGING \$0 FY TOTAL Q1 Q2 Q3 Q4 DESIGN \$96,000 2026 \$0 \$0 \$0 \$0 \$0 ENVIRONMENTAL \$0 ROW ACQUISITION \$0 \$147,375 2027 \$147.375 \$147.375 \$147.375 \$589,500 MATERIAL \$250,000 CONSTRUCTION \$1.254.000 2028 \$687,750 \$687,750 \$687.750 \$687.750 \$2.751.000 SPECIAL RAIL EQUIP \$1,048,000 FLAGGING \$0 BUS BRIDGES \$0 2029 \$147.375 \$147.375 \$147.375 \$147.375 \$589.500 CLOSE OUT \$10,000 DBE/LABOR \$25,000 2030 \$0 \$0 \$0 \$0 \$( PROJECT MANAGEMENT \* P.M STAFF \$119.000

2031 ¢Λ ŚΟ \$0 \$0 \$( \* SUPPORT STAFF \$102,000 CONSULTANT \$573.000 Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th CONTINGENCY \$453.000 /ear = 30% \$3.930.000

#### TYPE: CAPITAL | NON-MRP |



#### **PROJECT : CONSTRUCTION OF PTC TRAINING CENTER**

SCOPE						TYPE:	CAPITAL   N	NON-MRP
BUDGET DECREASED BY 5 The construction of the PTC 1				tures:				
A. Two PTC simulator rooms, one for DMU/ZEMU)	with an instructor's room pos	itioned between them, equip	oed with gl	lass windows fo	r direct observ	ation of trainee	e activities. (or	ie for F125,
B. Two training rooms: one wi constructed.	th a capacity of 25-30 people	e, and a smaller room for 8-12	people. A	dditionally, a lat	o offices with a	n access door	to the PTC lab	will be
COSTS TO BE SPLIT 90% S	ystemwide / 10% ARROW fu	nding (#3406)						
Mile Posts: n/a			Division:	All County: AL	L Asset Type	: Facilities		
OBJECTIVES			RISKS	CAUSING P	ROJECT D	ELAY		
1. (Goal 4: Retain and Grow F								
2. (Goal 3: Invest in People and Crew 5								
3. (Goal 4: Retain and Grow F JUSTIFICATION	(dersnip) improve service re	nability	DANKI	NG // PROJE		NEGG		
Provide additional PTC trainin	g facility will have impact on.			n Reliability		NESC		
enhance and improve training			-	hip Increase	-			
engineers, are vital for the age				ity Improvement	Ū.			
service. These upgrades are i standards, regulatory complia	•	• •	4. Safety	& Security I	ligh			
current and future operational	-			nmental Lov			ations the DT	O training
• Furthermore, any delay in se	ecuring the required funds co	uld result in project delays	1	current and antion must scale to m	•			Juanny
increased costs due to inflatio			Further u	nderscoring the	need for infras	structure impro	vements and e	expanded
agency's overall service. Inve		res cost efficiency and		to accommodate the safe operati				trained
prevents costly future repairs	or stop-gap measures.			ing teams. This				
				alified and skille	-	nhancing safe	ty and operatio	nal
RISK CREA	TED BY NON-IMPLEM	IENTATION	efficiency	for the agency	s services.			
facility will be unable to suppor program. This would significan potentially compromising open Current Age: New Standa	ntly impact the ability to adeq	uately train engineers,						
	BUDGET				CASH	FLOW		
	AMOUNT	START END			0,101			
CONTRACT PACKAGING	\$0		FY	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	Q4	TOTAL
DESIGN	\$250,000							
			2026	\$0	\$0	\$0	\$108,050	\$108,050
ENVIRONMENTAL	\$0							
ROW ACQUISITION	\$0							
			2027	\$108,050	\$108,050	\$108,050	\$108,050	\$432,200
MATERIAL	\$0							
CONSTRUCTION	\$1,540,000							
	+_)- · · )		2028	\$189,088	\$189,088	\$189.088	\$189,086	\$756,350
SPECIAL RAIL EQUIP	\$0			<i>\$</i> 105,000	<i>\$</i> 105)000	<i>Q</i> 203)000	<i>φ</i> 203)000	<i>\$156,655</i>
FLAGGING	\$0 \$0							
BUS BRIDGES	\$0 \$0		2029	\$162,075	\$162,075	\$162,075	\$162,075	\$648,300
CLOSE OUT	\$15,000			<i>\</i> 102,073	<i>\</i> 202,075	<i>Q</i> 202)075	<i>\</i> 202)075	<i>\$</i> 0.10,000
DBE/LABOR								
DDL/LADON	\$12,000		2030	¢54 025	\$54,025	¢E4 02E	\$54,025	\$216,100
			2030	\$54,025	Ş54,025	\$54,025	Ş54,025	\$210,100
PROJECT MANAGEMENT	¢c2.000							
* P.M STAFF	\$63,000		2024	**	Å0	**	**	
	<i>6</i> 00.000		2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$60,000							
* CONSULTANT	\$24,000							
				is constructed ba anagement office			•	
CONTINGENCY	\$197,000		30%	anagement onice	. 130 year - 370,	_na year = 33%	., 514 year = 307	-, year -
TOTAL	\$2,161,000							



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

SCOPE	
-------	--

#### TYPE: CAPITAL | NON-MRP |

Procure and commission 1 Portable Wheel True lathe and 1 Rotor Change machine. Includes equipment and maintenance training for mechanical crew. 1. Portable Wheel True will allow mechanical to fix (true) defect wheels at any location in the system, providing seamless repair to a failure that currently require hospital move to CMF and separation of cart or locomotive from the consist, cutting impact to operations form days to hours. This wheel true machine will also able to cut wheels for Arrow fleet, removing the need to remove and reinstall buggies, transport to them to CMF to wheel true and bring back to San Bernardino. Currently we only have one, 32 year old, stationary wheel true machine for the entire system at CMF, with single point of failure. 2. Rotor change our machine will allow mechanical team to replace defect rotors from cars on the PM track without having to cut the defective car from the consist, shopping equipment for days. The equipment can be repaired during the service window at CMF.

Mile Posts: n/a

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

OBJECTIVES				RISKS	CAUSING F	PROJECT D	ELAY		
1. (Goal 4: Retain and Grow Rid	dership) Improve service	reliability							
2. (Goal 3: Invest in People and	Assets) Maintain State	of Good Repair							
3. (Goal 2: Maintain Fiscal Sust	ainability) Reduce opera	ting cost							
JUSTIFICATION				RANKI	NG // PROJ	ECT READ	NESS		
Currently we only have one, 32					n Reliability	-			
system at CMF, with single poir to fix (true) defect wheels at any				2. Riders	hip Increase	High			
failure that currently require hos		•	•	3. Capac	ity Improvemen	nts High			
locomotive from the consist, cut	•				& Security				
wheel true machine will also ab				5. Enviro	nmental Hiç	gn			
remove and reinstall buggies, tr to San Bernardino. Rotor chan			-						
defect rotors from cars on the P	•		•	9					
consist, shopping equipment fo	r days. The equipment ca	an be repaired o	luring the						
service window at CMF.									
RISK CREATED BY NO	N-IMPLEMENTATIC	N							
Service interruption due to lack	of available revenue are	inment for con	ice when a						
there are wheel or rotor defects CMF, we will have to contract w	. If 32 year old stationary	wheel true ma	chine fails at						
wheel truing.									
Current Age: New Standard	d Lifespan: 10 Year(s					CACU			
		START	END			CASH	FLOW		
CONTRACT PACKAGING	\$0	JIANI	LIND		-				TOTAL
				<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	TOTAL
DESIGN	\$0			2026	ć0.	ćo	ćo	<u> </u>	
				2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								
				2027	\$21,600	\$21,600	\$21,600	\$21,600	\$86,400
MATERIAL	\$0								
CONSTRUCTION	\$0								
				2028	\$100,800	\$100,800	\$100,800	\$100,800	\$403,200
SPECIAL RAIL EQUIP	\$505,000			2028	\$100,800	\$100,800	\$100,800	\$100,800	\$403,200
SPECIAL RAIL EQUIP FLAGGING	\$505,000 \$0								
SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	\$505,000 \$0 \$0			2028 2029	\$100,800 \$21,600	\$100,800 \$21,600	\$100,800 \$21,600	\$100,800 \$21,600	\$403,200 \$86,400
SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	\$505,000 \$0 \$0								
SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES	\$505,000 \$0 \$0			2029	\$21,600	\$21,600	\$21,600	\$21,600	\$86,400
SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT	\$505,000 \$0 \$0 \$0 \$0								
SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR	\$505,000 \$0 \$0 \$0 \$0			2029	\$21,600	\$21,600	\$21,600	\$21,600	\$86,400
SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	\$505,000 \$0 \$0 \$0 \$0 \$3,000			2029	\$21,600	\$21,600	\$21,600	\$21,600	\$86,400
SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT	\$505,000 \$0 \$0 \$0 \$0 \$3,000			2029 2030	\$21,600 \$0	\$21,600 \$0	\$21,600 \$0	\$21,600 \$0	\$86,400 \$0
SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	\$505,000 \$0 \$0 \$0 \$3,000 \$4,000 \$11,000			2029 2030	\$21,600 \$0	\$21,600 \$0	\$21,600 \$0	\$21,600 \$0	\$86,400 \$0
SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF	\$505,000 \$0 \$0 \$0 \$0 \$3,000 \$4,000			2029 2030 2031	\$21,600 \$0 \$0	\$21,600 \$0 \$0	\$21,600 \$0 \$0	\$21,600 \$0 \$0	\$86,400 \$0 \$0
SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF * CONSULTANT	\$505,000 \$0 \$0 \$0 \$0 \$3,000 \$4,000 \$11,000 \$0			2029 2030 2031 Cash Flow	\$21,600 \$0 \$0	\$21,600 \$0 \$0 ased on overall	\$21,600 \$0 \$0 % of project co	\$21,600 \$0 \$0 mpletion as det	\$86,400 \$( \$( ermined by
SPECIAL RAIL EQUIP FLAGGING BUS BRIDGES CLOSE OUT DBE/LABOR PROJECT MANAGEMENT * P.M STAFF * SUPPORT STAFF	\$505,000 \$0 \$0 \$0 \$3,000 \$4,000 \$11,000			2029 2030 2031 Cash Flow	\$21,600 \$0 \$0	\$21,600 \$0 \$0 ased on overall	\$21,600 \$0 \$0 % of project co	\$21,600 \$0 \$0 mpletion as det	\$86,400 \$( \$( ermined by



