

Orange County Transportation Authority

Board Agenda Monday, June 9, 2025 at 9:30 a.m.

550 South Main Street, Orange, California

Board Members

Doug Chaffee, Chair Jamey M. Federico, Vice Chair Valerie Amezcua Katrina Folev William Go Patrick Harper Michael Hennessey Fred Jung Stephanie Klopfenstein Carlos A. Leon Janet Nguyen Tam T. Nguyen Vicente Sarmiento John Stephens Kathy Tavoularis Mark Tettemer Donald P. Wagner Lan Zhou, Ex-Officio

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

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

In-Person Comment

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

Written Comment

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

Call to Order

Invocation

Director Hennessey

Pledge of Allegiance

Director T. Nguyen

1. Closed Session

Overview

A Closed Session will be held as follows:

Pursuant to Government Code Section 54957.6 to discuss negotiations with Teamsters Local 952 regarding the maintenance unit. The lead negotiator for the Orange County Transportation Authority is Maggie McJilton, Executive Director of People and Community Engagement and Teamsters Local 952 representative.

Special Calendar

Orange County Transportation Authority Special Calendar Matters

2. Update on Emergency Need for Railroad Track Stabilization in the Vicinity of Mile Post 203.83 to 204.40 and 206.10 to 206.70 on the Orange Subdivision

Jason Lee/James G. Beil

Overview

The four reinforcement areas identified in the Coastal Rail Resiliency Study adjacent to the Orange County Transportation Authority-owned railroad right-of-way, in the vicinity of Mile Post 203.83 to 204.40 and 206.10 to 206.70 on the Orange Subdivision, has continued to experience coastal erosion and the hillside continues to move incrementally, posing an imminent threat to the railroad corridor and public safety if immediate necessary actions are not taken to mitigate the threat. Measures must be taken immediately to stabilize the track and maintain passenger and freight rail service.

Recommendation(s)

Reaffirm Resolution No. 2025-025 to authorize the Chief Executive Officer to take all necessary actions to address the emergency need for railroad track stabilization in the vicinity of Mile Post 203.83 to 204.40 and 206.10 to 206.70 on the Orange Subdivision, and to return to the Board of Directors, as required, to report on the status thereof.

Attachments:

Presentation

3. Approval of the Orange County Transportation Authority's Proposed Fiscal Year 2025-26 Budget and Personnel and Salary Resolution

Victor Velasquez/Andrew Oftelie

Overview

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

Recommendation(s)

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

subsidy, in an amount up to \$51,972,543, contingent upon all other member agencies agreeing to their respective operating subsidy contributions. In addition, approve the capital and rehabilitation expenditure budgets contingent upon all member agencies' approval of their respective capital and rehabilitation budgets. The Orange County Transportation Authority's budget for capital expenditures is \$3,084,444 and for rehabilitation expenditures is \$32,455,508.

Attachments:

Staff Report

Attachment A

Attachment B

Attachment C

Attachment D

Attachment E

Presentation

Consent Calendar (Items 4 through 18)

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

Orange County Transportation Authority Consent Calendar Matters

4. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of the May 27, 2025 Orange County Transportation Authority and affiliated agencies' regular meeting.

Attachments:

Minutes

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

Overview

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

Recommendation(s)

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

BOARD MEETING AGENDA

reimbursement of shared operational expenses through June 30, 2026.

Attachments:

Transmittal

Staff Report

Attachment A

Attachment B

6. 91 Express Lanes Update for the Period Ending - March 31, 2025

Kirk Avila

Overview

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

Recommendation(s)

Receive and file as an information item.

Attachments:

<u>Transmittal</u>

Staff Report

Attachment A

Attachment B

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

Sam Kaur/Andrew Oftelie

Overview

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

Recommendation(s)

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

Attachments:

Transmittal

Staff Report

Attachment A

Attachment B

8. Annual Insurance Program Renewal

Greg Bych/Maggie McJilton

Overview

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

Recommendation(s)

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

Attachments:

Transmittal
Staff Report

9. Draft 2025 State Route 91 Implementation Plan

Alison Army/Rose Casey

Overview

The Orange County Transportation Authority and the Riverside County Transportation Commission annually prepare a plan for potential improvements along the State Route 91 corridor between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a list of proposed improvements, preliminary cost estimates, and potential implementation timeframes. These improvements are sponsored by various agencies, such as the Orange County Transportation Authority, the Riverside County Transportation Commission, the Transportation Corridor Agencies, the California Department of Transportation, and cities along the corridor. The Draft 2025 State Route 91 Implementation Plan is provided for information purposes.

Recommendation(s)

Receive and file as an information item.

Attachments:

<u>Transmittal</u>

Staff Report

Attachment A

Orange County Transit District Consent Calendar Matters

10. Contracted Fixed-Route Services, Internal Audit Report No. 25-510

Serena Ng/Janet Sutter

Overview

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

Recommendation(s)

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

Attachments:

Transmittal

Staff Report

Attachment A

Orange County Local Transportation Authority Consent Calendar Matters

11. Amendment to Construction and Maintenance Agreement with the Union Pacific Railroad and the California Department of Transportation for the Interstate 405 Improvement Project

Jeff Mills/James G. Beil

Overview

On February 10, 2020, the Orange County Transportation Authority entered into a construction and maintenance agreement with the Union Pacific Railroad and the California Department of Transportation to widen the Bolsa Avenue overhead freeway bridge over the railroad facility as part of the Interstate 405 Improvement Project. An amendment to the construction and maintenance agreement is needed for additional funding to complete project closeout activities.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Construction and Maintenance Agreement No. C-9-1793 between the Orange County Transportation Authority, Union Pacific Railroad, and the California Department of Transportation in the amount of \$331,000, for additional design and construction parameters, flagging, inspection, temporary easement, and permanent property rights to widen the Bolsa Avenue overhead freeway bridge over the railroad facility as part of the Interstate 405 Improvement Project. This will increase the maximum obligation of the agreement to a total value of \$1,123,055.

Attachments:

Transmittal

Staff Report

Attachment A

12. Amendment to Cooperative Agreement with the California **Department Transportation** the Interstate 605/Katella for Avenue Interchange **Improvement Project**

Josue Vaglienty/James G. Beil

Overview

On October 11, 2021, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation for right-of-way support services, right-of-way acquisition, and utility relocation for the Interstate 605/Katella Avenue Interchange Improvement Project. Board of Directors' approval is requested to amend the cooperative agreement for additional funding for right-of-way support services, including utility relocation coordination.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3740 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$287,000, for additional right-of-way support services for the Interstate 605/Katella Avenue Improvement Project. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$3,317,800.

Attachments:

Transmittal

Staff Report

Attachment A

13. Amendment to Agreement for Construction Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Jeff Mills/James G. Beil

Overview

On June 8, 2015, the Orange County Transportation Authority Board of Directors selected Jacobs Project Management Co. to provide construction management consultant services for the design-build delivery of the Interstate 405 Improvement Project between State Route 73 and Interstate 605. An amendment to the existing agreement is needed to provide additional services through the completion and closeout of the Interstate 405 Improvement Project.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 17 to Agreement No. C-4-1447 between the Orange County Transportation Authority and

Jacobs Project Management Co., in the amount of \$2,948,765, for additional construction management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605, and to extend the agreement term through June 30, 2026. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$55,134,407.

Attachments:

Transmittal

Staff Report

Attachment A

14. Contract Change Order for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Jeff Mills/James G. Beil

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project Between State Route 73 and Interstate 605. A contract change order is required for additional directed work necessary for the completion and closeout of the Interstate 405 Improvement Project.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 173 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$7,117,306, increasing the contract value to \$1,516,575,830 for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605.

Attachments:

Transmittal

Staff Report

Attachment A

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

Sam Kaur/Andrew Oftelie

Overview

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

Recommendation(s)

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

Attachments:

Transmittal

Staff Report

Attachment A

Attachment B

16. Measure M2 Quarterly Progress Report for the Period of January 2025 through March 2025

Jonathan Lee/Rose Casey

Overview

Staff has prepared the Measure M2 Quarterly Progress Report for the third quarter of fiscal year 2024-25 as information for the Orange County Transportation Authority Board of Directors. This progress report highlights the delivery of Measure M2 projects and programs as promised to voters and the monitoring of external challenges. The full report will be available to the public via the Orange County Transportation Authority website.

Recommendation(s)

Receive and file as an information item.

Attachments:

Transmittal

Staff Report

Attachment A

17. Measure M2 Environmental Mitigation Program Update

Lesley Hill/Rose Casey

Overview

Measure M2 includes a program to deliver comprehensive mitigation for biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. The Environmental Mitigation Program has acquired conservation properties and provided funding for habitat restoration projects as part of the Natural Community Conservation Plan/Habitat Conservation Plan. A summary of recent Environmental Mitigation Program activities is provided for informational purposes.

Recommendation(s)

Receive and file as an information item.

Attachments:

<u>Transmittal</u>

Staff Report

Attachment A

Attachment B

Attachment C

Presentation

18. Measure M2 Eligibility Update for the City of Buena Park

Adriann Cardoso/Rose Casey

Overview

In May 2024, the Orange County Transportation Authority found the City of Buena Park ineligible to receive Measure M2 net revenues for five years pursuant to Section 10.4 of Ordinance No. 3. The Board of Directors has since directed staff to bring forward an item for the reconsideration of the specific restriction from participating in Measure M2 competitive programs during this period. A recommendation to address the Board of Directors' direction is presented.

Recommendation(s)

Direct staff to modify any language from the agreement with the City of Buena Park that limits or prevents the City of Buena Park from competing for Measure M2 competitive funds through the Comprehensive Transportation Funding Programs.

Attachments:

Transmittal

Staff Report

Regular Calendar

There are no Regular Calendar matters.

Discussion Items

19. Measure M2 Ten-Year Review Update

Francesca Ching/Rose Casey

Overview

Staff will provide an update on Measure M2 Ten-Year Review Q3.

Attachments:

Presentation

20. Fédération Internationale de Football Association World Cup 2026 / Los Angeles 2028 Olympic and Paralympic Games Update

Dan Phu/Rose Casey

Overview

The Orange County Transportation Authority began planning for two major world events, the Fédération Internationale de Football Association World Cup 2026 / Los Angeles 2028 Olympic and Paralympic Games. Final venue selection was recently announced which includes two venues in Orange County, volleyball at Honda Center in Anaheim and surfing at Trestles Beach in south San Clemente. Staff will provide an update on the latest planning efforts to assist with transporting spectators, visitors, and workforce.