CONTINGENCY

TOTAL

## **PROJECT PROPOSAL**

GORGYOUSA PROJECT# 3270.00

#### **PROJECT : EV INFRASTRUCTURE**

#### TYPE: CAPITAL | NON-MRP | SCOPE •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 **RISKS CAUSING PROJECT DELAY 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 **RANKING // PROJECT READINESS** JUSTIFICATION Completion of Construction Requires Full Budget Allocation: 1. System Reliability ..... High While the project is currently about to kick off the design phase, transitioning to the 2. Ridership Increase ..... Average construction phase will require full budget allocation. Without securing additional 3. Capacity Improvements..... Average 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 4. Safety & Security ..... Average 5. Environmental ..... High 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: **RISK CREATED BY NON-IMPLEMENTATION** Incomplete construction or delay in completing the work due to waiting for the The compliance is related to not only the agency but also the public as to the budget. zero-emission policy. The EV non-revenue fleets are being procured and the · Operating facility team is procuring electric vehicle now. This facility capital program infrastructure must be in place by the time those fleets are delivered. should support in time - no charging stations when there are electrical vehicles. Compliance requirement is in effect - zero-emission fleet by 2030. Standard Lifespan: 30 Year(s Current Age: New **CASH FLOW** BUDGET AMOUNT START END CONTRACT PACKAGING \$0 TOTA FY 01 02 03 04 DESIGN \$140.000 2026 \$0 \$0 \$0 \$0 \$0 ENVIRONMENTAL \$0 ROW ACQUISITION \$0 2027 \$268.875 \$268.875 \$268.875 \$268.875 \$1.075.500 \$0 MATERIAL CONSTRUCTION \$1,600,000 2028 \$268,875 \$268,875 \$268,875 \$268,875 \$1,075,500 SPECIAL RAIL EQUIP \$0 FLAGGING \$0 BUS BRIDGES \$0 2029 \$0 \$0 \$0 \$0 \$0 CLOSE OUT \$15.000 DBE/LABOR \$20,000 2030 \$O \$0 \$0 \$0 \$0 PROJECT MANAGEMENT P.M STAFF \$35,000 2031 \$0 \$0 \$0 \$0 \$0 \* SUPPORT STAFF \$65,000 \* CONSULTANT \$80,000 Cash Flow is constructed based on overall % of project completion as determined by

 \$196,000
 \$2,151.000

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



#### **PROJECT : NEW BUDGET SYSTEM**

SCOPE							TYPE: C	APITAL   N	ON-MRP
Modernized the SCRRA and	nual budget application (BF	RAIN)							
Mile Posts: n/a				Division:	All County: Al	LL Asset Typ	e: Business S	ystems	
OBJECTIVES				RISKS	CAUSING F	PROJECT	DELAY		
1. (Goal 2: Maintain Fiscal S	Sustainability) Reduce oper	ating cost							
2. (Goal 4: Retain and Grow		-							
3. (Goal 1: Ensure a Safe O	., .		ents						
4. (Goal 1: Ensure a Safe O									
5. (Goal 1: Ensure a Safe O									
JUSTIFICATION	,			RANK	ING // PROJ	ECT READ	INESS		
The current budget applicat	tion (BRIAN) was developed	d in house over	10 years ago,		n Reliability				
It needs to be modernized to				2. Riders	hip Increase	. High			
enhancing it functional capa	admities to meet new Busine	ess requirements	3.		ity Improvemen	-			
RISK CREATED BY	NON-IMPI EMENTAT	ION		· ·	<i>.</i>	0			
				4 Safety	& Security	Hiah			
The code is outdated. Therr	re is very limited resource to	n keen it un to st	andard Ther			•			
is no backup resource.									
Current Age: New Stan	idard Lifespan: 0 Year(s)			_					
	BUDGET					CASH	FLOW		
	AMOUNT	START	END						
CONTRACT PACKAGING	\$0			<u>FY</u>	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>TOTAL</u>
DESIGN	\$500,000								
				2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								
				2027	\$32,700	\$32,700	\$32,700	\$32,700	\$130,800
MATERIAL	\$0								
CONSTRUCTION	\$0								
				2028	\$76,300	\$76,300	\$76,300	\$76,300	\$305,200
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								ĺ
BUS BRIDGES	\$0			2029	\$76,300	\$76,300	\$76,300	\$76,300	\$305,200
CLOSE OUT	\$0								ĺ
DBE/LABOR	\$5,000								
				2030	\$32,700	\$32,700	\$32,700	\$32,700	\$130,800
PROJECT MANAGEMENT									
* P.M STAFF	\$252,000			2031	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$35,000								
* CONSULTANT	\$0								ſ
				Cash Flow	is constructed b	ased on overall	% of project co	mpletion as de	etermined
CONTINGENCY	\$80,000				t management of	fice. 1st year =	5%; 2nd year =	35%; 3rd year	= 30%; 4th
TOTAL	\$872,000			year = 309	%				ſ
									I

#### FY2025-26 State of Good Repair Carryover Projects

(\$000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	оста	RCTC	SBCTA	vстс	OTHER	TOTAL CARRYOVER
Olive Olive	Structures	521520	-	-	-	-	-	-	-
Orange	Train Control Communications	521530 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	-	01
San Gabriel	Communications	525440	351	-	-	234	-	-	585
San Gabriel San Gabriel	Communications Communications	520440 520940	6		- 9	4	-	-	11
						100			9
San Gabriel San Gabriel	Communications	522440 519430	163 -	-	-	108	-	-	271
	Signal				-	630			901
San Gabriel	Signal	520430	263			638		-	
San Gabriel	Signal Structures	522430	1,624	-	-	1,082	-	-	2,706
San Gabriel		525420	680 3	-	-	454	-	-	1,134
San Gabriel	Structures	520420		-	-		-	-	194
San Gabriel	Structures	521420	116	-	-	78	-	-	
San Gabriel San Gabriel	Structures	522420 525410	12 3,319		-	2 213	-	-	20 5,532
San Gabriel	Track	519410	3,319			2,213			5,532
	Track		101			9	-	-	24
San Gabriel	Track	520410							
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 San Gabriel Sub	Structures	524420	778	-	-	0.000	-	-	778
	Track	524410	3,354 2,245	-	-	2,236	-	-	5,590
				-	-	1,496	-	-	3 /41
San Gabriel Sub	Train Control	524430							
San Gabriel Sub San Gabriel Sub	Train Control	524440	293	-	-	196	-	-	489
San Gabriel Sub									

SUBDIVISION	CATEGORY	PROJECT	METRO	ОСТА	RCTC	SBCTA	vстс	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	-	210	-	-		-	-
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		518050	187	-	32	40	16	833	
	Rolling Stock		714					-	
Systemwide	Rolling Stock	519050		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	523050	2,972	1,239	695	901	450		6,257
Systemwide	Rolling Stock	523051	447	1,239	104	136	450 68	-	941
	Rolling Stock		- 447	-	-	-	- 68	-	941
Systemwide		523053							0=0
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
•				3/4					
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							1

SUBDIVISION	CATEGORY	PROJECT	METRO	ОСТА	RCTC	SBCTA	<b>VCTC</b>	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		4	5	3	-	36 947
Systemwide	Track	523011	450	188	105	136	68	-	
Systemwide	Track Track	524010	756 601	-	-	-	-	-	756
Systemwide		524011	3		- 1			-	600
Systemwide	Track	572303		1	-	240	1	-	
Systemwide	Train Control Train Control	525040	1,123	468 561	262 314	340 408	170	-	2,364
Systemwide	Train Control	525041 521040	1,346	-	- 314	406	204		2,833
Systemwide	Train Control	521040	- 13	- 7	- 4	- 5	- 3	-	- 32
Systemwide Systemwide	Train Control	522040	890	371	208	270	135	-	1,875
Systemwide	Train Control	522040	651	271	152	197	99	-	1,370
Systemwide	Train Control	523040	1,141	476	267	346	173	-	2,403
•			910	379		276		-	
Systemwide	Train Control	523041		491	213		138		1,916
Systemwide	Train Control	524040	1,179		275	357	179	-	2,481
Systemwide	Train Control	524041	-	-	-	-	-	-	-
Systemwide	Vehicle	520062	-	- 10	- 10	- 12	-	-	-
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	-	-	-	-	2,330	-	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			-	-	1,043	-	12
Ventura - VC County	Track	521110			-		1,802	-	1,802
Ventura - VC County	Train Control	525130	-	-	-	-	1,802	-	1,802
Ventura - VC County	Train Control	521130	-	-	-	-	738	-	738
Ventura - VC County	Train Control	521130		-	-	-	-	-	-
Ventura (LA)	Structures	524220	- 24	-	-	-			- 24
Ventura (LA)	Track	524220	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		522210	-	-	-	-	-	-	-
Ventura Sub - Los Angeles Co	orTrack	522211	-	-	-	-	-	-	-
Grand Total			162,248						

#### Attachment I

#### FY2025-26 New Capital Carryover Projects Detail

#### (\$000's)

Subdivision	Category	Project Number	METRO	ОСТА	OTHER	RCTC	SBCTA	<b>VCTC</b>	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	- 130	-		-	-		-
Systemwide Systemwide	Rolling Stock Rolling Stock	616002 616003	-	-	-	-	-	-	130
Systemwide	Rolling Stock	623050	- 2,214	- 923	-	- 517	- 671	- 336	4,661
Systemwide	Rolling Stock	624001	2,214	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	
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	Ī			
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

\$000's) Departing Revenue Farebox Revenue Fare Reduction Subsidy Other Train Subsidies Subtotal-Pro Forma FareBox Dispatching	<b>METRO</b> 31,252	ОСТА	RCTC	SBCTA	VCTC	TOTAL				
Operating Revenue arebox Revenue are Reduction Subsidy Other Train Subsidies Subtotal-Pro Forma FareBox Dispatching	31,252	OCIA	METRO OCTA RCTC SBCTA VCTC TOTAL							
arebox Revenue are Reduction Subsidy Other Train Subsidies <b>Subtotal-Pro Forma FareBox</b> Dispatching					1010	IUTAL				
are Reduction Subsidy Other Train Subsidies <b>Subtotal-Pro Forma FareBox</b> Dispatching		13,621	4,947	7,121	1,885	58,825				
Other Train Subsidies Subtotal-Pro Forma FareBox Dispatching	244	13,021	4,947	164	1,005	408				
Subtotal-Pro Forma FareBox Dispatching	2,642	-	-	-	_	2,642				
Dispatching	34,139	13,621	4,947	7,285	1,885	61,876				
	1,169	735	19	140	262	2,324				
Other Revenues	1,534	567	342	334	181	2,959				
IOW Revenues	7,580	3,196	915	1,734	501	13,926				
otal Operating Revenue	44,422	18,119	6,224	9,493	2,828	81,085				
Operating Expenses										
Derations & Services						l				
rain Operators	30,459	12,496	6,077	5,781	2,195	57,008				
rain Dispatch	3,745	1,125	494	621	350	6,334				
equipment Maintenance	17,549	6,830	3,801	4,101	1,781	34,062				
/laterials	8,201	3,192	1,776	1,917	833	15,918				
uel	17,858	7,326	3,563	3,389	1,287	33,422				
Ion-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	12 463	10 188	7 286	7 72	70 2 0 7 7				
Passenger Relations TVM Maintenance/Revenue Collection	1,068		1,033	200 798	376	2,077				
Aarketing	2,769 1,975	1,361 856	343	798 528	131	6,337 3,833				
Aedia & External Communications	1,975	52	543 45	320	30	3,833				
Itilities/Leases	1,416	514	43	313	297	2,986				
ransfers to Other Operators	1,790	583	195	368	100	3,037				
mtrak 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				
laintenance-of-Way						1				
loW - Line Segments	31,263	10,629	3,527	6,966	2,920	55,305				
NoW Labor & Benefits	2,842	910	383	606	303	5,045				
Overhead MoW Expenses	2,841	864	353	536	271	4,865				
NoW - 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				
ndirect 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 25	11,331 9	9,030 8	6,613 6	5,748 5	63,191 53				
Contingency Total Operating Expenses	176,258	67,450	37,141	40,797	19,689	341,335				
nsurance and Legal	170,230	07,430	57,141	40,797	19,009	341,335				
iability/Property/Auto	10,592	4,004	1 083	2 221	845	19,744				
lability/Froperty/Auto	1,037	4,004	1,983 194	2,321 227	83	1,933				
Claims Administration	1,037	470	233	272	83 99	2,316				
otal Net Insurance and Legal	12,871	4,865	2,410	2,820	1,027	23,993				
otal Expense	189,130	72,315	39,551	43,617	20,716	365,328				
.0SS	(144,707)	(54,196)	(33,327)	(34,124)	(17,888)	(284,243)				
028 Olympics Readiness	548	( <b>34</b> , <b>130</b> ) 199	(33,327)	121	115	1,155				
CFR 245-246	264	94	64	59	45	525				
Dutside 20'	3,036	-	-	-	-	3,036				
otal Expense	192,977	72,608	39,787	43,797	20,876	370,044				
.oss/Member Support Required	(148,555)	(54,489)	(33,564)	(34,304)	(18,048)	(288,959)				

#### FY28 Forecast - Operating Budget by Member Agency

	FY2	28 Budge	t Forecas	st by Men	nber Age	ncy
(\$000's)	METRO	ОСТА	RCTC	SBCTA	устс	TOTAL
Operating Revenue		OUIA	Roro	OBOIA	1010	TOTAL
Farebox Revenue	33,098	15,230	5,512	7,467	2,163	63,470
Fare Reduction Subsidy	244	-	-	164	2,100	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	10 007	0 744	2 200	0.004	0.445	04 557
Ops Salaries & Fringe Benefits Ops Non-Labor Expenses	10,227	3,714	3,208	2,264	2,145	21,557
Indirect Administrative Expenses	6,642 13,986	2,690 5,080	1,530	1,333	718	12,913
Ops Professional Services	1,138	5,080 413	4,387 357	3,096 252	2,933 239	29,482
Subtotal Admin & Services	31,993	11,898	<b>9,481</b>	6,944	6,035	2,398 66,351
Contingency	26	9	3,401	0,544	0,035	55
Total Operating Expenses	185,071	70,822	38,998	42,837	20,673	358,402
Insurance and Legal	100,071	10,022	00,000	42,001	20,070	000,402
Liability/Property/Auto	11,121	4,204	2,082	2,437	888	20,731
Net Claims / SI	1,089	412	2,002	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)
			-		(10,017)	1,213
2028 Olympics Readiness CFR 245-246	575 277	209 98	180	127		
Outside 20'	277 3,188	90	68	61	47	551 3,188
		-	-	-	-	
Total Expense	202,626	76,238	41,776	45,986	21,919	388,547
Loss/Member Support Required Numbers may not foot due to rounding.	(155,971)	(56,375)	(34,949)	(36,081)	(18,785)	(302,161)

#### FY29 Forecast - Operating Budget by Member Agency

	FY2	29 Budge	t Forecas	st by Men	nber Age	ncy
(\$000'a)	METRO	ОСТА	RCTC	SBCTA	устс	TOTAL
(\$000's) Operating Revenue	WEIKO	UCIA	RUIC	SOCIA	VUIC	TOTAL
Farebox Revenue	34,601	16,844	6,079	7,607	2,441	67,572
Fare Reduction Subsidy	244	10,044	0,079	164	2,441	408
	244 2,803	-	-	104	-	
Other Train Subsidies Subtotal-Pro Forma FareBox	2,803 <b>37,648</b>	- 16,844	6,079	- 7,771	- 2,441	2,803 <b>70,784</b>
Dispatching	1.241	780	20	148	2,441	2,466
Other Revenues	1,241	602	363	355	192	2,400
MOW Revenues	8,042	3,391	971	1,840	531	14,774
		,	-	10,113	3,442	
Total Operating Revenue	48,558	21,616	7,434	10,113	3,442	91,163
Operating Expenses						
Operations & Services	00 504	40 777	0 700	0.070	0.400	00.054
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)