Attachments:

Presentation

BOARD MEETING AGENDA

- 21. Public Comments
- 22. Chief Executive Officer's Report
- 23. Directors' Reports
- 24. Adjournment

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

9:30 a.m., on Monday, June 23, 2025

OCTA Headquarters Board Room 550 South Main Street Orange, California

Update on Emergency Need for Railroad Track Stabilization in the Vicinity of Mile Post 203.83 to 204.40 and 206.10 to 206.70 on the Orange Subdivision



Coastal Rail Stabilization Priority Project

- Four reinforcement areas were identified in January 2024
- Proposed solutions evaluated at a preliminary design level considering different materials, performance, costs, methods, and schedule

| Area | Location (MP) | Challenge | Proposed Solutions | |
|------|------------------------------------|--|--|--|
| 1 | 203.80 – 203.90 | Ongoing deterioration of existing riprap protection | Riprap repair (900 tons/600 CY) followed by sand nourishment | |
| 2 | 204.00 – 204.40 | Erosion - no beach at high tide and direct wave attack damaging existing riprap protection | Riprap repair (6,750 tons/4,500 CY) followed by sand nourishment | |
| 3 | 204.07 – 204.34 | Steep bluffs with high potential for failure that could impact rail infrastructure | 1,400-ft catchment structure | |
| 4 | 206.00 - 206.10 206.42 - 206.70 | Near San Clemente State Beach - erosion exposing areas of limited to no riprap protection | Riprap repair (2,100 tons/1,400 CY) and 1,200-ft shoreline protection structure followed by sand nourishment | |



Areas 1 and 2 Riprap Repair Activities

- Work began on April 28, 2025
- Riprap placement at Areas 1, 1A, and 2 completed with 5,895 tons/ 3930 CY supplemental riprap placed for repair
- Regular construction coordination meetings are taking place with the Southern California Regional Rail Authority (SCRRA) and City of San Clemente (City)
- Coordinated public outreach efforts with SCRRA contractor and the City
- Work scheduled to be completed by June 6, 2025, and passenger rail service to resume on June 7, 2025





Areas 1, 1A, and 2 – Before and After



Areas 1, 1A, and 2 – Before and After (Cont.)

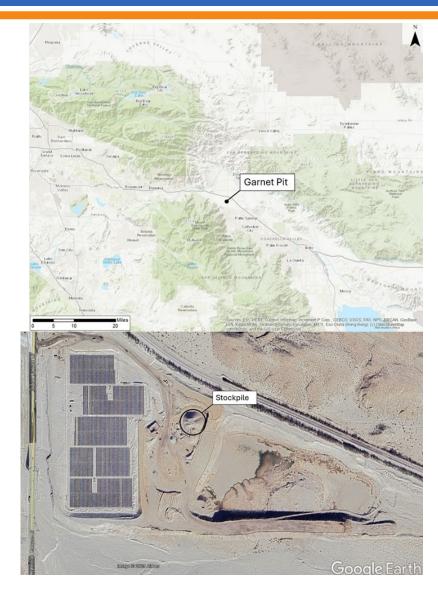


Areas 1, 1A, and 2 – Before and After (Cont.)



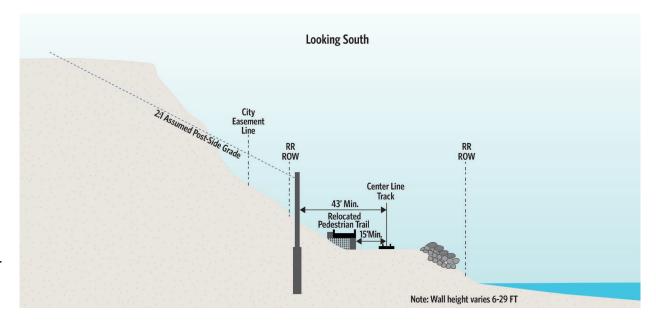
Area 1 Initial Sand Placement

- Orange County Transportation Authority (OCTA) is pursuing an inland sand source to place up to 30,000 CY of sand in Area 1
- Identified commercial sand pit (Garnet Pit) located near Palm Springs
- OCTA submitted and had the Sampling and Analysis Plan for the Garnet Pit approved by the Dredging Material and Management Team (DMMT)
- OCTA is conducting testing and will present the Sampling Results Plan to DMMT in June 2025
- OCTA is working with United States Army Corps of Engineers and California Coastal Commission (CCC) on streamlining permitting
- This initial sand placement is part of the larger effort to obtain a sand source and approvals for the 240,000 CY of sand nourishment approved by the CCC for Areas 1 and 2



Area 3 Mariposa Catchment Wall Activities

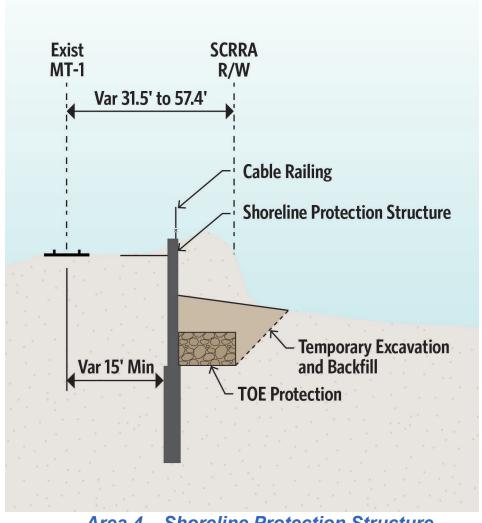
- California Transportation Commission allocated \$92.231 million on May 16, 2025
- On June 3, 2025, the Federal Railroad Administration (FRA) determined that Area 3 is categorically excluded from detailed environmental review under the National Environmental Policy Act (NEPA)
- OCTA working closely with FRA to obtain pre-award federal obligational authority to cover expenditures
- OCTA negotiating revised proposal for independent geotechnical engineering services
- OCTA reviewing updated proposal from design-build (DB) contractor
 - DB contract will be executed upon resolution of design and contractual questions, and obtainment of FRA pre-award authority
- K-rail was placed along Area 3 in advance of DB work
- Cooperative agreement for Area 3 construction support under review by SCRRA
- Ongoing Area 3 planning meetings with SCRRA and the City
- Meeting with State Coastal Conservancy on mitigation requirements set by CCC



RR – Railroad ROW – Right-of-Way

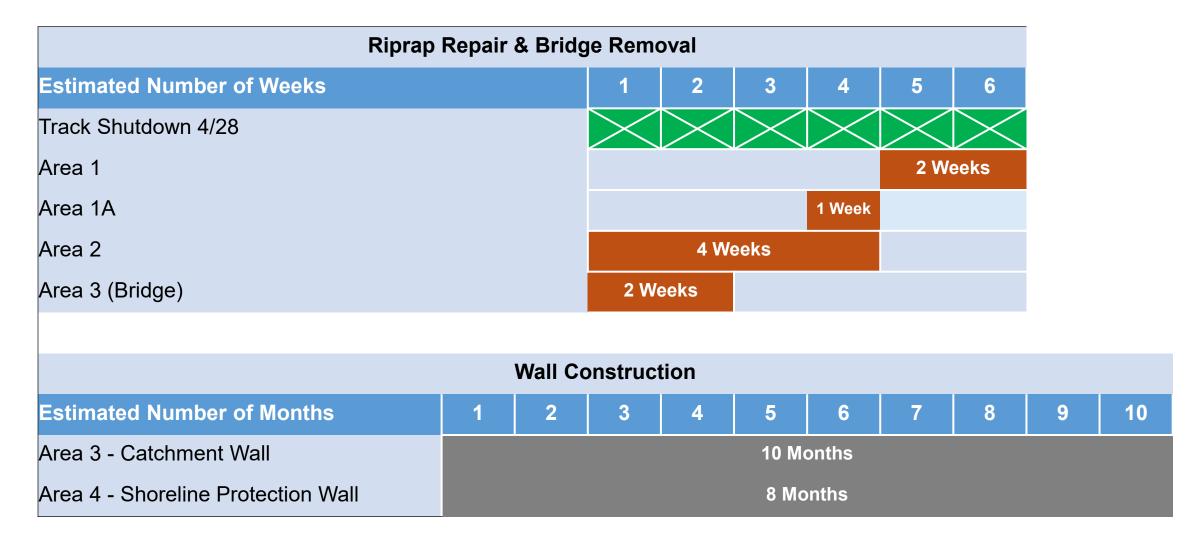
Area 4 Shoreline Protection Structure Activities

- CCC does not recognize Area 4 as an emergency; no emergency Coastal Development Permit (CDP) will be issued
- Resumed prior efforts to complete the pending CDP submitted in August 2024 and seek opportunities to expedite
- Met with CCC and discussed the results of the draft Design Alternatives Analysis and detailed the reasons for each alternative considered
- OCTA provided a draft coastal erosion modeling report to CCC
- CCC to consider Area 4 CDP for future Commission hearing (date to be determined)



Area 4 - Shoreline Protection Structure

Estimated Schedule



Sand Schedule TBD

10

Sand Nourishment

- Received eight responses to Request for Information for sand dredge and
 placement on May 5, 2025; responsiveness review completed. Meetings are
 scheduled with responsive firms in the next two weeks. Will determine by the end of
 the month which firm would have the best capability and availability to meet the
 project schedule
- OCTA is securing environmental clearance for offshore source dredging and placement of sand for Areas 1, 2, and 4. Comments received from FRA on technical studies submitted for NEPA documentation
- OCTA is utilizing previous studies by the City to streamline the process and has
 provided a draft cooperative agreement with the City for offshore sand exploration,
 which is being finalized. City Council to consider the cooperative amendment at the
 June 3, 2025 meeting
- OCTA is beginning marine environmental studies for beach nourishment
- Preliminary schedule (subject to change):
 - Environmental and final design approvals: Anticipated Q4 of 2025
 - Procure sand placement contractor: Anticipated Q1 of 2026
 - Bids Due Date: Anticipated Q2 of 2026
 - Contract Award and Notice to Proceed: Anticipated Q2 of 2026
 - Project Completion: Anticipated in 2027





Pictures from San Clemente Sand Replenishment Project

Recommendation

Reaffirm Resolution No. 2025-025 and authorize the Chief Executive Officer to take all necessary actions to address the emergency need for railroad track stabilization in the vicinity of Mile Post 203.83 to 204.40 and 206.10 to 206.70 on the Orange Subdivision, and to return to the Board of Directors, as required, to report on the status thereof.