#### FY30 Forecast - Operating Budget by Member Agency

Other Revenues         1,676         620         374         365         198         3233           MOW Revenues         8,283         3,492         1,000         1,895         547         15,217           Total Operating Expenses         -		FY	30 Budge	t Forecas	st by Men	nber Age	ncy
Öperating Revenue         36,172         18,629         6,704         7,750         2,766         72,010           Farekox Revenue         36,172         18,629         6,704         7,750         2,766         75,004           Other Train Subsidies         2,867         -         -         -         2,867           Dispatching         1,778         803         21         152         286         2,540           Dispatching         6,764         7,914         2,756         75,906         3,739         96,292           Ober 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 Facing Revenue         20,5540         14,466         7,035         6,692         2,541         65,994           Train Operators         35,260         14,466         7,035         6,692         2,541         65,994           Creating Facing Sevices         678         2,861         4,124         3,923         13,422           Fuel         20,657         8,481         4,124         3,923         14,923         15,55	(\$000\$)	METRO	ΟΟΤΑ	RCTC	SBCTA	VCTC	τοται
Farebox Revenue         38,172         18,629         6,704         7,750         2,756         72,010           Subtotal-Pro Form FareBox         39,303         18,629         6,704         7,914         2,756         72,300           Subtotal-Pro Form FareBox         39,303         18,629         6,704         7,914         2,756         72,300           Diher Revenues         1,676         620         374         365         198         3,233           MOW Revenues         8,283         3,492         1,000         1,895         5471         152,171           Total Deparating Revenue         50,540         23,544         8,099         10,326         3,787         96,296           Operating Expenses         Deparation         4,335         1,302         572         719         405         7,335           Gauge Facilities Maintenance         20,315         7,906         4,401         4,748         2,062         39,432           Fuel         20,672         8,481         4,124         3,923         1,400         38,691           Non-Scheduled Rolling Stock Repairs         82         31         15         18         7         15,55           Security - LS Sterfifs         8,989			OUL	Roro	ODUIA	1010	IVIAL
Fare Reduction Subsidies         2.887         -         -         164         -         2.807           Subtotal-Pro Forma FareBox         39,303         18,629         6,704         7,914         2,766         75,306           Dispatching         1.278         803         21         152         286         75,306           Dispatching         1.278         803         21         152         286         75,306           Dispatching         620         374         3,699         10,326         3,787         96,299           Operating Expenses         0         706         4,401         4,748         2,062         3,943           Train Dispatch         4,335         1,302         577         719         6,692         2,541         6,594           Cyall         9,494         3,095         2,066         2,219         964         14,478         2,062         3,943           Non-Scheduled Rolling Stock Repairs         82         31         15         18         7         150         96         297         766         6,262         2,19         944         3,939         1,143         1,229         88         504         18,427         1,493         3,563		36 172	18 629	6 704	7 750	2 756	72 010
Other Train Subsidies         2.887         -         -         -         2.883           Subtotal-ProForma FareBox         33.33         18,629         6,704         7,914         2,766         75,506           Dispatching         1,276         803         21         152         22,664         374         365         198         2.333           Other Revenues         8,283         3,492         1,000         1,885         547         15.277           Total Operations & Services         Derations & Services         719         405         7,333           Equipment Maintenance         20,315         7,906         4,401         4,748         2,062         39,433           Materials         9,494         3,059         2,0572         7,19         405         7,333           Cher Operating Facilities Maintenance         3,358         1,269         629         736         268         66         165         105         9         30,497           Valies Sately Valies         8,989         3,398         1,683         1,969         717         16,765           Security - LA Sheriffs         8,989         3,947         1,107         1,439         674         639         9.905      <		,	-	-		-	
Subtotal-Pro Forma FareBox         39,303         12,78         803         21         152         286         2,540           Other Revenues         1,676         620         374         365         198         3,233           MCW Revenues         8,283         3,492         1,000         1,095         547         15,217           Total Operating Revenues         8,283         3,492         1,000         1,095         547         15,217           Doerating Expenses         0         23,544         8,099         10,326         3,787         96,296           Operating Expenses         0         4,416         7,035         6,602         2,541         65,994           Train Dispatch         4,335         1,305         572         719         4405         7,333           Guipment Maintenance         20,315         7,906         4,001         4,414         3,923         1,490         3,86           Non-Scheduled Rolling Stock Repairs         82         31         15         18         7         155           Operating Facilities Maintenance         3,586         1,683         1,690         7,71         1,676           Security - Guards         3,047         1,107         1,			-	-	-	-	
Dispatching         1,278         803         21         152         286         25.44           Other Revenues         8,283         3.492         1,000         1,895         547         15.217           Total Operating Revenue         50,540         23,644         6,099         10.226         3,787         96,295           Operating Expenses         Derations & Services         7         719         405         7,333           Equipment Maintenance         20,315         7,906         4,401         4,748         2,062         39,433           Guerating Facilities Maintenance         20,672         8,481         4,124         3,923         1,490         38,691           Ohrer Operating Train Services         678         2266         166         150         96         1,855           Security - LA Sheriffs         8,999         3,398         1,683         1,669         717         16,756           Supplemental Security         164         70         26         36         9         302           Supplemental Security         164         70         26         36         9         302           Supplemental Security         164         70         26         36         9 </td <td></td> <td></td> <td>18.629</td> <td>6.704</td> <td>7.914</td> <td>2.756</td> <td></td>			18.629	6.704	7.914	2.756	
Other Revenues         1,676         620         374         365         198         3233           MOW Revenues         8,283         3,492         1,000         1,895         547         15,217           Total Operating Expenses         -				,			2,540
MCW Revenues         8,283         3,492         1,000         1,895         547         15,217           Total Operating Expenses         0         23,544         8,099         10,326         3,767         96,296           Operating Expenses         0         14,466         7,035         6,692         2,541         65,594           Train Operators         35,260         14,466         7,035         6,692         2,554         65,994           Train Operators         20,315         7,906         4,401         4,748         2,062         39,432           Metrials         9,494         3,695         2,0566         2,219         964         13,842           Fuel         20,672         8,481         4,124         3,923         1,490         36,691           Oher Operating Facilities Maintenance         3,368         1,269         629         736         2,66         466         165         150         96         1,355           Security - LA Sheriffs         -         -         -         3,999         -         3,999         -         3,999         -         3,999         -         3,999         -         3,999         -         3,999         -         3,999	Other Revenues		620	374	365	198	3,233
Operations & Services         35,260         14,466         7,035         6,692         2,541         65,994           Train Deprators         35,260         14,466         7,035         6,692         2,541         65,994           Train Deprators         2,0315         7,906         4,401         4,748         2,062         39,432           Guipment Maintenance         2,0372         8,481         4,124         3,923         1,490         38,691           Non-Scheduled Rolling Stock Repairs         82         31         15         18         7         152           Operating Facilities Maintenance         3,368         1,269         629         7,36         268         6,260           Other Operating Train Services         678         266         165         150         96         1,355           Security - Guards         3,047         1,107         1,439         674         639         6,907           Supplemental Security         164         70         26         36         9         30         38         42,405         7,333           Marketing         2,266         1,576         1,196         924         435         7,332         3525         36,41         151	MOW Revenues		3,492	1,000	1,895	547	15,217
Operations & Services         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           Waterials         9,494         3,695         2,056         2,219         964         18,427           Fuel         20,672         8,481         4,124         3,923         1,490         38,697           Operating Facilities Maintenance         3,358         1,269         629         736         268         6,620           Other Operating Train Services         678         266         165         150         96         1,657           Security - Sheriffs         -         -         -         3,999         -         3,993         1,417         1676         1,976         1,976         1,976         1,997         3,935         1,833         1,969         3,930         1,4137         4,345         7,935         3,661         1,157         4,935         7,335         3,535         1,155         1,157         1,165         5,197         3,343	Total Operating Revenue	50,540	23,544	8,099	10,326	3,787	96,296
Operations & Services         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           Waterials         9,494         3,695         2,056         2,219         964         18,427           Fuel         20,672         8,481         4,124         3,923         1,490         38,697           Operating Facilities Maintenance         3,358         1,269         629         736         268         6,620           Other Operating Train Services         678         266         165         150         96         1,657           Security - Sheriffs         -         -         -         3,999         -         3,993         1,417         1676         1,976         1,976         1,976         1,997         3,935         1,833         1,969         3,930         1,4137         4,345         7,935         3,661         1,157         4,935         7,335         3,535         1,155         1,157         1,165         5,197         3,343	Operating Expenses						
Train Dispatch       4,335       1,302       572       719       405       7.335         Equipment Maintenance       20,315       7,906       4,401       4,748       2,062       39,432         Waterials       9,494       3,695       2,056       2,219       964       18,427         Fuel       20,672       8,481       4,124       3,923       1,490       38,690         One-Scheduled Rolling Stock Repairs       82       31       15       18       7.7       68         Operating Facilities Maintenance       3,358       1,269       629       736       626       6.60       150       96       1,355         Security - LS Aberiffs       -       -       -       3,999       7.17       16,756       56       629       306       907       399       50207       3,999       -       3,999       14       12       9       8       81       2,400       7,333       1,44       4,240       7,333       1,44       4,400       1,433       4,444       4,400       1,51       4,435       7,335       352       359       -       -       1,15       8,41       3,44       3,44       3,44       3,44       3,44       3,46 <td>Operations &amp; Services</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Operations & Services						
Equipment Maintenance         20,315         7,906         4,401         4,748         2,062         39,432           Materials         9,494         3,695         2,056         2,219         604         18,427           Vel         20,672         8,481         4,124         3,293         1,400         36,691           Non-Scheduled Rolling Stock Repairs         82         31         15         18         7         155           Operating Train Services         678         269         736         268         6,260           Other Operating Train Services         678         269         736         268         6,260           Security - LA Sheriffs         8,999         3,398         1,683         1,969         7.17         167,56           Security - Sus Sheriffs         -         -         -         3,999         -         3905           Supplemental Security         164         70         26         36         9         3007           Public Safety Program         394         12         9         8         611         151         4,436           Materian         Communications         167         61         52         37         35         352	Train Operators	35,260	14,466	7,035	6,692	2,541	65,994
Materials         9,494         3,695         2,056         2,219         694         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         155           Operating Facilities Maintenance         3,358         1,269         629         736         6268         6,262           Ocher Operating Train Services         678         266         165         150         96         1,355           Security - LA Sheriffs         -         -         -         3,999         -         3,999           Security - LA Sheriffs         -         -         -         -         3,999         -         3,999           Security - LA Sheriffs         -         -         -         1,439         644         639         905           Supplemental Security         164         70         2,63         91         398         611         151         4,436           Marketing         2,266         991         398         611         151         4,435         7,355         356         154         36,334         3,4564	Train Dispatch	4,335	1,302	572	719	405	7,333
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         2266         165         150         96         1,355           Security - Uards         3,047         1,107         1,439         674         639         6,99         309           Supplemental Security         164         70         26         6         9         300           Public Safety Program         39         14         12         9         8         8           Passenger Relations         1,236         536         218         331         84         2,400           Media & External Communications         167         61         52         37         35         352           Utitities/Leases         1,640         595         514         363         344         3,456           Transfers         2,567         2,466         2,09         534         1,155         <	Equipment Maintenance	20,315	7,906	4,401	4,748	2,062	39,432
Non-Scheduled Rolling Stock Repairs         82         31         15         18         7         152           Operating Facilities Maintenance         3,358         1,269         629         736         266         6,620           Other Operating Train Services         678         266         165         150         96         1,355           Security - LA Sheriffs         -         -         -         3,999         -         3,999           Security - Guards         3,047         1,107         1,439         674         639         6,907           Supplemental Security         164         70         26         36         9         306           Public Safety Program         39         14         12         9         8         8           Arekteing         2.286         991         388         611         151         4,435           Transfers to Other Operators         2.072         675         225         426         116         3.515           Antrak Transfers to Other Operators         2.072         675         2.55         3.77         8,484           Rail Agreements         3.6191         12.305         4,083         8,064         3,380         64,022 <td>Materials</td> <td>9,494</td> <td>3,695</td> <td>2,056</td> <td>2,219</td> <td>964</td> <td>18,427</td>	Materials	9,494	3,695	2,056	2,219	964	18,427
Operating Facilities Maintenance         3,358         1,269         629         736         268         6,260           Other Operating Train Services         678         266         165         150         96         1,355           Security - SB Sheriffs         -         -         3,999         7,399         6,390           Security - Guads         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         7,35           Media & External Communications         167         61         52         37         35         352           Uititities/Leases         1,640         555         514         363         344         3,454           Station Maintenance         5,420         1,197         535         956         377         8,444	Fuel	-				1,490	38,691
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 - Guards         3,047         1,107         1,439         674         639         6,907           Supplemental Security - Guards         3,047         1,107         1,439         674         639         6,907           Supplemental Security - Guards         3,047         1,107         1,439         674         639         6,907           Supplemental Security - Guards         1,236         536         218         331         84         2,405           Wilkites/Leases         1,1366         924         435         7,336           Marketing         2,286         991         398         611         151         4,433           Marketing         2,2072         675         225         426         116         3,515           Station Maintenance         5,420         1,107         535         956         377         8,444           Rail Agreements         3,6191         12,305         4,083         8,064         3,380         64,023	Non-Scheduled Rolling Stock Repairs		-				152