June 9, 2025

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: Approval of the Orange County Transportation Authority's

Proposed Fiscal Year 2025-26 Budget and Personnel and Salary

Resolution

Overview

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

Recommendations

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

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

Background

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

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

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

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

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

Discussion

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

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

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

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

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

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

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

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

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

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

| Committee | Date |
|--|--------|
| Finance and Administration Committee | May 14 |
| Legislative and Communications Committee | May 15 |
| Finance and Administration (Preview of Public Hearing) | May 28 |
| Executive Committee | June 2 |
| Regional Transportation Planning Committee | June 2 |

Personnel and Salary Resolution (PSR)

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

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

Information Systems Licensing and Maintenance Agreements

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

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

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

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

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

Summary

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

Attachments

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

Prepared by:

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Financial Planning and Analysis

(714) 560-5592

Approved by:

Andrew Oftelie Chief Financial Officer, Finance and Administration

(714) 560-5649

RESOLUTION OF THE BOARD OF DIRECTORS FOR THE ORANGE COUNTY TRANSPORTATION AUTHORITY APPROVING AN OPERATING AND CAPITAL BUDGET FISCAL YEAR 2025-26

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

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

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

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

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

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

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

| Andrea West | Doug Chaffee, Chair |
|-------------|-------------------------|
| ATTEST: | |
| ABSENT: | |
| ABSTAIN: | |
| NOES: | |
| AYES: | |



Orange County Transportation Authority Budget Summary Fiscal Year 2025-26

\$ in millions

| Estimated Revenues Use of Prior Year Designations | | \$ \$ | 1,285.7 453.5 |
|---|------------------------|----------|------------------|
| | Total Sources of Funds | \$ | 1,739.2 |
| | | | |
| Appropriate Funds to: | | | |
| Salaries & Benefits | | \$ | 225.9 |
| Services & Supplies Contributions to Other Agencies | | | 475.8 227.9 |
| Debt Service | | | 65.9 |
| Capital / Fixed Assets | | | 650.2 |
| | Total Expenses | \$ | 1,645.7 |
| | Designation of Funds | \$ | 93.5 |
| | Total Uses of Funds | \$ | 1,739.2 |

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

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

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

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

PERSONNEL AND SALARY RESOLUTION

FISCAL YEAR 20254-20265

Effective: June 156, 20254

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

Prepared by:

People and Community Engagement Division



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SECTION 1 PURPOSE AND PROCEDURES

1.1 PURPOSE OF PERSONNEL AND SALARY RESOLUTION

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

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

1.2 HUMAN RESOURCES POLICIES AND PROCEDURES

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

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

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

Please refer to specific policies and procedures for additional information.

1.3 STATEMENT OF EQUAL EMPLOYMENT OPPORTUNITY

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

SECTION 2 EMPLOYMENT

2.1 AT-WILL EMPLOYMENT

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

2.2 APPROVAL AUTHORITY FOR EMPLOYEE ACTIONS

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

2.3 COMPENSATION

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

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

2.4 INTERNSHIPS

A person employed in a College Intern position will be compensated at an hourly rate to be determined by the AA. A College Intern is not eligible for employee benefits paid by OCTA, except as required by law. The fiscal year 20254-265 Intern pay rates are: full time undergraduate: \$19.00/hour, graduate – \$20.00/hour, master's degree student - \$22.00/hour.

2.5 OUTSIDE EMPLOYMENT ACTIVITIES

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

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2.6 PERFORMANCE PLANNING AND REVIEW PROGRAM

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

2.7 RELOCATION EXPENSES

OCTA may provide relocation assistance as defined in the "Reimbursement of Relocation Expenses Policy."

2.8 ELIMINATION OF POSITIONS AND WORKFORCE REDUCTIONS

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

2.8A LAYOFF BENEFITS

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

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

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

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

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

2.8B LAYOFF SEVERANCE PAY

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

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

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

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SECTION 3

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

3.1 EXEMPT EMPLOYEES

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

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

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

3.2 NON-EXEMPT EMPLOYEES

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

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

3.3 WORKWEEK

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

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

3.4 ALTERNATIVE WORK SCHEDULES

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

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

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

3.5 OVERTIME

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

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

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

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

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

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

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

3.6 MAKE-UP TIME

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

SECTION 4 BOARD MEMBER BENEFITS AND COMPENSATION

4.1 BOARD MEMBER BENEFITS

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

4.1A BENEFITS ELIGIBILITY

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

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

4.1B DEFERRED COMPENSATION

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

4.1C RETIREMENT PLAN

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

4.1D LIFE INSURANCE AND SUPPLEMENTAL LIFE INSURANCE

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

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

4.1E REIMBURSEMENT OF EXPENSES

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

4.1F COMPENSATION

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

4.1G SICK LEAVE

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

SECTION 5 EMPLOYEE BENEFITS

5.1 HEALTH, LIFE, AND DISABILITY INSURANCE BENEFITS

5.1A HEALTH INSURANCE

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

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

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

5.1B LIFE INSURANCE AND SUPPLEMENTAL LIFE INSURANCE

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

5.1C DISABILITY INSURANCE

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

5.1D SURVIVOR BENEFIT

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

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

5.1E COBRA AND CONTINUED COVERAGE

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

5.1F CONTINUATION OF HEALTH BENEFITS FOR RETIREES

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

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

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

5.2 MISCELLANEOUS BENEFITS

5.2A EMPLOYEE RECREATION ASSOCIATION

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

5.2B EMPLOYEE USE OF TRANSPORTATION SYSTEM

The AA has established policies and procedures regarding employees and eligible dependents' free transportation on OCTA's transportation services. See the "Employee Identification Badge and Dependent Transportation Pass Policy."

5.2C MILEAGE REIMBURSEMENT

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

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

5.2D OUT-OF-POCKET EXPENSES

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

5.2E PROFESSIONAL LICENSES AND CERTIFICATES

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

5.2F RECOGNITION AND AWARD PROGRAMS

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

5.3 LEAVES OF ABSENCE

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

5.3A PERSONAL LEAVE

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

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

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

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

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

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

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

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

5.4 REIMBURSEMENTS AND ALLOWANCES

5.4A AUTOMOBILE ALLOWANCE AND ASSIGNMENT OF AUTOMOBILES

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

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

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

5.4B FDUCATIONAL REIMBURSEMENT PROGRAM

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

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

5.4C UNIFORMS

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

5.4D SAFETY SHOES

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

5.5 RETIREMENT AND DEFERRED COMPENSATION

5.5A DEFERRED COMPENSATION

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

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

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

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

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

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

5.5B RETIREMENT

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

5.5C ADDITIONAL RETIREE BENEFIT ACCOUNT PLAN

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

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

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

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

For retirees on or after July 1, 2023

The benefit amount on July 1, $202\underline{5}4$ is $$\underline{36.41}\underline{35.70}$ per month, per year of service, not to exceed a monthly benefit of $$\underline{546.21}\underline{535.50}$. Retirees will receive a $2\underline{.0}\%$ cost adjustment on July 1 of each year.

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

5.6 TIME OFF BENEFITS

5.6A TIME OFF ACCRUALS

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

5.6B BEREAVEMENT LEAVE

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

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

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

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

5.6C CATASTROPHIC LEAVE DONATIONS

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

5.6D HOLIDAYS AND PERSONAL PAID HOLIDAYS

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

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

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

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

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

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

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

5.6E JURY DUTY

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

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

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

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

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

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

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

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

| Accrual Rate | Approximate Accrual | |
|--------------|---------------------|--|
| .04 Hours | 40 hours per year | |

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

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

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

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

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

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

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

Extra-Help Employees and Interns

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

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

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

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

| Accrual Rate | Approximate Accrual | |
|--------------|---------------------|--|
| .04 Hours | 40 hours per year | |

5.6G SICK LEAVE SELLBACK

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

5.6H VACATION

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

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

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

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

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

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

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

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

5.6I VACATION SELLBACK

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

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

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

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

SECTION 6 COMPENSATION

6.1 COMPENSATION PHILOSOPHY

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

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

6.1A SALARY RESOLUTION

The purpose of the Salary Resolution is to:

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

6.1B SALARY STRUCTURE

The Salary Structure is designed to provide:

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

6.2 ADMINISTRATION OF COMPENSATION

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

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

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

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

6.3 EXECUTIVE COMPENSATION

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

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

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

Directors and the LOSSAN Deputy Managing Director are also considered executive employees. The salary range that they are assigned to is salary grade 285 (refer to salary grade table on Page 37).

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

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

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

6.4 NEWLY HIRED/PROMOTED EMPLOYEES

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

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

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

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

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

6.5 RECLASSIFICATIONS

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

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

6.6 CLASSIFICATION TITLES

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

6.7 MERIT ADJUSTMENTS

For fiscal year 202<u>5</u>4-2<u>6</u>5, a pool for merit-based salary increases of 4.0% has been established for administrative positions, based on the availability of financial resources, as approved by the Board of Directors.

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

Individual merit increases may vary in amount depending on performance.

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

6.8 SPECIAL PERFORMANCE AWARDS

For fiscal year 202<u>5</u>4-2<u>6</u>5, a special performance award pool of 4<u>.0</u>% has been established for administrative positions based on the availability of financial resources, as approved by the Board of Directors.

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

6.9 TEMPORARY ASSIGNMENTS

Performing Additional Duties of a Different Classification

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

Performing Duties Critical to the Organization

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

6.10 EQUITY ADJUSTMENTS

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

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

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

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

Equity adjustments may only be approved by the CEO.