Security - LA Sheriffs         8,989         3,398         1,683         1,969         717         16,756           Security - SB Sheriffs         -         -         3,999         -         3,998         1,610         States         -         -         1,167         66         -         -         1,157         50,561         125,579         50,451         27,503         30,074         12,617         4245,422         -         1,1	Operating Facilities Maintenance	-					6,260
Security - SB Sheriffs         -         -         -         3,999         -         3,999           Security - Guards         3,047         1,107         1,439         674         639         6,90           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           Marketing         2,286         991         398         611         151         4,436           Media & External Communications         167         61         52         37         35         356           Transfers to Other Operators         2,072         675         225         426         116         3,515           Antrak Transfers         352         369         -         -         115         8,944           Rail Agreements         2,567         2,446         2,209         534         1,155         8,911           Subtotal Operations & Services         3,299         1,004         444         701         351         5,842							1,355
Security - Guards         3,047         1,107         1,439         674         639         6,907           Supplemental Security         164         70         26         36         9         300           Passenger Relations         1,236         536         218         331         84         2,405           TVM Maintenance/Revenue Collection         3,206         1,576         1,196         924         435         7,35           Media & External Communications         167         61         52         37         35         352           Utilities/Leases         1,640         595         514         363         344         3,456           Transfers         2,276         7         255         426         116         3,515           Amtrak Transfers         352         369         -         -         115         836           Station Maintenance         5,420         1,197         535         956         377         8,484           MoW - Line Segments         3,6191         12,305         4,083         8,064         3,380         64,023           MoW - Line Segments         3,289         1,000         408         620         314         5,632		8,989	3,398	1,683		717	
Supplemental Security         164         70         26         36         9         305           Public Safety Program         39         14         12         9         8         81           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         4,435           Media & External Communications         167         61         52         37         35         355           Suttion Maintenance         2,072         675         2,254         426         116         3,516           Subtotal Operations & Services         12,579         50,451         27,503         30,074         12,017         245,423           MoW Libor & Benefits         3,289         1,000         408         620         314         5,632           MoW - Extraordinary Maintenance         590         1,44         96         107         70		-	-	-		-	
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         4,435           Media & External Communications         167         61         522         37         35         352           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         8,494           MoW - Line Segments         36,191         12,305         4,083         8,064         3,380         64,023           MoW - Extraordinary Maintenance         590         1,44         96         107         70         1,007           Ops Non-Labor Expenses         3,232         2,966         1,686         4,692         3,24 <td></td> <td>,</td> <td></td> <td>,</td> <td></td> <td></td> <td></td>		,		,			
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         3,515           Antrak Transfers         352         369         -         -         115         836           Antrak Transfers         352         369         -         -         115         8,941           Subtotal Operations & Services         125,379         50,451         27,503         30,074         12,017         245,422           Maintenance-of-Way         36,191         12,305         4,083         8,064         3,380         64,022           MoW Labor & Benefits         3,289         1,000         408         620         314         5,632           Overhead MoW Expenses         7,323         2,966         1,686         1,469         792			-				
TVM Maintenance/Revenue Collection       3,206       1,576       1,196       924       435       7,336         Marketing       2,286       991       398       611       151       4,435         Media & External Communications       167       61       52       37       35       352         Utilities/Leases       1,640       595       514       363       344       3,456         Amtrak Transfers       352       369       -       -       115       8,366         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       245,422         Maintenance-of-Way       36,191       12,305       4,083       8,064       3,380       64,023         MoW - Line Segments       36,191       12,305       4,083       8,064       3,380       64,023         MoW - Extraordinary Maintenance       590       1,44       96       107       70       10,07         Ops Salaries & Fringe Benefits       11,275					-		
Marketing         2,286         991         398         611         151         4,436           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         126,379         50,451         27,503         30,074         12,017         245,423           MoW Labor & Benefits         3,290         1,054         4,083         8,064         3,380         64,023           MoW - Extraordinary Maintenance         590         144         96         107         70         1,007           Subtotal Maintenance of-Way         43,361         14,503         5,537         2,496 <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	-						
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           Antrak Transfers         352         369         -         -         115         8,365           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         120,17         245,423           MoW Labor & Benefits         3,290         1,054         444         701         351         5,840           Overhead MoW Expenses         3,289         1,000         408         620         314         5,650           Ops Sharies & Fringe Benefits         11,275         4,095         3,537         2,496         2,365         23,767           Ops Professional Services         1,224         455         393				,			
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       10,007         Ops Non-Labor Expenses       7,32       2,966       1,686       1,469       792       14,237         Ops Professional Services       1		-					
Transfers to Other Operators       2,072       675       225       426       116       3,515         Amtrak Transfers       352       369       -       -       115       836         Station Maintenance       5,420       1,197       553       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       0       1054       444       701       351       5,840         Overhead Mow Expenses       3,229       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       0       3,537       2,496       2,365       2,3767         Ops Non-Labor Expenses       7,323       2,966       1,686       1,469       792       14,237         Indirect Administrative Expenses       1,254 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>							
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         -         10,54         4,083         8,064         3,380         64,023           MoW - Line Segments         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         7,323         2,966         1,686         1,469         792         14,237           Indirect Administrative Expenses         1,254         4,55         393         278         263         2,644           Subtotal Admin & Services         35,272         13,117		· ·					
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	•	-		-			
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           MoW - Line Segments         36,191         12,305         4,083         8,064         3,380         64,023           MoW Labor & Benefits         3,289         1,000         408         620         314         5,840           Overhead MoW Expenses         3,289         1,000         408         620         314         5,840           Overhead MoW Expenses         3,289         1,000         408         620         314         5,632           Mow - Extraordinary Maintenance of-Way         43,361         14,503         5,031         9,492         4,115         7,650           Administration & Services         11,275         4,095         3,537         2,496         2,365         23,767           Ops Salaries & Fringe Benefits         11,275         4,095         3,537         2,496         2,365         23,767           Ops Professional Services         1,254         455         393         278         263         2,644           Subtotal Admin & Services         <				535	956		
Subtotal Operations & Services         125,379         50,451         27,503         30,074         12,017         245,423           Maintenance-of-Way         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         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         35,272         13,117         10,453         7,655         6,654         6         6           Maintenance and Legal         1,200         454         225         2,63         96         2,237         22,856 <t< td=""><td></td><td></td><td></td><td></td><td></td><td>-</td><td></td></t<>						-	
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         4444         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         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         32,272         13,117         10,453         7,655         6,654         73,151           Contingency         29         10         9         6         6         6         6           Total Operating Expenses <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>245,423</td></td<>							245,423
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         7,323         2,966         1,686         1,469         792         14,237           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         35,272         13,117         10,453         7,655         6,654         73,151           Contingency         29         10         9         6         6         6           Itability/Property/Auto         12,261         4	Maintenance-of-Way				-		
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         7,323         2,966         1,686         1,469         792         14,237           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         3,254           Ops Professional Services         1,254         4,55         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         6         6           Ibility/Property/Auto         12,261         4,635         2,295         2,686         979         22,856           Icalability/Property/Auto         12,261	MoW - Line Segments	36,191	12,305	4,083	8,064	3,380	64,023
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         11,275         4,095         3,537         2,496         2,365         23,767           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         35,272         13,117         10,453         7,655         66,654         73,151           Contingency         29         10         9         6         6         64           Insurance and Legal         1,200         454         22,59         2,686         979         22,856           Net Claims / SI         1,200         454         225         263         96         2,237           Clais Administration         1,438         544 <td>MoW Labor &amp; Benefits</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>5,840</td>	MoW Labor & Benefits						5,840
Subtotal Maintenance-of-Way Administration & Services         43,361         14,503         5,031         9,492         4,115         76,502           Administration & Services         11,275         4,095         3,537         2,496         2,365         23,767           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         6         6           Insurance and Legal         12,261         4,635         2,295         2,686         979         22,856           Net Claims / SI         1,200         454         225         263         96         2,237           Idail Met Insurance and	Overhead MoW Expenses	3,289	1,000	408	620	314	5,632
Administration & Services         11,275         4,095         3,537         2,496         2,365         23,767           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         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<							1,007
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         1,200         454         225         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 Expense         218,941         83,714         45,78		43,361	14,503	5,031	9,492	4,115	76,502
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         12,261         4,635         2,295         2,686         979         22,856           Net Claims / SI         1,200         454         225         263         96         2,237           Cotal Net Insurance and Legal         14,900         5,632         2,789         3,264         1,189         27,775           Total Net Insurance and Legal         14,900         5,632         2,789         3,264         1,189         27,775           2028 Olympics Readiness         -         - </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>							
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       6         Total Operating Expenses       204,041       78,082       42,996       47,227       22,792       395,138         Insurance and Legal       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 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       -       -       -       -       -       -       -       -       -       -       -		-					
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         6         6           Total Operating Expenses         204,041         78,082         42,996         47,227         22,792         395,138           Insurance and Legal         12,261         4,635         2,295         2,686         979         22,856           Net Claims / SI         1,200         454         225         263         96         2,237           Cotal Net Insurance and Legal         1,438         544         269         315         115         2,686           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         -         - <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td>		-					
Subtotal Admin & Services         35,272         13,117         10,453         7,655         6,654         73,151           Contingency         29         10         9         6         6         6         61           Total Operating Expenses         204,041         78,082         42,996         47,227         22,792         395,138           Insurance and Legal         12,261         4,635         2,295         2,686         979         22,856           Net Claims / SI         1,200         454         225         263         96         2,237           Cotal Net Insurance and Legal         14,900         5,632         2,789         3,264         1,189         27,775           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         -         -         -         -         -         -         -         -         -         -         -							
Contingency         29         10         9         6         6         64           Total Operating Expenses         204,041         78,082         42,996         47,227         22,792         395,138           Insurance and Legal         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         -	•						
Total Operating Expenses         204,041         78,082         42,996         47,227         22,792         395,138           Insurance and Legal         12,261         4,635         2,295         2,686         979         22,856           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         -					-		
Insurance and Legal         12,261         4,635         2,295         2,686         979         22,856           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         -				_	-		
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       688       52       6008         Outside 20'       3,515       -       -       -       3,515       -       -       3,515         Total Expense       222,761       83,822       45,860       50,560       24,033       427,036		204,041	70,002	42,990	41,221	22,192	395,130
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         - <td></td> <td>12 261</td> <td>1 625</td> <td>2 205</td> <td>2 696</td> <td>070</td> <td>22.956</td>		12 261	1 625	2 205	2 696	070	22.956
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       688       52       6008         Outside 20'       3,515       -       -       -       -       3,515         Total Expense       222,761       83,822       45,860       50,560       24,033       427,036		-	,				
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         -         3,515         -         -         -         3,515         -         -         - <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>							
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         -         3,515         -         -         -         -         3,515         -         -         -         3,515         -         -         -         3,515         -         -         -							
Loss(168,401)(60,170)(37,686)(40,165)(20,194)(326,617)2028 Olympics ReadinessCFR 245-246305108756852608Outside 20'3,5153,515Total Expense222,76183,82245,86050,56024,033427,036							
2028 Olympics Readiness         -		,	,	ļ			
CFR 245-246         305         108         75         68         52         608           Outside 20'         3,515         -         -         -         3,515         -         3,515         -         -         3,515         3,515         -         -         3,515         -         -         3,515         3,515         -         -         -         3,515         -         -         3,515         -         -         -         3,515         -         -         -         3,515         -         -         -         3,515         -         -         -         -         3,515         -         -         -         -         3,515         -         -         -         -         -         3,515         -         -         -         -         -         3,515         -         -         -         -         -         3,515         -         -         -         -         3,515         -         -         -         -         3,515         -         -         -         -         -         -         3,515         -         -         -         -         -         -         -         3,515         -         -		(100,-101)	(00,170)	(01,000)	(-0,100)	(=0,107)	(020,017)
Outside 20'         3,515         -         -         -         3,515           Total Expense         222,761         83,822         45,860         50,560         24,033         427,036		305	108	- 75	- 68	- 52	- 608
Total Expense 222,761 83,822 45,860 50,560 24,033 427,036			-	-	-	-	
			83 822	45 860	50 560	24 033	
(1)	Loss/Member Support Required	(172,221)	(60,278)	(37,760)	(40,233)	(20,246)	(330,739)

#### 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	Туре	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 Procurement web hosting site license and	\$60,880
H1645	Software License PlanetBids		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
L1237	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
L1152	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. Computer / network equipment and services for	\$200,000
PO489	Maintenance, Repair, and Operations Agreements	Dell Marketing, LP	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

DC100Digits Exponent Manufatures AgreementsAllonge inc.Began and Return di Salt batteres and wells' car body components and justic30.000D0190Digits Exponent Manufatures AgreementsAllonge Composers LLCLacamelie parts and companies and justic30.000D0190Digits Exponent Manufatures AgreementsConstantion Composers LLCDatabatian and application application and ap	Contract Number	Туре	Vendor	Description	FY26 Contract Authority & Budgeted Amount
P000         Appendix         Alian Transportation         and extention and pairs         1910.000           Origin Equipment Marinature (Proper Equipment Marinature)         Alian Copose Compression LLO         acconsisto and pairs and companies         1244.000           Origin Equipment Marinature (Proper Equipment Marinature)         Control Disc Schalterin (Proper Equipment Marinature)         Control Disc Schalterin (Proper Equipment Marinature)         Alian Copose Compression LLO         Relater Windows         200.000           Origin Equipment Marinature (Proper Equipment Marinature)         Control Disc Schalterin (Proper Equipment Marinature)         Aliantorias         Excension Equipment Marinature (Proper Equipment Marinature)         Aliantorias         Excension Equipment Marinature (Proper Equipment Marinature)         Aliantorias         Excension Equipment Marinature (Proper Equipment Marinature)         Aliantorias         Aliantorias <td>PO410</td> <td></td> <td>AJ Energie Inc.</td> <td>Repair and Return of Saft batteries</td> <td>\$25,000</td>	PO410		AJ Energie Inc.	Repair and Return of Saft batteries	\$25,000
Organization         Association	PO406		Alstom Transportation		\$160,000
Pick4         Agrice Tagement         Caleska Endows         Sample Gases and supples         S35,000           PitTRA         Original Equipment Mundications         Caleska Endows         Relater Windows         S25,000           Original Equipment Mundications         Descinations         Repair and frammed f		Original Equipment Manufacturers		Locomotive parts and consumables	
BH 76A         Agreements         Turbeauerste, LLC         Nether Wholow         S225,000           070pa         Organ Explorent Manufactures         Electronic Dagley         Actional Explorent Manufactures           0-043         Organ Explorent Manufactures         Dagles Explorent Manufactures         Repair and return of fam         S0600           0-043         Organ Explorent Manufactures         Dagles Explorent Manufactures         S0600         S06000         S06000         S06000         S06000         S06000         S06000         S060000         S060000         S060000         S0600000         S0600000000000000000000000000000000000	PO454	0 11	Celeste Industries Corp	Sani-pak soaps and supplies	\$35,000
Oppose         Oppose         Deterois         Enterois         Enterois <thenterois< th=""> <thenterois< th=""> <then< td=""><td>ED4704</td><td></td><td></td><td>Dellese Mindeur</td><td>¢005.000</td></then<></thenterois<></thenterois<>	ED4704			Dellese Mindeur	¢005.000
Opping Explorest Manufactures Agreements         Opping Explorest Manufactures Agreements         Opping Explorest Manufactures Market M		Original Equipment Manufacturers			
Original Equipment Manufactures         Definite Dampiers         Loconclive Dampiers         94000000000000000000000000000000000000		Original Equipment Manufacturers			
Original Equipment Manufactures Apprendents         Hadri Raf ST USA, Inc. (Formery Analo)         Solido guar A birdware spara parts, communication         Solido guar A birdware communication         Solido communication         Solido guar A birdwar		Original Equipment Manufacturers			
Original Equipment Manufactures         Agreements         Hoppoke Butteries         Rai Butteries         Rai Butteries         910000           PO572         Original Equipment Manufactures         Inder-Block Relating Systems, Inc.         Relating Wait Blocka         580.000           PO576         Original Equipment Manufactures         Kober Lubrication         The 4 locomolive Abricantis         585.000           PO576         Original Equipment Manufactures         Kober Lubrication         The 4 locomolive Abricantis         585.000           PO576         Original Equipment Manufactures         Korot Prake Corporation         Locomolive Abricantis         585.000           PO576         Original Equipment Manufactures         Mechanical Systems, Inc.         Locomolive Abricantis         5250.000           PO578         Original Equipment Manufactures         Mechanical Systems, Inc.         Locomolive Abricantis         5215.111           PO578         Original Equipment Manufactures         Mechanical Systems, Inc.         Car parts and hoses         5110.000           PO578         Original Equipment Manufactures         Mechanical Systems, Inc.         Car parts and hoses         5110.000           PO58         Original Equipment Manufactures         Mechanical Systems, Inc.         Car parts and hoses         510.000           PO59         Original		Original Equipment Manufacturers		Switch gear & hardware spare parts,	\$40,000
Original Equipment Manufactures Agreements         Inter-Block Retaining Systems, inc.         Retaining Wall Blocks         Statume           P0726         Original Equipment Manufactures Agreements         Kklort Lukrication         Ter 4 locomotive Markauss         \$\$20,000           P0780         Original Equipment Manufactures Agreements         Kklort Lukrication         Ter 4 locomotive Air Brake Valves         \$\$20,000           P0781         Agreements         Kkort Lukrication         Ter 4 locomotive Air Brake Valves         \$\$20,000           P0781         Agreements         Kkort Lukrication         Ter 4 locomotive Air Brake Valves         \$\$221,011           P0781         Agreements         Morth Manufactures         Marketures         \$\$215,111           P0781         Original Equipment Manufactures         Bigma Coach HVAC Spare Paris         \$\$17,000           P0781         Original Equipment Manufactures         Pretorgh Air Brake Corport Podusts, Inc.         Car parts and hones         \$\$10,000           P0781         Original Equipment Manufactures         Pretorgh Air Brake Corport Podusts, Inc.         Car parts and hones         \$\$10,000           P0783         Original Equipment Manufactures         Pretorgh Air Brake Corport Podusts, Inc.         Carport Air Brake Valve Repairs         \$\$10,000           P0784         Original Equipment Manufactures	PO484		Ansaldo)	communications	\$150,000
P0726         Agreements         Inter-Block Retaining Systems, Inc.         Retaining Wall Blocks         9880.000           P0730         Agreements         Nuber Lubrication         Tier 4 loconotive lubricants         9336.000           P0740         Agreements         Nuber Lubrication         Tier 4 loconotive lubricants         9336.000           P0744         Agreements         Rorpat Explorment Manufactures         Loconotives lubricates arrows and row car body parts         9326.000           P0744         Agreements         Methanizatures         Sigma Coach HVAC Spare Parts         9327.620           P0756         Agreements         Methanizatures         Sigma Coach HVAC Spare Parts         95110.000           P0444         Agreements         Methanizatures         Sigma Coach HVAC Spare Parts         95110.000           P0564         Organ Explorment Manufactures         Organ Explorment Manufactures         Organ Explorment Manufactures         Sigma Coach HVAC Spare Parts         9510.000           P0564         Organ Explorment Manufactures         Organ Explorment Manufactures         Organ Explorment Manufactures         Sigma Coach HVAC Spare Parts         \$10.000           P0564         Organ Explorment Manufactures         Organ Explorment Manufactures         Organ Explorment Manufactures         Sigma Coach HVAC Spare States Tange State States Tange States Tange St	PO667		Hoppecke Batteries	Rail Batteries	\$150,000
P0790         Agriesments         Kuber Lubrication         Te 4 locomothe Micrants         935,000           P0874         Agriesments         Form Frake Corporation         Consorter Ar Frake Vales         635,000           P0874         Agreements         Mechanical Systems Remandacturin and new acto book basics basics basics and repairs         1000000000000000000000000000000000000	PO725	Agreements	Inter-Block Retaining Systems, Inc	Retaining Wall Blocks	\$80,000
PG974         Agreements         Koron Brake Corporation         Loconnotive Air Brake Values.         Status           P0444         Agreements         Loconnotive Air Brake Values.         Status	PO790	Agreements	Kluber Lubrication	Tier 4 locomotive lubricants	\$35,000
Original Equipment Marufacturers Agreements         Mechanical Systems Remanufacturer and new car body parts         S221,111           P0796         Original Equipment Marufacturers Agreements         Merak North America         Sigma Coach HVAC Spare Parts         S216,110           P0452         Agreements         Merak North America         Sigma Coach HVAC Spare Parts         S110,000           Original Equipment Marufacturers Agreements         Merak North America         Sigma Coach HVAC Spare Parts         S110,000           Original Equipment Marufacturers P0453         Agreements         Original Equipment Marufacturers Agreements         Railcar Air Brake Valve Repairs         S100,000           Original Equipment Marufacturers P0615         Agreements         PowerRail Distribution Inc.         services         S106,000           Original Equipment Marufacturers P0663         Agreements         PowerRail Distribution Inc.         services         S106,000           Original Equipment Marufacturers Agreements         Porgres Rail Locomotives         Economotive Spare & Repair parts - 710 & 8645         S1,800,000           Original Equipment Marufacturers Agreements         Quest Rail, LLC         Raidotead, Transociver         S30,000           P0693         Original Equipment Marufacturers Agreements         Saft Bateries         Saft Bateries         S90,000           P0691         Original Equipment M	PO874		Knorr Brake Corporation		\$250,000
P0796         Agreements         Merak North America         Sigma Coach HVAC Spare Parts         Strate Components           P0452         Agreements         Motion and Flow Control Products, Inc.         Car parts and hoses         \$110,000           P0646         Original Equipment Manufactures         Origonal Equipment Manufactures         Origonal Equipment Manufactures         Status Advisements         \$100,000           P0646         Original Equipment Manufactures         Pilebargh Afr Brake Company         Railcar Air Brake Valve Repairs         \$100,000           P0615         Agreements         Pilebargh Afr Brake Company         Railcar Air Brake Valve Repairs         \$100,000           P0615         Agreements         Pilebargh Afr Brake Company         Railcar Air Brake Valve Repairs         \$100,000           P0615         Agreements         Progress Rail Locomotive Same Repair and Repair         \$100,000           P0616         Agreements         Corognal Equipment Manufactures         Repair and Return of Locomotive Reading         \$30,000           P0616         Agreements         Caterpair and Reading Air Fasts         \$30,000         \$30,000           P0616         Original Equipment Manufactures         Caterpair and return of Rotem Auxilary Controllers         \$30,000           P0616         Agreements         Satt Batteries         Satt B	PO444		Mechanical Systems Remanufacturing	assemblies, couplers, coach car diaphragms,	\$215,111
PO452         Agreements         Motion and Plow Control Products, Inc.         Car parts and hoses         \$110,000           PO646         Agreements         Original Equipment Manufacturen Agreements         Original Equipment Manufacturen Agreements         Welding Kits         \$50,000           PO646         Original Equipment Manufacturen Agreements         Product Manufacturen Poefs         Raicar Air Brake Valve Repairs         \$105,000           PO645         Original Equipment Manufacturen Agreements         PowerRail Distribution Inc.         Services         \$100,000           PO579         Original Equipment Manufacturen Agreements         Porgeras Rail Locomotives Engine, Electrical Car body         \$35,000,000           PO663         Original Equipment Manufacturen Agreements         Cuest Rail, LLC         Rapair and return of Rotem Auxiliary Controllers         \$30,000           PO505         Original Equipment Manufacturen Agreements         Cuest Rail, LLC         Rapair and return of Rotem Auxiliary Controllers         \$30,000           PO505         Original Equipment Manufacturen Agreements         Railbead Corporation         Repairs and return of Rotem Auxiliary Controllers         \$20,000           PO505         Original Equipment Manufacturen Agreements         Saft Batteries         Saft Batteries         Saft Batteries         Saft Batteries         \$30,000           PO505         Origin	PO796		Merak North America	Sigma Coach HVAC Spare Parts	\$176,620
P0646         Agreements         Org-Thermit         Weding Kits         Status           P0834         Agreements         Hitsburgh Air Brake Company         Railcar Air Brake Valve Repairs         \$105,000           P0635         Agreements         PowerRail Distribution Inc.         services         \$105,000           P0645         Agreements         PowerRail Distribution Inc.         services         \$105,000           P0645         Agreements         PowerRail Distribution Inc.         services         \$105,000           P0645         Agreements         PowerRail Distribution Inc.         services         \$100,000           P0646         Agreements         PowerRail Distribution Inc.         services         \$100,000           P0646         Agreements         PowerRail Distribution Inc.         services         \$100,000           P0647         Agreements         Quest Rail, LLC         Radoneter, Transceiver         \$30,000           P0717         Agreements         Quinn Power Systems         Spare Maintenance and Repair Parts         \$22,500,000           P0505         Agreements         Railhead Corporation         Repair and return of Roter Auxiliary Controllers         \$22,500,000           P051         Original Equipment Manufacturers Agreements         Railhead Corporation	PO452	• • •	Motion and Flow Control Products, Inc.	Car parts and hoses	\$110,000
Original Equipment Manufacturers Agreements         Procession         Procession         Staburgh Air Brake Company         Railcar Air Brake Valve Repairs         Stab.000           PO834         Original Equipment Manufacturers Agreements         PowerRal Distribution Inc.         Services         \$1.800.000           Original Equipment Manufacturers Agreements         PowerRal Distribution Inc.         Services         Repair and repair         \$1.800.000           Original Equipment Manufacturers Agreements         Porgress Ral Locomotives         Repair and Return of Locomotive Radio, Repair and return of Rotern Auxiliary Controllers         \$3.300.000           PO177         Agreements         Quest Ral, LLC         Repair and return of Rotern Auxiliary Controllers         \$3.00.000           PO177         Agreements         Quest Ral, LLC         Repair and return of Rotern Auxiliary Controllers         \$3.00.000           PO179         Agreements         Quest Ral, LLC         Repair and return of Rotern Auxiliary Controllers         \$3.00.000           PO169         Original Equipment Manufacturers Agreements         Repair and return of Rotern Auxiliary Controllers         \$2.500.000           PO169         Agreements         Quinn Power Systems         Safe Bateries         \$3.90.000           Original Equipment Manufacturers Agreements         Saft Bateries         Saft Bateries         \$3.90.000	PO646	• • •	Orgo-Thermit	Welding Kits	\$50,000