TITLES AND SALARY GRADE ASSIGNMENTS

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

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

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

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

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

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

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

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

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

SALARY STRUCTURE

| | | Annual | | | | | | | |
|--------|------------|------------|------------|--|--|--|--|--|--|
| ОСТА | | | | | | | | | |
| Salary | Min | Mid | Max | | | | | | |
| Grade | | | | | | | | | |
| 100 | 35,110.40 | 41,953.60 | 48,776.00 | | | | | | |
| 105 | 36,899.20 | 44,075.20 | 51,251.20 | | | | | | |
| 110 | 38,729.60 | 46,259.20 | 53,788.80 | | | | | | |
| 115 | 40,664.00 | 48,588.80 | 56,492.80 | | | | | | |
| 120 | 42,681.60 | 51,001.60 | 59,300.80 | | | | | | |
| 125 | 44,824.00 | 53,560.00 | 62,275.20 | | | | | | |
| 130 | 47,070.40 | 56,222.40 | 65,374.40 | | | | | | |
| 135 | 49,420.80 | 59,051.20 | 68,660.80 | | | | | | |
| 140 | 51,896.00 | 61,984.00 | 72,072.00 | | | | | | |
| 145 | 54,496.00 | 65,104.00 | 75,691.20 | | | | | | |
| 150 | 57,200.00 | 68,348.80 | 79,476.80 | | | | | | |
| 155 | 60,070.40 | 71,760.00 | 83,449.60 | | | | | | |
| 160 | 63,086.40 | 75,358.40 | 87,609.60 | | | | | | |
| 165 | 66,227.20 | 79,123.20 | 91,998.40 | | | | | | |
| 170 | 69,555.20 | 83,096.00 | 96,616.00 | | | | | | |
| 175 | 73,028.80 | 87,235.20 | 101,420.80 | | | | | | |
| 180 | 76,668.80 | 91,582.40 | 106,496.00 | | | | | | |
| 185 | 80,516.80 | 96,179.20 | 111,820.80 | | | | | | |
| 190 | 84,531.20 | 100,984.00 | 117,416.00 | | | | | | |
| 195 | 88,753.60 | 106,038.40 | 123,302.40 | | | | | | |
| 200 | 93,204.80 | 111,342.40 | 129,459.20 | | | | | | |
| 205 | 97,864.00 | 116,896.00 | 135,928.00 | | | | | | |
| 210 | 102,752.00 | 122,740.80 | 142,708.80 | | | | | | |
| 215 | 107,889.60 | 128,876.80 | 149,864.00 | | | | | | |
| 220 | 113,276.80 | 135,324.80 | 157,352.00 | | | | | | |
| 225 | 118,934.40 | 142,084.80 | 165,214.40 | | | | | | |
| 230 | 124,883.20 | 149,177.60 | 173,472.00 | | | | | | |
| 235 | 131,123.20 | 156,644.80 | 182,145.60 | | | | | | |
| 240 | 137,696.00 | 164,486.40 | 191,256.00 | | | | | | |
| 245 | 144,580.80 | 172,702.40 | 200,824.00 | | | | | | |
| 250 | 151,798.40 | 181,334.40 | 210,849.60 | | | | | | |
| 255 | 159,390.40 | 190,403.20 | 221,395.20 | | | | | | |
| 260 | 167,356.80 | 199,929.60 | 232,481.60 | | | | | | |
| 265 | 175,718.40 | 209,913.60 | 244,088.00 | | | | | | |
| 270 | 184,496.00 | 220,396.80 | 256,297.60 | | | | | | |
| 275 | 193,731.20 | 231,420.80 | 269,110.40 | | | | | | |
| 280 | 203,424.00 | 243,006.40 | 282,568.00 | | | | | | |
| 285 | 213,595.20 | 255,153.60 | 296,691.20 | | | | | | |
| 290 | 224,265.60 | 267,904.00 | 311,521.60 | | | | | | |
| 295 | 235,476.80 | 281,299.20 | 327,100.80 | | | | | | |

| Hourly | | | | | | |
|--------|--------|--------|--|--|--|--|
| Min | Mid | Max | | | | |
| 16.88 | 20.17 | 23.45 | | | | |
| 17.74 | 21.19 | 24.64 | | | | |
| 18.62 | 22.24 | 25.86 | | | | |
| 19.55 | 23.36 | 27.16 | | | | |
| 20.52 | 24.52 | 28.51 | | | | |
| 21.55 | 25.75 | 29.94 | | | | |
| 22.63 | 27.03 | 31.43 | | | | |
| 23.76 | 28.39 | 33.01 | | | | |
| 24.95 | 29.80 | 34.65 | | | | |
| 26.20 | 31.30 | 36.39 | | | | |
| 27.50 | 32.86 | 38.21 | | | | |
| 28.88 | 34.50 | 40.12 | | | | |
| 30.33 | 36.23 | 42.12 | | | | |
| 31.84 | 38.04 | 44.23 | | | | |
| 33.44 | 39.95 | 46.45 | | | | |
| 35.11 | 41.94 | 48.76 | | | | |
| 36.86 | 44.03 | 51.20 | | | | |
| 38.71 | 46.24 | 53.76 | | | | |
| 40.64 | 48.55 | 56.45 | | | | |
| 42.67 | 50.98 | 59.28 | | | | |
| 44.81 | 53.53 | 62.24 | | | | |
| 47.05 | 56.20 | 65.35 | | | | |
| 49.40 | 59.01 | 68.61 | | | | |
| 51.87 | 61.96 | 72.05 | | | | |
| 54.46 | 65.06 | 75.65 | | | | |
| 57.18 | 68.31 | 79.43 | | | | |
| 60.04 | 71.72 | 83.40 | | | | |
| 63.04 | 75.31 | 87.57 | | | | |
| 66.20 | 79.08 | 91.95 | | | | |
| 69.51 | 83.03 | 96.55 | | | | |
| 72.98 | 87.18 | 101.37 | | | | |
| 76.63 | 91.54 | 106.44 | | | | |
| 80.46 | 96.12 | 111.77 | | | | |
| 84.48 | 100.92 | 117.35 | | | | |
| 88.70 | 105.96 | 123.22 | | | | |
| 93.14 | 111.26 | 129.38 | | | | |
| 97.80 | 116.83 | 135.85 | | | | |
| 102.69 | 122.67 | 142.64 | | | | |
| 107.82 | 128.80 | 149.77 | | | | |
| 113.21 | 135.24 | 157.26 | | | | |
| | | | | | | |

APPENDIX A – GLOSSARY OF TERMS

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

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

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| 5.61 | VACATION SELLBACK | 25 |
| 3.3 | WORKWEEK | 10 |
| | 4.1D 5.1B 3.6 6.7 5.2C 5.2 6.4 3.2 5.2D 2.5 3.5 2.6 5.3A 5.2E 1 1.1 6.5 5.2F 4.1E 5.4 2.7 5.5B 5.5 4.1C 5.4D 6.1A 6.1B 4.1G 5.6F 5.6G 6.8 1.3 APPENDIX C 5.1D 6.9 5.6A 5.6 5.4C 5.6H 5.6I | 4.1D LIFE INSURANCE AND SUPPLEMENTAL LIFE INSURANCE (BOARD MEMBERS) LIFE INSURANCE AND SUPPLEMENTAL LIFE INSURANCE (EMPLOYEE 5.1B BENEFITS) 3.6 MAKE-UP TIME 6.7 MERIT ADJUSTMENTS 5.2C MILEAGE REIMBURSEMENT 5.2 MISCELLANEOUS BENEFITS 6.4 NEWLY HIRED/PROMOTED EMPLOYEES 3.2 NON-EXEMPT EMPLOYEES 3.2 NON-EXEMPT EMPLOYEES 3.5 OUTSIDE EMPLOYMENT ACTIVITIES 3.5 OVERTIME 2.6 PERFORMANCE PLANNING AND REVIEW PROGRAM 5.3A PERSONAL LEAVE 5.2E PROFESSIONAL LICENSES AND CERTIFICATES 1 PURPOSE AND PROCEDURES 1.1 PURPOSE OF PERSONNEL AND SALARY RESOLUTION 6.5 RECLASSIFICATIONS 5.2F RECOGNITION AND AWARD PROGRAMS 4.1E REIMBURSEMENT OF EXPENSES (BOARD MEMBERS) 5.4 REIMBURSEMENT OF EXPENSES (BOARD MEMBERS) 5.5 RETIREMENT 5.5 RETIREMENT 5.5 RETIREMENT 5.5 RETIREMENT 5.6 REINEMENT AND DEFERRED COMPENSATION 4.1 RETIREMENT PLAN (BOARD MEMBERS) 5.4.1 SALARY STRUCTURE 6.1B SALARY STRUCTURE 6. |

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APPENDIX C – STATEMENT OF EQUAL EMPLOYMENT OPPORTUNITY (EEO)



Orange County Transportation Authority Statement of Equal Employment Opportunity Policy