PO615         Agreements         PowerRail Distribution Inc.         services         \$1,800,000           PO759         Agreements         Progress Rail Locomotives         Engine. Electrical Car body         \$3,500,000           PO663         Agreements         Original Equipment Manufacturers         Repair and Return of Locomotive Radio,         \$3,500,000           PO717         Original Equipment Manufacturers         Quest Rail, LLC         Repair and Return of Locomotive Radio,         \$3,0000           PO409         Agreements         Quester Tangent         Repair and return of Rotem Auxiliary Controllers         \$30,000           PO409         Agreements         Quester Tangent         Repair and return of Rotem Auxiliary Controllers         \$2,500,000           PO505         Agreements         Railhead Corporation         microphone systems         \$170,000           PO501         Original Equipment Manufacturers         Railhead Corporation         Repair and return throttle controllers         \$2,500,000           PO505         Agreements         Schaltbau North America         Repair and return throttle controllers         \$2,500,000           PO661         Original Equipment Manufacturers         Schaltbau North America         Repair and return throttle controllers         \$2,500           PO624         Original Equipment Manufacturers         Sc		Original Equipment Manufacturers			
Original Equipment Manufacturers Agreements         Progress Rail Locomotives         Locomotive Spare & Repair parts - 710 & 645           P0759         Agreements         Progress Rail Locomotives         Engine, Electrical Car body         \$33,00,00           P0663         Agreements         Quest Rail, LLC         Repair and Return of Locomotive Radio, Radiohead, Transceiver         \$30,000           P0717         Agreements         Quester Tangent         Repair and return of Rotem Auxiliary Controllers         \$30,000           P0719         Original Equipment Manufacturers Agreements         Quester Tangent         Repair and return of Rotem Auxiliary Controllers         \$20,000           P0719         Original Equipment Manufacturers Agreements         Quester Caraner         Caterpaira Equipment Manufacturers         \$2,500,000           P0505         Original Equipment Manufacturers Agreements         Ralhead Corporation         Replacement Parts for Camera monitoring and microphone systems         \$170,000           P0561         Agreements         Saft Batteries         Saft Batteries         \$29,000           P0661         Original Equipment Manufacturers Agreements         Schaltbau North America         Repair and return throttle controllers         \$25,000           P0624         Original Equipment Manufacturers Agreements         Strato, Inc         Strato Hoses and Couplings         \$800,000	PO615		PowerRail Distribution Inc.		\$1.800.000
Original Equipment Manufacturers Agreements         Quest Rail, LLC         Repair and Return of Locomotive Radio, Radiohead, Transceiver         Statulonad           P0717         Original Equipment Manufacturers Agreements         Quester Tangent         Repair and return of Rotem Auxiliary Controllers         \$30,000           P0409         Original Equipment Manufacturers Agreements         Quinn Power Systems         Spare Maintenance and Repair; Agreements         \$2,00,000           P0505         Agreements         Raihead Corporation         Replacement Parts for Comera and Repair; Agreements         \$2,00,000           P0591         Agreements         Saft Batteries         Saft Batteries         \$90,000           P0661         Agreements         Saft Batteries         Saft Batteries         \$90,000           P0661         Agreements         Saft Batteries         Saft Batteries         \$90,000           P0661         Agreements         Sentalbau North America         Repair and return throttle controllers         \$25,000           P0661         Agreements         Staturers         Staturers         \$30,000         \$30,000           P0624         Agreements         Staturers         \$10,000         \$30,000         \$30,000         \$30,000         \$30,000         \$30,000         \$30,000         \$30,000         \$30,000         \$3		Original Equipment Manufacturers	Progress Rail Locomotives	Locomotive Spare & Repair parts – 710 & 645	
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PO409AgreementsQuinn Power SystemsSpare Maintenance and Repair Parts\$2,500,000PO505AgreementsRailead CorporationReplacement Parts for Camera monitoring and microphone systemsReplacement Parts for Camera monitoring and microphone systems8PO591Original Equipment Manufacturers AgreementsSaft BatteriesSaft Batteries\$PO661AgreementsSchaltbau North AmericaRepair and return throttle controllers\$\$PO684AgreementsSchaltbau North AmericaRepair and return throttle controllers\$\$PO368Original Equipment Manufacturers AgreementsSiemens MobilitySignal Equipment and Repair and Return\$\$PO624AgreementsStrato, IncStrato Hoses and Couplings\$\$\$PO651AgreementsStrato, IncIndustral Hardened Modular Ethernet Card / JumboSwitch + TC View maintenance\$\$\$PO474AgreementsTC Communications, Inc.agreement\$\$\$\$PO479AgreementsTrans Tech of South Carolina (Wabtech Group)Microphor Restroom Parts & Supplies\$	P0717		Quester Tangent	Repair and return of Rotem Auxiliary Controllers	\$30,000
Original Equipment Manufacturers Agreements         Railhead Corporation         Replacement Parts for Camera monitoring and microphone systems         State           PO505         Original Equipment Manufacturers Agreements         Saft Batteries         Saft Batteries         \$170,000           PO591         Agreements         Saft Batteries         Saft Batteries         \$90,000           Original Equipment Manufacturers Agreements         Saft Batteries         Saft Batteries         \$90,000           PO561         Agreements         Schaltbau North America         Repair and return throttle controllers         \$25,000           PO624         Original Equipment Manufacturers Agreements         Siemens Mobility         Signal Equipment and Repair and Return         \$800,000           PO651         Original Equipment Manufacturers Agreements         Strato, Inc.         Industrial Hardened Modular Ethernet Card / JumboSwitch + TC View maintenance         \$95,000           PO474         Agreements         TO A Engineering Corp.         speaker, microphone and supplies         \$55,000           PO473         Agreements         Trans Tech of South Carolina (Wablech Group)         Microphor Restroom Parts & Supplies         \$130,000           PO473         Agreements         Utimate Rail Equipment, Inc.         cushions, maintenance parts and supplies         \$50,000           PO473 <td< td=""><td>PO409</td><td></td><td>Quinn Power Systems</td><td></td><td>\$2,500.000</td></td<>	PO409		Quinn Power Systems		\$2,500.000
PO591AgreementsSaft BatteriesSaft Batteries	PO505	• • •		Replacement Parts for Camera monitoring and	
PO661AgreementsSchaltbau North AmericaRepair and return throttle controllers\$\$25,000PO368Original Equipment Manufacturers AgreementsSiemens MobilitySignal Equipment and Repair and Return\$\$80,000PO624Original Equipment Manufacturers AgreementsStrato, IncStrato Hoses and Couplings\$\$80,000PO651AgreementsStrato, IncStrato Hoses and Couplings\$\$80,000PO651AgreementsCriginal Equipment Manufacturers AgreementsCromunications, Inc.Industrial Hardened Modular Ethernet Card / JumboSwitch + TC View maintenance\$\$95,000PO651AgreementsT C communications, Inc.agreement\$\$95,000PO474AgreementsTOA Engineering Corp.speaker, microphone and supplies\$\$55,000PO459Original Equipment Manufacturers AgreementsTrans Tech of South Carolina (Wabtech Group)Microphor Restroom Parts & Supplies\$\$130,000PO473Original Equipment Manufacturers AgreementsUltimate Rail Equipment, Inc.Working tables, armrests, door panel assembly, cushions, maintenance parts and supplies\$\$50,000PO473AgreementsUniversal InteriorsInterior Package for Rotem cars\$\$75,000PO465AgreementsUniversal InteriorsInterior Package for Rotem cars\$\$75,000PO465Original Equipment Manufacturers AgreementsUSSC, LLCOperator's seats\$\$110,000Original Equipment Manufacturers AgreementsVapor Stone Rail Systems (WabtecHeating, Ventilation, and Air Conditioning </td <td>PO591</td> <td></td> <td>Saft Batteries</td> <td>Saft Batteries</td> <td>\$90,000</td>	PO591		Saft Batteries	Saft Batteries	\$90,000
PO368AgreementsSiemens MobilitySignal Equipment and Repair and Return\$800,000PO624Original Equipment Manufacturers AgreementsStrato, IncStrato Hoses and Couplings\$80,000PO624Original Equipment Manufacturers AgreementsStrato, IncStrato Hoses and Couplings\$80,000PO651Original Equipment Manufacturers AgreementsT C communications, Inc.Industrial Hardened Modular Ethernet Card / JumboSwitch + TC View maintenance agreement\$95,000PO474Original Equipment Manufacturers AgreementsTOA Engineering Corp.Integrated Communication control unit, racks, speaker, microphone and supplies\$55,000PO459Original Equipment Manufacturers AgreementsTrans Tech of South Carolina (Wabtech Group)Microphor Restroom Parts & Supplies\$130,000PO473Original Equipment Manufacturers AgreementsUltimate Rail Equipment, Inc.Working tables, armrests, door panel assembly, cushions, maintenance parts and supplies\$50,000PO554Original Equipment Manufacturers AgreementsUniversal InteriorsInterior Package for Rotem cars\$75,000PO465Original Equipment Manufacturers AgreementsUSSC, LLCOperator's seats\$110,000Original Equipment Manufacturers AgreementsVapor Stone Rail Systems (WabtecHeating, Ventilation, and Air Conditioning\$110,000	PO661	• • •	Schaltbau North America	Repair and return throttle controllers	\$25,000
PO624AgreementsStrato, IncStrato Hoses and Couplings\$80,000Original Equipment Manufacturers AgreementsIndustrial Hardened Modular Ethernet Card / JumboSwitch + TC View maintenance agreementIndustrial Hardened Modular Ethernet Card / JumboSwitch + TC View maintenance agreement\$95,000Original Equipment Manufacturers AgreementsT C Communications, Inc.Integrated Communication control unit, racks, speaker, microphone and supplies\$55,000PO474Original Equipment Manufacturers AgreementsTrans Tech of South Carolina (Wabtech Group)Microphor Restroom Parts & Supplies\$130,000PO459Original Equipment Manufacturers AgreementsUltimate Rail Equipment, Inc.Working tables, armrests, door panel assembly, cushions, maintenance parts and supplies\$50,000PO473Original Equipment Manufacturers AgreementsUniversal InteriorsInterior Package for Rotem cars\$50,000PO554Original Equipment Manufacturers AgreementsUniversal InteriorsInterior Package for Rotem cars\$75,000PO465Original Equipment Manufacturers AgreementsUSSC, LLCOperator's seats\$110,000Original Equipment Manufacturers AgreementsVapor Stone Rail Systems (WabtecHeating, Ventilation, and Air Conditioning	PO368		Siemens Mobility	Signal Equipment and Repair and Return	\$800,000
PO651Original Equipment Manufacturers AgreementsT C Communications, Inc.JumboSwitch + TC View maintenance agreementSp5,000PO474Original Equipment Manufacturers AgreementsT C A Engineering Corp.Integrated Communication control unit, racks, speaker, microphone and suppliesSp5,000PO459Original Equipment Manufacturers AgreementsTrans Tech of South Carolina (Wabtech Group)Microphor Restroom Parts & SuppliesSp3,000PO459Original Equipment Manufacturers AgreementsTrans Tech of South Carolina (Wabtech Group)Microphor Restroom Parts & SuppliesSp3,000PO459Original Equipment Manufacturers AgreementsUtimate Rail Equipment, Inc.Working tables, armrests, door panel assembly, cushions, maintenance parts and suppliesSp3,000PO473Original Equipment Manufacturers AgreementsUniversal InteriorsInterior Package for Rotem carsSp3,000PO454Original Equipment Manufacturers AgreementsUsSC, LLCOperator's seatsSp1,000PO465Original Equipment Manufacturers AgreementsUSSC, LLCOperator's seatsSp1,000Original Equipment Manufacturers AgreementsVapor Stone Rail Systems (WabtecHeating, Ventilation, and Air Conditioning	PO624	0 11	Strato, Inc		\$80,000
Original Equipment Manufacturers Agreements       Integrated Communication control unit, racks, speaker, microphone and supplies       \$55,000         P0459       Original Equipment Manufacturers Agreements       Trans Tech of South Carolina (Wabtech Group)       Microphor Restroom Parts & Supplies       \$130,000         P0473       Original Equipment Manufacturers Agreements       Ultimate Rail Equipment, Inc.       Working tables, armrests, door panel assembly, cushions, maintenance parts and supplies       \$50,000         P0473       Original Equipment Manufacturers Agreements       Universal Interiors       Interior Package for Rotem cars       \$75,000         P0554       Original Equipment Manufacturers Agreements       Universal Interiors       Interior Package for Rotem cars       \$75,000         P0465       Original Equipment Manufacturers Agreements       USSC, LLC       Operator's seats       \$110,000         Original Equipment Manufacturers       Vapor Stone Rail Systems (Wabtec       Heating, Ventilation, and Air Conditioning       \$110,000	PO651		T.C.Communications Inc	JumboSwitch + TC View maintenance	\$95.000
Original Equipment Manufacturers Agreements       Trans Tech of South Carolina (Wabtech Group)       Microphor Restroom Parts & Supplies       \$130,000         P0459       Original Equipment Manufacturers Agreements       Ultimate Rail Equipment, Inc.       Working tables, armrests, door panel assembly, cushions, maintenance parts and supplies       \$50,000         P0473       Original Equipment Manufacturers Agreements       Ultimate Rail Equipment, Inc.       Working tables, armrests, door panel assembly, cushions, maintenance parts and supplies       \$50,000         P0554       Original Equipment Manufacturers Agreements       Universal Interiors       Interior Package for Rotem cars       \$75,000         P0465       Agreements       USSC, LLC       Operator's seats       \$110,000         Original Equipment Manufacturers       Vapor Stone Rail Systems (Wabtec       Heating, Ventilation, and Air Conditioning		Original Equipment Manufacturers		Integrated Communication control unit, racks,	
PO473       Agreements       Ultimate Rail Equipment, Inc.       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         Original Equipment Manufacturers       Vapor Stone Rail Systems (Wabtec       Heating, Ventilation, and Air Conditioning		Original Equipment Manufacturers	Trans Tech of South Carolina (Wabtech		
Original Equipment Manufacturers Agreements       Universal Interiors       Interior Package for Rotem cars       \$75,000         Original Equipment Manufacturers Agreements       Original Equipment Manufacturers       USSC, LLC       Operator's seats       \$110,000         Original Equipment Manufacturers       Vapor Stone Rail Systems (Wabtec       Heating, Ventilation, and Air Conditioning       \$110,000		Original Equipment Manufacturers		Working tables, armrests, door panel assembly,	
PO465 Original Equipment Manufacturers USSC, LLC Operator's seats \$110,000 Original Equipment Manufacturers Vapor Stone Rail Systems (Wabtec Heating, Ventilation, and Air Conditioning		Original Equipment Manufacturers			
Original Equipment Manufacturers Vapor Stone Rail Systems (Wabtec Heating, Ventilation, and Air Conditioning		Original Equipment Manufacturers			
	P0405 P0414	0			\$110,000