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

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

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

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

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

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

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

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

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

PSR FY 20254-265 46

Maggie McJilton, Executive Director, People and Community Engagement

Address: 550 South Main Street

PO Box 14184

Orange, CA 92863-1584

Telephone: (714) 560-5824 Email: mmcjilton@octa.net

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

Darrell E. Johnson

Chief Executive Officer

Orange County Transportation Authority

2/26/2024

Date

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ATTACHMENT D

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

The Standard Contracts over 100K

| | | S | Sole Source | | FY 25/26 | | |
|--|---|----------|--------------------------|----|--------------------------|----------------------------------|--|
| Vendor Name | Software/Hardware Product Description | | Amount | | Budgeted | Owner | |
| AvePoint | Cloud Backup for Microsoft 365 | \$ | 184,800.00 | \$ | 168,000.00 | Long Leu | |
| Brandmovers, Inc. | OC Bus Rewards website hosting and maintenance | \$ | 102,863.00 | \$ | 97,965.00 | Eden Wang | |
| Carahsoft | Salesforce Customer Relations Case Management Software | \$ | 210,000.00 | \$ | 200,000.00 | Eden Wang | |
| Carahsoft Technology Corp. | ChatGPT Enterprise Licenses | \$ | 262,500.00 | \$ | 250,000.00 | Katrena Schulze | |
| | Annual subscription renewal for hosting, maintenance, and support for | | | | | | |
| | counting, managing, and reporting ridership on our fixed routes. The | | | | | | |
| | timely and precise rider count and NDT reporting is regulatory/mandatory for the Department of Transportation (DOT). Add features, Configuration, | | | | | | |
| Clever Devices LTD. | Refresh or update. | \$ | 110,250.00 | \$ | 105,000.00 | Mike Henry | |
| Computer Aid Inc (CAI) | UiPath Licenses, UiPath Robotic Process Automation (RPA) | \$ | 165,000.00 | \$ | 155,000.00 | Katrena Schulze | |
| Conduent Transport Solutions, | Annual Maintenance and Support for Intelligent Transportation | | , | | , | | |
| Inc. | Management System | \$ | 767,000.00 | \$ | 667,000.00 | Josh Duke | |
| Convergint | Genetec Security Suite | \$ | 100,000.00 | \$ | 80,000.00 | Matt Ankley | |
| County of Orange | Countywide Coordinated Communication Systems | \$ | 150,000.00 | \$ | 150,000.00 | Timothy Beseau | |
| | OCfundTracker is a Software as a Service database that manages both | | | | | | |
| Coolinto volativo | the Federal Transportation Improvement Program (FTIP) and the | | 220 000 00 | φ. | 220 000 00 | Dan Ku | |
| EcoInteractive | Comprehensive Transportation Funding Program (Measure M2). Annual hosting, maintenance, and support for Hastus applications and | \$ | 220,000.00 | \$ | 220,000.00 | Ben Ku | |
| | modules: Map / Vehicle/ Crew/ Crew Opt/ Roster/ Minbus/ ATP/ Interface | | | | | | |
| | Program/ Geo Hastus Map/ Hastinfo/ Hastinfo - | | | | | | |
| | Web/DailyVehicle/DailyCrew/Bid/BidWeb/ SelfService/EPM/Bing. Add | | | | | | |
| Giro | features, Configuration, Refresh or update. | \$ | 430,500.00 | \$ | 410,000.00 | Mike Henry | |
| | Hosting and Maintenance for Public Records Request (FOIA) and | | , | Ť | -, | , | |
| | Subpoena Apps. OCTA and LOSSAN Hosting Services for Granicus | | | | | | |
| | Board and Committee Agendas and Meeting Webcasts, | | | | | | |
| | DisclosureDocs (eForms) Subscription ,Legistar, Send Agenda | | | | | | |
| | (Legistar), Performance Accelerator Suite, Open Platform Suite, | | | | | | |
| | Government Transparency Suite, Meeting Efficiency Suite, Upgrade to | | | | | | |
| | SDI 720p Streaming, Subpoena Duces Tecum Module, govDelivery for | | | | | | |
| | Integrations, Granicus Encoding Appliance Software (GT), SMS and Email. Add features, Configuration, Refresh or update. | | | | | | |
| | This is a 3 year contract: | | | | | | |
| | Year 1 \$166,911 (prorated) | | | | | | |
| | Year 2 \$147,741 | | | | | | |
| Granicus, aka GovQA | Year 3 158,083 | \$ | 235,000.00 | \$ | 205,000.00 | Mike Henry | |
| | Annual subscription renewal for hosting, support, maintenance, and | | | | · | • | |
| Hitachi Energy USA Inc.; Hitachi | interfaces relating to the Ellipse Enterprise Asset Management system. | | | | | | |
| Power Grids | Add features, Configuration, Refresh or update. | \$ | 551,700.00 | \$ | 525,500.00 | Mike Henry | |
| iCIMS | Applicant tracking application | \$ | 182,326.00 | \$ | 173,644.00 | Eden Wang | |
| | Annual support and maintenance for Lawson HR/Payroll software & | | | | | | |
| | Lawson Business Intelligence, Lawson Custom interfaces & | | | | | | |
| | modifications, Certified on-call support, and Lawson Learning/Education Suite subscription (CloudSuite) and Hosting. Add features, Configuration, | | | | | | |
| Infor (US), Ciber | Refresh or update. | \$ | 300,000.00 | \$ | 285,500.00 | Mike Henry | |
| inter (ee), elber | PowerCenter SE (4-7) & Partitioning Option (4-7) aka Test environment | Ψ | 000,000.00 | Ψ | 200,000.00 | Wilke Flering | |
| Informatica | & Production Environment, PowerCenter, PowerExchange Production | \$ | 187,425.00 | \$ | 178,500.00 | Eden Wang | |
| | This is a multi-year agreement (5 years) for the extended warranty and | | , | Ť | -, | J | |
| | annual maintenance onboard validators and platform validators for both | | | | | | |
| | software and hardware support. This will be budgeted annually. | | | | | | |
| | FY 26 - \$190,528.16 | | | | | | |
| | FY 27 - \$184,958.51 | | | | | | |
| | FY 28 - \$190,861.06 | | | | | | |
| INIT las continuis Tanana antation | FY 29 - \$196,929.18 | _ | 000 500 00 | φ. | 400 500 00 | 1 11 | |
| INIT Innovation in Transportation Konica Minolta | FY 30 - \$203,196.47 Nintex, Tungsten, Square 9 & Gimmal Physical Software | \$ \$ | 966,500.00 210,000.00 | \$ | 190,528.00 200,000.00 | Isaac Herrera Katrena Schulze | |
| Nortica iviiriOlta | Maintenance and Support for the Intelligent Transportation Management | Φ | ∠ 10,000.00 | Φ | 200,000.00 | Naueria Scriuize | |
| L3Harris Technologies, Inc. | System (ITMS) | \$ | 457,700.00 | \$ | 398,000.00 | Josh Duke | |
| LA SAFE | 511 System Web, IVR, and Mobile Application Items | \$ | 460,000.00 | \$ | 460,000.00 | Patrick Sampson | |
| | Administration and Maintenance of On-Board Video Surveillance System | Ť | 111,000.00 | _ | , | | |
| March Networks Inc. | (OBVSS) - Evidence Vault Solution | \$ | 1,449,000.00 | \$ | 1,260,000.00 | Josh Duke | |
| NV5 | GIS Basemap | \$ | 80,000.00 | \$ | 20,000.00 | Long Leu | |
| Oracle America, Inc. | Software Update Licenses and Technical Support Services | \$ | 575,000.00 | \$ | 500,000.00 | Josh Duke | |
| | Origami Risk Software hosting, maintenance, support, licensing, and | | | | | | |
| L | additional contracted support hours. Add features, Configuration, | | | _ | | | |
| Origami Risk, LLC | Refresh or update. | \$ | 341,500.00 | | 325,250.00 | Mike Henry | |
| Qlik | Annual Maintenance and Support for Qlikview & Qliksense licenses | \$ | 102,375.00 | \$ | 97,500.00 | Eden Wang | |

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

The Standard Contracts over 100K

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

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

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

Contracts with Emergency Support

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

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

Subtotal \$ 385,200.00 \$ 379,000.00

ITEM 8.A

METROLINK

metrolinktrains.com/meeting

ITEM ID: 2025-191-0

TRANSMITTAL DATE: April 18, 2025

MEETING DATE: April 25, 2025

TO: Board of Directors

FROM: Tom Schamber, Interim Chief Financial Officer

SUBJECT: Proposed FY2025-2026 (FY26) Metrolink Budget, Four Year

Forecasts, and Annual Contract Authority Renewal - Request

to Transmit

Issue

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

Recommendation

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

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

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

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

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

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

<u>Background</u>

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.

<u>Discussion of Proposed FY26 Budget Operating Statement</u>

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

Attachment(s)

Attachment A - Operating Budget.pdf

Attachment B - Historical Budget.pdf

Attachment C - Budget by Member.pdf

Attachment D - Budget by Line.pdf

Attachment E - Support by Member.pdf

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

UPDATED.pdf

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

- UPDATED.pdf

Attachment H - FY26 SGR Carryover Projects.pdf

Attachment I - FY26 New Capital Carryover Projects.pdf

Attachment J - FY26 Proposed Capital Program Cashflow - UPDATED.pdf

Attachment K-1 - FY27 Forecast.pdf

Attachment K-2 - FY28 Forecast.pdf

Attachment K-3 - FY29 Forecast.pdf

Attachment K-4 - FY30 Forecast.pdf

Attachment L - Annual Contract Authority Renewal.pdf

Presentation - Proposed FY26 Budget

FY26 Proposed Operating Budget

| | FY25 | FY26 | Vari | ance |
|---|-----------------|-----------------|--------------|----------------|
| (\$000s) | Adopted | Proposed | FY26 Propo | sed vs FY25 |
| (\$000S) | Budget | Budget | | pted |
| | | | \$ Variance | % Variance |
| Operating Revenue | | | | |
| Farebox Revenue | 45,348 | 51,717 | 6,369 | 14.05% |
| Fare Reduction Subsidy | 427 | 408 | (19) | -4.36% |
| LCTOP Grant | - | 3,574 | 3,574 | n/a |
| Other Train Subsidies | 2,565 | 2,565 | - | 0.00% |
| Subtotal-Pro Forma FareBox | 48,341 | 58,265 | 9,924 | 20.53% |
| Dispatching | 2,207 | 2,257 | 50 | 2.25% |
| Other Revenues | 4,353 | 2,873 | (1,481) | -34.01% |
| MOW Revenues | 13,127 | 13,520 | 394 | 3.00% |
| Total Operating Revenue | 68,028 | 76,915 | 8,887 | 13.06% |
| Operating Expenses | | | | |
| Operations & Services Train Operators | 47 776 | 54 202 | 6 5 1 7 | 12 640/ |
| Train Operators | 47,776 | 54,293 | 6,517 114 | 13.64% |
| Train Dispatch Equipment Maintenance | 5,919 31,724 | 6,033 32,440 | 717 | 1.93% 2.26% |
| Materials | 12,350 | 15,160 | 2,810 | 22.75% |
| Fuel | 33,293 | 31,831 | (1,462) | -4.39% |
| Non-Scheduled Rolling Stock Repairs | 150 | 125 | (25) | -16.67% |
| Operating Facilities Maintenance | 2,486 | 5,150 | 2.664 | 107.16% |
| Other Operating Train Services | 973 | 1,115 | 142 | 14.58% |
| Security - LA Sheriffs | 12,785 | 13,785 | 1,000 | 7.82% |
| Security - SB Sheriffs | 12,700 | 3,290 | 3,290 | n/a |
| Security - Guards | 5,340 | 5,682 | 342 | 6.41% |
| Supplemental Security | 251 | 251 | 542 | 0.00% |
| Public Safety Program | 53 | 67 | 14 | 25.49% |
| Passenger Relations | 1,975 | 1,978 | 4 | 0.19% |
| TVM Maintenance/Revenue Collection | 4,929 | 6,035 | 1,107 | 22.45% |
| Marketing | 3,003 | 3,651 | 648 | 21.57% |
| Media & External Communications | 304 | 289 | (14) | -4.76% |
| Utilities/Leases | 2,704 | 2,843 | 139 | 5.15% |
| Transfers to Other Operators | 2,615 | 2,892 | 277 | 10.60% |
| Amtrak Transfers | 671 | 688 | 17 | 2.55% |
| Station Maintenance | 6,266 | 6,980 | 714 | 11.40% |
| Rail Agreements | 6,922 | 7,331 | 409 | 5.91% |
| Special Trains | 500 | - ,55 | (500) | -100.00% |
| Subtotal Operations & Services | 182,987 | 201,910 | 18,924 | 10.34% |
| Maintenance-of-Way | , | , | ' | |
| MoW - Line Segments | 44,890 | 52,672 | 7,782 | 17.34% |
| MoW Labor & Benefits | 4,741 | 4,804 | 63 | 1.33% |
| Overhead MoW Expenses | 4,347 | 4,634 | 287 | 6.61% |
| MoW - Extraordinary Maintenance | 640 | 829 | 188 | 29.43% |
| Subtotal Maintenance-of-Way | 54,618 | 62,939 | 8,320 | 15.23% |
| Administration & Services | | | | |
| Ops Salaries & Benefits | 17,764 | 19,553 | 1,789 | 10.07% |
| Ops Non-Labor Expenses | 11,613 | 11,713 | 99 | 0.86% |
| Indirect Administrative Expenses | 24,283 | 26,741 | 2,459 | 10.13% |
| Ops Professional Services | 2,654 | 2,175 | (479) | -18.06% |
| Subtotal Admin & Services | 56,314 | 60,182 | 3,868 | 6.87% |
| Contingency | 50 | 50 | - | 0.00% |
| Total Operating Expenses | 293,969 | 325,081 | 31,112 | 10.58% |
| Insurance and Legal | | | () | |
| Liability/Property/Auto | 19,201 | 18,804 | (397) | -2.07% |
| Net Claims / SI | 1,841 | 1,841 | <u> </u> | 0.00% |
| Claims Administration | 2,196 | 2,206 | 11 | 0.48% |
| Subtotal Insurance and Legal | 23,237 | 22,851 | (386) | -1.66% |
| Total Expense | 317,206 | 347,932 | 30,725 | 9.69% |
| Loss | (249,179) | (271,017) | (21,838) | 8.76% |
| Mobilization | 10,338 | - | (10,338) | -100.00% |
| Student Adventure Pass | 3,211 | | (3,211) | -100.00% |
| 2028 Olympics Readiness | - | 1,100 | 1,100 | n/a |
| CFR 245-246 | - | 500 | 500 | n/a |
| Outside 20' | 1,300 | 2,891 | 1,591 | 122.42% |
| Total Expense | 332,056 | 352,423 | 20,367 | 6.13% |
| Loss / Member Support Required | (264,028) | (275,508) | (11,480) | 4.35% |

Numbers may not foot due to rounding

Historical Actual and Budgeted Operating Statements

| (\$000s) | FY 21-22 Actual | FY 22-23 Actual | FY 23-24 Actual | FY 24-25 Adopted | FY 25-26 Proposed | Varia FY26 Prop FY25 Ac | osed vs |
|---|--------------------|------------------------|---------------------------------------|---------------------|----------------------|-------------------------------|---------------|
| | 7.0.00 | 7.0.00 | 7101441 | Budget | Budget | \$ Variance | % Variance |
| Operating Revenue | | | | | | | |
| Farebox Revenue | 25,128 | 31,114 | 32,175 | 45,348 | 51,717 | 6,369 | 14.05% |
| Fare Reduction Subsidy | 689 | 571 | 188 | 427 | 408 | (19) | -4.36% |
| LCTOP Grant | - | - | - | - | 3,574 | 3,574 | n/a |
| AV Line Discount | (15) | - | - | - | - | - | n/a |
| Mobility 4 All Subsidy | - | 389 | 758 | - | - | - | n/a |
| Student Adventure Pass | - | - | 7,475 | - | - | - | n/a |
| Other Train Subsidies | 2,365 | 2,443 | 2,534 | 2,565 | 2,565 | - | 0.00% |
| Special Trains | 121 | 29 | 36 | - | - | - | n/a |
| Subtotal-Pro Forma FareBox | 28,288 | 34,546 | 43,166 | 48,341 | 58,265 | 9,924 | 20.53% |
| Dispatching | 2,155 | 2,245 | 2,677 | 2,207 | 2,257 | 50 | 2.25% |
| Other Revenues | 459 | 1,094 | 5,193 | 4,353 | 2,873 | (1,481) | -34.01% |
| MOW Revenues | 11,506 | 13,402 | 13,528 | 13,127 | 13,520 | 394 | 3.00% |
| Total Operating Revenue | 42,407 | 51,287 | 64,563 | 68,028 | 76,915 | 8,887 | 13.06% |
| Operating Expenses Operations & Services | | | | | | | |
| Train Operators | 36,314 | 36,075 | 40,146 | 47,776 | 54,293 | 6,517 | 13.64% |
| Train Operators Train Dispatch | 5,275 | 5,260 | 6,131 | 5,919 | 6,033 | 114 | 1.93% |
| Equipment Maintenance | 27,941 | 28,750 | 30,089 | 31,724 | 32,440 | 717 | 2.26% |
| Materials | 11,189 | 13,594 | 14,306 | 12,350 | 15,160 | 2,810 | 22.75% |
| Fuel | 21,245 | 31,881 | 29,397 | 33,293 | 31,831 | (1,462) | -4.39% |
| Non-Scheduled Rolling Stock Repairs | 43 | 93 | 125 | 150 | 125 | (25) | -16.67% |
| Operating Facilities Maintenance | 1,804 | 2,244 | 2,241 | 2,486 | 5,150 | 2,664 | 107.16% |
| Other Operating Train Services | 520 | 532 | 904 | 973 | 1,115 | 142 | 14.58% |
| Security - LA Sheriffs | 9,920 | 10,316 | 11,530 | 12,785 | 13,785 | 1,000 | 7.82% |
| Security - SB Sheriffs | | - | - | 12,700 | 3,290 | 3,290 | n/a |
| Security - Guards | 4,053 | 4,624 | 5,493 | 5,340 | 5,682 | 342 | 6.41% |
| Supplemental Security | - | - | 413 | 251 | 251 | - | 0.00% |
| Public Safety Program | 14 | 7 | 25 | 53 | 67 | 14 | 25.49% |
| Passenger Relations | 1,622 | 1,636 | 1,686 | 1,975 | 1,978 | 4 | 0.19% |
| TVM Maintenance/Revenue Collection | 3,675 | 4,752 | 4,473 | 4,929 | 6,035 | 1,107 | 22.45% |
| Marketing | 2,646 | 2,622 | 2,887 | 3,003 | 3,651 | 648 | 21.57% |
| Media & External Communications | 101 | 232 | 164 | 304 | 289 | (14) | -4.76% |
| Utilities/Leases | 2,913 | 2,538 | 2,370 | 2,704 | 2,843 | 139 | 5.15% |
| Transfers to Other Operators | 1,975 | 2,130 | 2,664 | 2,615 | 2,892 | 277 | 10.60% |
| Amtrak Transfers | 238 | 322 | 577 | 671 | 688 | 17 | 2.55% |
| Station Maintenance | 1,984 | 2,081 | 4,591 | 6,266 | 6,980 | 714 | 11.40% |
| Rail Agreements | 3,193 | 5,313 | 6,280 | 6,922 | 7,331 | 409 | 5.91% |
| Special Trains | 74 | - | 169 | 500 | - | (500) | -100.00% |
| Subtotal Operations & Services | 136,741 | 155,000 | 166,664 | 182,987 | 201,910 | 18,924 | 10.34% |
| Maintenance-of-Way MoW - Line Segments | 42,850 | 41,219 | 44,593 | 44,890 | 52,672 | 7,782 | 17.34% |
| MoW Labor & Benefits | , | | · · · · · · · · · · · · · · · · · · · | | | | 1.33% |
| Overhead MoW Expenses | 3,920 | 3,975 | 4,410 3,366 | 4,741 | 4,804 | 63 287 | 6.61% |
| MoW - Extraordinary Maintenance | 2,970 242 | 3,198 873 | 3,366 695 | 4,347 640 | 4,634 829 | 188 | 29.43% |
| Subtotal Maintenance-of-Way | 49,982 | 49,264 | 53,063 | 54,618 | 62,939 | 8,320 | 15.23% |
| Administration & Services | 10,002 | , | 00,000 | 0 1,010 | 02,000 | 0,020 | 10.2070 |
| Ops Salaries & Benefits | 15,107 | 15,144 | 16,922 | 17,764 | 19,553 | 1,789 | 10.07% |
| Ops Non-Labor Expenses | 7,594 | 8,616 | 9,023 | 11,613 | 11,713 | 99 | 0.86% |
| Indirect Administrative Expenses | 17,645 | 17,614 | 18,259 | 24,283 | 26,741 | 2,459 | 10.13% |
| Ops Professional Services | 2,276 | 1,786 | 1,573 | 2,654 | 2,175 | (479) | -18.06% |
| Subtotal Admin & Services | 42,622 | 43,161 | 45,776 | 56,314 | 60,182 | 3,868 | 6.87% |
| Contingency | - | 40 | - | 50 | 50 | - | 0.00% |
| Total Operating Expenses | 229,344 | 247,465 | 265,503 | 293,969 | 325,081 | 31,112 | 10.58% |
| Insurance and Legal | 40.6== | 40.400 | 4==== | 40.001 | 40.00: | (0.5-1) | 0.0-0. |
| Liability/Property/Auto | 12,857 | 13,406 | 15,598 | 19,201 | 18,804 | (397) | -2.07% |
| Net Claims / SI | (684) | 382 | 1,065 | 1,841 | 1,841 | - | 0.00% |
| Claims Administration Total Net Insurance and Legal | 1,708 | 1,935 15 723 | 1,949 | 2,196 | 2,206 | (386) | 0.48% |
| rotal Net Insurance and Legal | 13,880 | 15,723 | 18,612 | 23,237 | 22,851 | (386) | -1.66% |

| (\$000s) | FY 21-22 Actual | FY 22-23 Actual | FY 23-24 Actual | FY 24-25 Adopted | FY 25-26 Proposed | Variai FY26 Prop FY25 Ad | osed vs opted |
|--|--------------------|--------------------|--------------------|---------------------|----------------------|--------------------------------|------------------|
| | | | | Budget | Budget | \$ 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) | - | - | - | - | - | - | n/a |

Numbers may not foot due to rounding.
*Note: FY26 budgeted amounts for San Clemente will be available subsequent to FY25 year-end

FY26 Proposed Operating Budget by Member Agency

| (000's) | METRO | OCTA | RCTC | SBCTA | VCTC | TOTAL |
|---|--------------|----------|------------|----------|---------------------------------------|---|
| Operating Revenue | | | | | | |
| Farebox Revenue | 27,722 | 11,983 | 4,371 | 6,039 | 1,603 | 51,717 |
| Fare Reduction Subsidy | 244 | - | - | 164 | - | 408 |
| LCTOP Grant | 1,916 | 828 | 302 | 417 | 111 | 3,574 |
| Other Train Subsidies | 2,565 | - | - | - | - | 2,565 |
| Subtotal-Pro Forma FareBox | 32,447 | 12,811 | 4,673 | 6,620 | 1,714 | 58,265 |
| Dispatching | 1,135 | 713 | 19 | 135 | 254 | 2,257 |
| Other Revenues | 1,489 | 551 | 332 | 325 | 176 | 2,873 |
| MOW Revenues | 7,359 | 3,103 | 889 | 1,684 | 486 | 13,520 |
| Total Operating Revenue | 42,431 | 17,178 | 5.913 | 8,764 | 2,629 | 76,915 |
| Operating Expenses | 12,101 | , | 0,010 | 3,. 5 . | 2,020 | 7 0,0 10 |
| Operations & Services | | | | | | |
| Train Operators | 29,009 | 11,901 | 5,788 | 5,505 | 2,090 | 54,293 |
| Train Dispatch | 3,567 | 1,071 | 471 | 591 | 333 | 6,033 |
| Equipment Maintenance | 16,713 | 6,504 | 3,620 | 3,906 | 1,697 | 32,440 |
| Materials | 7,811 | 3,040 | 1,692 | 1,825 | 793 | 15,160 |
| Fuel | | • | | , | | • |
| | 17,007 | 6,977 | 3,393 | 3,228 | 1,225 | 31,831 |
| Non-Scheduled Rolling Stock Repairs | 67 | 25 | 13 | 15 | 5 | 125 |
| Operating Facilities Maintenance | 2,763 | 1,044 | 517 | 605 | 221 | 5,150 |
| Other Operating Train Services | 558 | 219 | 136 | 124 | 79 500 | 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 | 00,070 | 11,002 | 4,100 | 7,000 | 0,000 | 02,000 |
| 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 | | | | | 2,661 | |
| • | 12,686 | 4,608 | 3,979 | 2,808 | | 26,741 |
| Ops Professional Services Subtotal Admin & Services | 1,032 | 375 | 324 | 228 | 216 5 474 | 2,175 |
| Contingency | 29,019 24 | 10,791 | 8,600 7 | 6,298 | 5,474 | 60,182 |
| | | 64 229 | | 20.054 | 10.754 | 225 094 |
| Total Operating Expenses | 167,865 | 64,238 | 35,373 | 38,854 | 18,751 | 325,081 |
| Insurance and Legal | 40.00= | 6 6 4 6 | 4 000 | 004- | 225 | 40.00: |
| 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) |
| | (,) | (,) | (,000) | (,) | · · · · · · · · · · · · · · · · · · · | (=: 5,000) |