#### Attachment L

Contract Number	Туре	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 Authorizat	ion 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 prepandemic 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:**

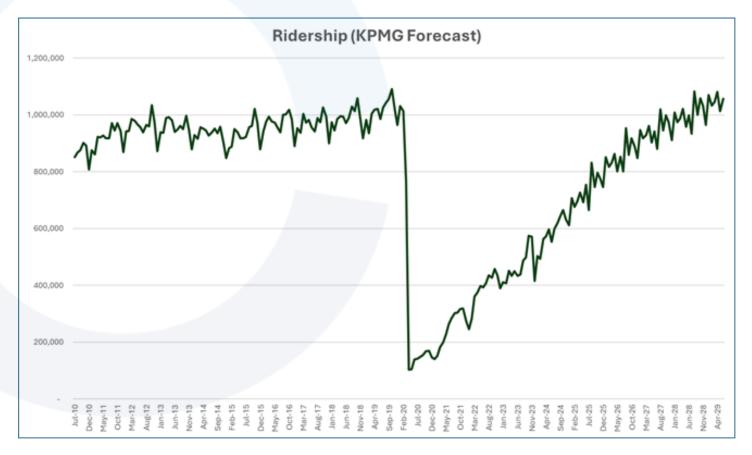
- Revenue / Ridership based on Updated Sperry Capital / KPMG Forecast
- No Fare Increases
- New Fare Promotions
- Student/Youth Discount 50% (No Student Ride Free Program)
- Fare Restructure Impacts

#### **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**





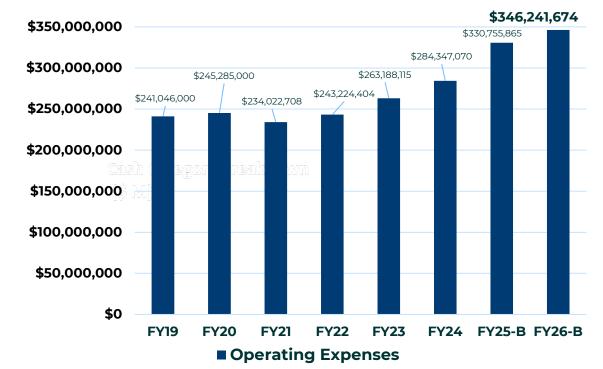
# **Operating Budget**



## **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**



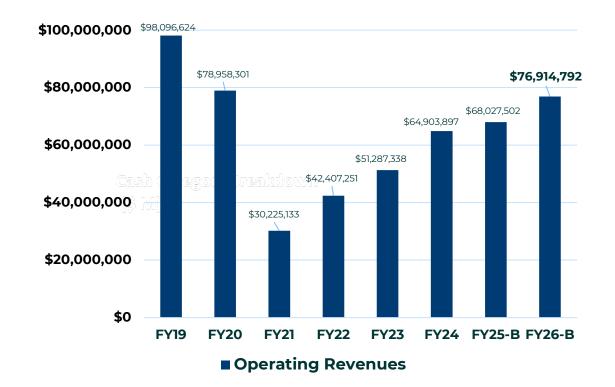
## Operating Expenses FY19 – FY26

#### 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

METROLINK

#### Note:

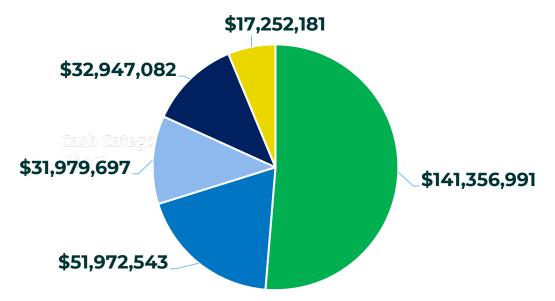
- FY19, FY20, FY21, FY22, FY23, & FY24 Actuals
- FY25 & FY26 Budgets not Actuals (does include Student Adventure Pass)

9

Operating Support Required from Member Agencies

## Proposed FY26 Operating Support Required by Member Agency

**Operating Support Required (\$275.5M)** 



## ■ METRO ■ OCTA ■ RCTC ■ SBCTA ■ VCTC

### METROLINK

#### Notes:

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

## Proposed FY26 Operating Budget Summary of Support by Member Agency

FY26 Proposed Budget

	METRO	ОСТА	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	ОСТА	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	ОСТА	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 11 245 & 246

FY26 Operating Budget Summary of Support by Member Agencies

## METROLINK

## FY26 Operating Budget Summary – Major Expense Drivers

	FY25	FY26	Variance FY26 Proposed vs		
(\$000-)	Adopted	Proposed			
(\$000s)	Budget	Budget	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



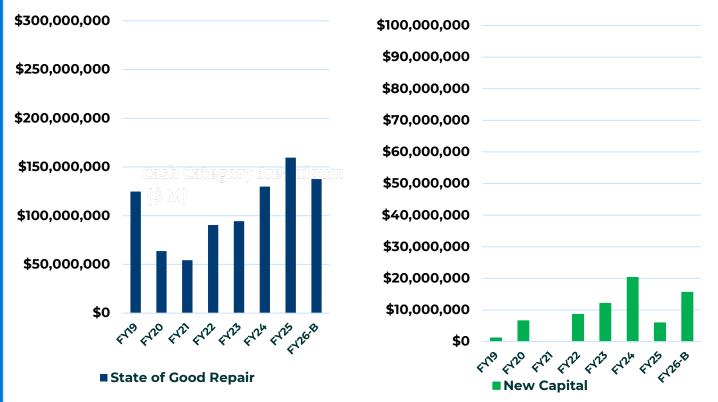
## **Proposed FY26 Capital Program Overview**

- 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



## METROLINK

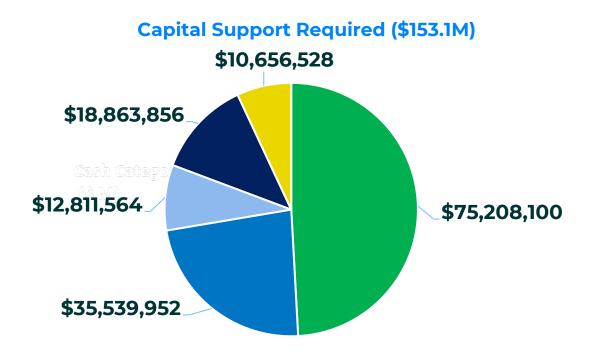
#### Note:

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

FY26 Capital Program By Member Agency - SGR

- New Capital

## Proposed FY26 Capital Program Support Required By Member Agency



■ METRO ■ OCTA ■ RCTC ■ SBCTA ■ VCTC

### METROLINK

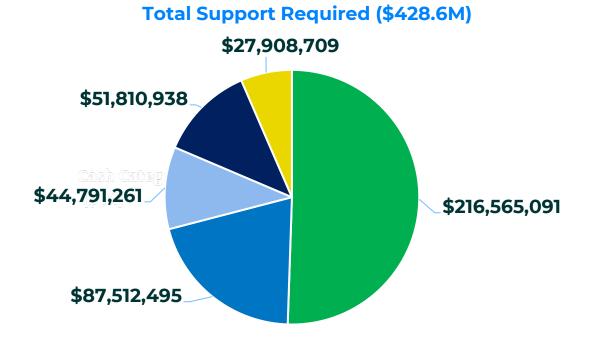


## FY26 Operating & Capital Budget Summary

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

METROLINK

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



## ■ METRO ■ OCTA ■ RCTC ■ SBCTA ■ VCTC

#### Notes:

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

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## 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	ΟΟΤΑ	RCTC	SBCTA	VCTC	TOTAL	
<b>Total Operating Support</b>	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	

#### Cash Category Breakdown FY25 Adopted Budget

((\$	METRO	ΟΟΤΑ	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	ΟΟΤΑ	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%

## METROLINK

## 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?**