FY26 Proposed Operating Budget by Line

| (000's) | San | Ventura | Antelope | Riverside | Orange | IEOC | 91/PVL | TOTAL |
|--|----------------------|---------------------|-----------------|---------------------|----------------------|------------------------|-----------------|------------------------|
| | Bernardino | County | Valley | 1417010140 | County | .200 | 01/1 12 | IOIAL |
| Operating Revenue | | | | | | | | |
| Farebox Revenue | 14,452 | 4,263 | 9,482 | 2,880 | 11,822 | 4,392 | 4,427 | 51,717 |
| Fare Reduction Subsidy | 408 | - | - | - | - 047 | - | - | 408 |
| LCTOP Grant | 999 | 295 | 655 872 | 199 | 817 | 303 | 306 205 | 3,574 |
| Other Train Subsidies Subtotal-Pro Forma FareBox | 847 16,705 | 154 4,712 | 11,009 | 308 3,386 | 180 12,819 | 4,695 | 4,938 | 2,565 58,265 |
| Dispatching | 251 | 530 | 372 | 3,366 | 1,028 | 4,695 | 4,936 | 2,257 |
| Other Revenues | 631 | 382 | 593 | 231 | 390 | 327 | 318 | 2,873 |
| MOW Revenues | 3.965 | 1,513 | 3,412 | 263 | 2,025 | 1,398 | 945 | 13,520 |
| Total Operating Revenue | 21,552 | 7,137 | 15,387 | 3.886 | 16,261 | 6,447 | 6,245 | 76,915 |
| Operating Expenses | , | , - | | ,,,,,,, | ., | -, | | .,. |
| Operations & Services | | | | | | | | |
| Train Operators | 12,653 | 5,526 | 11,431 | 2,895 | 9,671 | 6,197 | 5,920 | 54,293 |
| Train Dispatch | 1,765 | 923 | 1,593 | 125 | 601 | 519 | 507 | 6,033 |
| Equipment Maintenance | 7,419 | 3,951 | 6,774 | 2,307 | 4,860 | 3,731 | 3,400 | 32,440 |
| Materials | 3,467 | 1,847 | 3,165 | 1,078 | 2,271 | 1,743 | 1,589 | 15,160 |
| Fuel | 7,418 | 3,240 | 6,702 | 1,697 | 5,670 | 3,633 | 3,471 | 31,831 |
| Non-Scheduled Rolling Stock Repairs | 30 | 13 | 27 | 8 | 20 | 14 | 12 | 125 |
| Operating Facilities Maintenance | 1,234 | 555 | 1,125 | 336 | 816 | 573 | 512 | 5,150 |
| Other Operating Train Services | 225 | 146 | 203 | 123 | 169 | 119 | 131 | 1,115 |
| Security - LA Sheriffs | 3,302 | 1,485 | 3,011 | 899 | 2,185 | 1,533 | 1,371 | 13,785 |
| Security - SB Sheriffs | 2,779 771 | - 070 | 954 | 282 | - | 216 | 13 | 3,290 |
| Security - Guards Supplemental Security | 771 | 878 21 | 46 | 792 14 | 503 57 | 646 21 | 1,138 21 | 5,682 251 |
| Public Safety Program | 10 | 11 | 12 | 10 | 6 | 8 | 9 | 67 |
| Passenger Relations | 581 | 173 | 351 | 100 | 383 | 211 | 180 | 1,978 |
| TVM Maintenance/Revenue Collection | 1,125 | 835 | 1,058 | 574 | 790 | 902 | 752 | 6,035 |
| Marketing | 1,077 | 315 | 648 | 182 | 711 | 388 | 330 | 3,651 |
| Media & External Communications | 42 | 48 | 52 | 43 | 28 | 35 | 41 | 289 |
| Utilities/Leases | 415 | 473 | 514 | 426 | 270 | 348 | 398 | 2,843 |
| Transfers to Other Operators | 882 | 253 | 646 | 136 | 652 | 70 | 253 | 2,892 |
| Amtrak Transfers | - | 250 | - | - | 438 | - | - | 688 |
| Station Maintenance | 2,103 | 984 | 1,596 | 415 | 1,217 | 11 | 654 | 6,980 |
| Rail Agreements | - | 950 | - | 2,205 | 1,213 | 1,259 | 1,704 | 7,331 |
| Special Trains | - | - | - | - | - | - | - | - |
| Subtotal Operations & Services | 47,367 | 22,877 | 39,906 | 14,646 | 32,530 | 22,177 | 22,406 | 201,910 |
| Maintenance-of-Way | 45 747 | 7 777 | 40.050 | 4 007 | 7 200 | 4 707 | 2.040 | 50.070 |
| MoW - Line Segments MoW Labor & Benefits | 15,717 1,393 | 7,777 796 | 12,653 1,097 | 1,207 | 7,302 646 | 4,767 495 | 3,248 317 | 52,672 4,804 |
| Overhead MoW Expenses | 1,282 | 790 | 1,097 | 60 71 | 630 | 495 | 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 | .5,0,4 | 5, 100 | .5,10-7 | .,-00 | 5,7 15 | 5,515 | 0,500 | 02,000 |
| Ops Salaries & Fringe Benefits | 2,853 | 3,250 | 3,531 | 2,929 | 1,860 | 2,391 | 2,739 | 19,553 |
| Ops Non-Labor Expenses | 2,459 | 1,402 | 2,326 | 944 | 1,833 | 1,386 | 1,362 | 11,713 |
| Indirect Administrative Expenses | 3,902 | 4,444 | 4,829 | 4,006 | 2,543 | 3,270 | 3,746 | 26,741 |
| Ops Professional Services | 317 | 361 | 393 | 326 | 207 | 266 | 305 | 2,175 |
| Subtotal Admin & Services | 9,531 | 9,457 | 11,079 | 8,205 | 6,443 | 7,314 | 8,153 | 60,182 |
| Contingency | 7 | 8 | 9 | 7 | 5 | 6 | 7 | 50 |
| Total Operating Expenses | 75,480 | 41,751 | 66,098 | 24,311 | 47,696 | 35,315 | 34,429 | 325,081 |
| Insurance and Legal | | | | | | | | |
| Liability/Property/Auto | 4,504 | 2,025 | 4,107 | 1,226 | 2,980 | 2,092 | 1,870 | 18,804 |
| Net Claims / SI | 441 | 198 | 402 | 120 | 292 | 205 | 183 | 1,841 |
| Claims Administration Subtotal Insurance and Legal | 528 5 473 | 238 | 482 | 144 1,490 | 350 3,621 | 245 | 219 | 2,206 |
| | 5,473 | 2,461 | 4,991 | , | , | 2,542 | 2,273 | 22,851 |
| Total Expense | 80,953 (59,401) | 44,212 (37,076) | 71,089 | 25,801 (21,915) | 51,318 (35,056) | 37,857 | 36,701 | 347,932 (271,017) |
| Loss 2028 Olympics Readiness | 160 | 183 | (55,702) | 165 | 105 | (31,411) 135 | (30,456) | 1,100 |
| CFR 245-246 | 96 | 80 | 199 | 55 | 54 | 56 | 58 | 500 |
| Outside 20' | 482 | 843 | 482 | 301 | 301 | 181 | 301 | 2,891 |
| Total Expense | 81,692 | 45,319 | 71,869 | 26,322 | 51,778 | 38,229 | 37,214 | 352,423 |
| Loss/Member Support Required | (60,140) | (38,182) | (56,482) | (22,436) | | | (30,969) | (275,508) |
| Lossimeniber Support Required | (00,140) | (30,102) | (30,402) | (22,436) | (35,517) | (31,782) | (30,303) | (213,508) |

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

Support by Member Agency

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

| Year-Over-Year Change | Total Support | METRO Share | OCTA Share | RCTC Share | SBCTA Share | VCTC Share |
|-----------------------|------------------|----------------|---------------|---------------|----------------|---------------|
| FY26 vs FY25 | Соррого | | | | | |
| \$ 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.



| SOUR TOP SOUR SUBJECT OF SOUR SOURCE | | | | | | | | | | | | | | |
|--|------|-------|-------|-------------|----------------|---|--|--------------|-----------|-----------|-----------|-----------|-----------|-------|
| Vertical Castery PREVAIL TATON (3.4) Vertical Castery Prevail | | TYPE | ROUTE | SUBDIVISION | ASSET TYPE | PROJECT | SCOPE | PROJECT COST | METRO | ОСТА | RCTC | SBCTA | VCTC | OTHER |
| Services, Agency SMI, Kanierhanes Contractors and Construction Contractors. ALL All Facilities MCTROLINK CAM EXPENSES FOR RECAL 2026 Perform rehalts work at All Union Statistion to address drainings and statistic and address drainings. Beeform rehalts work at All Union Statistics in address drainings. Beeform rehalts work at All Union Statistics and Ambieness and Statistics. Beeform rehalts work at All Union Statistics and Ambieness and Statistics. Beeform rehalts work at All Union Statistics. Beeform rehalts work and International Contract. Beeform rehalts | | Rehab | | | Communications | | 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 | \$456,000 | \$456,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Set | | | | | | | Services, Agency Staff, Maintenance Contractors and Construction | | | | | | | |
| ALL ALL ALL Train Control PTC TRACK DATABASE AND TECHNICAL SERVICES REHAB Copy is the PTC distablase 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 Metroline for poporty in 2015. The scope of work will include Phase 2 of reventing-reprogramming Corps is to it compliant with the latest cyber security protectors and SCRRA IOTS policies, including a major update so it is an apport an update and perform from Control (ITC) industry data model. This will require the Corpl Vendor to make the updates and perform Your And Postprotuction testing with SCRRA PTC staff. Additionally, as required with this overhaul any supporting tool (i.e. WatersWebersa, Arcfolis, SRI) or operating system updates will be completed. PTC utilizes IBM Engineering Workflow Management (Aka Jazz) to comply with CR Title 49 par 736 supporting configuration, Change, Discrepancy, RAS, Requirements, Records and Reporting program with the are security and database cribal 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 SCRA security and OITS policies Upgrade any scripting or configurations pre-deployment and post depolyment. T-CsUing -Upgrade BM Engineering Workflow Management and its related | 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. | \$1,700,000 | \$807,500 | \$336,600 | \$188,700 | \$244,800 | \$122,400 | \$0 |
| | 3065 | Rehab | ALL | All | Train Control | PTC TRACK DATABASE AND TECHNICAL SERVICES REHAB | Corgi is the PTC database manager, it's the interface used for geospatial data management of the track database. It has been in place since the PTC Integrator Vendor (I/V) project in 2012 and migration of PTC into revenue service on Metrolink property in 2015. The scope of work will include Phase 2 of rewriting/reprogramming Corgi so it it compliant with the latest cyber security protocols and SCRRA IDTS policies, including a major update so it can support an updated Interoperable Train Control (ITC) industry data model. This will require the Corgi Vendor to make the updates and perform DEV and Postproduction testing with SCRRA PTC staff. Additionally, as required with this overhaul any supporting tools (i.e. Wabtrax/Webtrax, ArcGIS, ESRI) or operating system updates will be completed. PTC utilizes IBM Engineering Workflow Management (aka Jazz) to comply with CFR Title 49 part 236 supporting Configuration, Change, Discrepancy, Risk, Requirements, Records and Reporting management. This application has been in place since 2016. This program now calls for a major software upgrade but there are security and database rehab dependencies that will need to be completed as part of this project. Scope of work: Migration of Database System from MSSQL to latest Oracle Enterprise Edition per SCRRA security and IDTS policies Upgrade any operating systems and security tools Update any scripting or configurations pre-deployment and post deployment Testing Upgrade IBM Engineering Workflow Management and its related | \$986,000 | \$468,350 | \$195,228 | \$109,446 | \$141,984 | \$70,992 | \$0 |

| PROJECT # | TYPE | ROUTE | SUBDIVISION | ASSET TYPE | PROJECT | SCOPE | PROJECT COST | METRO | ОСТА | RCTC | SBCTA | VCTC | OTHER |
|--------------|-------|-------|-------------|---------------------------------------|---|--|--------------|-------------|-------------|-------------------------|-------------|-----------|------------|
| 3085 | Rehab | ALL | All | Business Systems | EAM Software Optimization and future enhancements | Metrolink is focusing on improving its Transit Asset Management (TAM) best practices by leveraging the Trapeze EAM System and managing a single system of truth. As the utilization of the EAM system increases and the software evolves with each new version, staff anticipates system enhancements to continue, and business workflows to be further refined. One system improvement that is planned includes the delivery of the State of Good Repair (SGR) and Capital Planning module. This SGR module will make it easier for staff to monitor the progress towards the agency's SGR goals and to report reliability of assets and expand its ability to make improved capital investment decisions. This along with other planned system and process improvements are expected to add value and allow improved decision-making by the asset managers. These additional system improvements will require a commensurate level of asset management technical support, targeted training, and system implementation efforts. These resources will work in collaboration with each business unit to ensure asset strategies and objectives are being achieved. This includes leveraging data from the EAM System, which considers benefits and risks associated with each asset, rigorous assessment of asset conditions to guide lifecycle management, implementation of new asset management procedures, combining agency engineering and operational functional requirements. In addition, the agency is developing a new EAM Learning & Development Program and will require dedicated contracted support to deliver and execute the proposed framework. Which includes a comprehensive, centralized and effective training program that will meet the agency's training goals and objectives. Contracted support includes technical instructional designer and coordinators to support the Learning Management System implementation and to work collaboratively with our 3rd party vendors to ensure all training needs are met and the agency complies with all applicable federal rail administration regulations. | \$1,500,000 | \$712,500 | \$297,000 | \$166,500 | \$216,000 | \$108,000 | \$0 |
| 3146 | | ALL | All | Rolling Stock Information Technology | Rehab of End-User Equipment, Printers, and Conference Rooms | BUDGET REDUCED BY 50% FROM \$22M to \$11MM - SCOPE STILL TO BE REDUCED BY 50% • Continue to rebuild on remaining 33 Bombardier cars as next option orders • Extend lifecycle by 15 years • Upgrade Bombardier railcar onboard system for safety and convenience. ORIGINAL SCOPE ABOVE — SCOPE STILL NEEDS TO BE REDUCED. 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. | \$11,026,000 | \$5,237,350 | \$2,183,148 | \$1,223,886 \$53,946 | \$1,587,744 | \$793,872 | \$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 | ОСТА | 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: -Ties -Crossings -Special Trackwork -Ballast Specific work will include: Replacing 7546 feet of Rail Upgrading 1 crossing Replace 2 turnouts Ballast to support projects listed BUDGET DECREASED from \$6.8M to \$3.4 M; SCOPE NEEDS TO BE DECREASED. | \$3,408,000 | \$2,044,800 | \$0 | \$0 | \$1,363,200 | \$0 | \$0 |
| 3176 | Rehab | San Bernardino Line | San Gabriel | Structures | SOGR_FY26_SAN GABRIEL_STRUCTURES_CONSTRUCTION | San Gabriel (SG) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts -Tunnels Specific work will include: REPLACE (4) CULVERTS/BRIDGES THAT HAVE DESIGNED/ENVIRONMENTALLY CLEARED WITH FY-22 FUNDING Budget reduced by 25%; need to adjust descope. | \$4,875,000 | \$2,925,000 | \$0 | \$0 | \$1,950,000 | \$0 | \$0 |
| 3177 | Rehab | ALL | River | Train Control | SOGR_FY26_RIVER_SIGNAL | River (RV) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems UPGRADE (2) CONTROL POIINT HOUSE AND SIGNALS Budget reduced by 30%; need to adjust descope. | \$3,010,000 | \$1,429,750 | \$595,980 | \$334,110 | \$433,440 | \$216,720 | \$0 |
| 3178 | Rehab | ALL | River | Structures | SOGR_FY26_RIVER_STRUCTURES_DESIGN | River (RV) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts -Tunnels Specific work will include: River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges *DESIGN ONLY* Bridge load rating analysis updates, design and/or repair recommendations, and alternative analysis and environmental clearance Budget reduced by 35%; need to adjust descope. | | \$771,875 | \$321,750 | \$180,375 | \$234,000 | \$117,000 | \$0 |

| PROJECT # | TYPE | ROUTE | SUBDIVISION | ASSET TYPE | PROJECT | SCOPE | PROJECT COST | METRO | ОСТА | RCTC | SBCTA | VCTC | OTHER |
|--------------|-------|-------------------------|-------------------|---------------------------|--|---|--------------|-------------|-----------|-------------|-----------|-----------|-------|
| 3179 | Rehab | ALL | River | Track | SOGR_FY26_RIVER_TRACK | River (RV) Track Rehabilitation addresses five major components to sufficiently rehabilitate aging infrastructure and growing backlog: -Rail -Ties -Crossings -Special Trackwork -Ballast Specific work will include: REHAB (7) TURNOUTS Budget reduced by 35%; need to adjust descope. | \$2,893,000 | \$1,374,175 | \$572,814 | \$321,123 | \$416,592 | \$208,296 | \$0 |
| 3180 | Rehab | Perris Valley Line | San Jacinto (PVL) | Train Control | SOGR_FY26_PERRIS_VALLEY_SIGNAL | Perris Valley (PVL) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems Upgrade (3) VHLC Budget reduced by 35%; need to adjust scope. | \$2,018,000 | \$0 | \$0 | \$2,018,000 | \$0 | \$0 | \$0 |
| 3185 | Rehab | ALL | All | Information Technology | Rehab of Network Device Assets (Corporate and Train Control) | Replace Cisco Switches, Cisco Meraki Wireless Access Points and Palo Alto Firewalls that are reaching end of support BUDGET DECREASED by 8% from \$923K; SCOPE MAY NEED TO BE DECREASED. | \$850,000 | \$403,750 | \$168,300 | \$94,350 | \$122,400 | \$61,200 | \$0 |
| 3187 | Rehab | ALL | All | Information Technology | Upgrade of Metrolink Server Infrastructure Environment | Metrolink IDTS is planning on upgrading its server environment, moving away from a dependency of VMware and migrating towards Nutanix. | \$483,000 | \$229,425 | \$95,634 | \$53,613 | \$69,552 | \$34,776 | \$0 |
| 3205 | Rehab | Antelope Valley Line | Valley | Track | Sogr_fy26_VALLEY_TRACK | BUDGET DECREASED BY 38%; SCOPE STILL TO BE DECREASED ACCORDINGLY. Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: Rail Ties Crossings Special Trackwork Ballast Specific work will includes: TIES: 11,000 Wood Tie Replacement RAIL: 10,000ft of Rail to address curves BALLAST: Ballast to support projects listed. BUDGET DECREASED from \$9.7M to \$6.3M; SCOPE NEEDS TO BE ADJUSTED. | \$6,005,000 | \$6,005,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 3206 | Rehab | Antelope Valley Line | Valley | Structures | Sogr_Fy26_VALLEY_STRUCTURES_CONSTRUCTION | Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Construction funds for Valley Sub Structure repairs that will be designed with FY22 funds. This would address up to This would address up to 6 Structures of 10 on the Valley Sub that will be made Shovel-Ready with FY22 Design. These funds are needed due to construction cost escalation issues Metrolink has recently experienced. Budget reduced by 25%; need to adjust scope. | \$4,875,000 | \$4,875,000 | \$0 | \$0 | \$0 | \$0 | \$0 |

| PROJECT # | TYPE | ROUTE | SUBDIVISION | ASSET TYPE | PROJECT | SCOPE | PROJECT COST | METRO | ОСТА | RCTC | SBCTA | VCTC | OTHER |
|-----------|-------|-------------------------|-------------|---------------|--|---|--------------|-------------|-------------|------|-------|------|-------|
| 3207 | Rehab | Antelope Valley Line | Valley | Train Control | Sogr_FY26_VALLEY_SIGNAL | BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY. Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading Control Points (CP) and intermediates *Crossing systems - Upgrading crossings 1> 1 EL1A Upgrade (Construction Only) 2> 2 Crossings 3> 1 EL1A Upgrade 4> 1 VHLC Upgrade 5> 1 HB-DE Detector Upgrade BUDGET DECREASED from \$8.9M to \$4.475M; SCOPE NEEDS TO BE ADJUSTED. | \$4,475,000 | \$4,475,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 3208 | Rehab | Orange County Line | e 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 | e 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 | e 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 |

| TYPE | ROUTE | SUBDIVISION | ASSET TYPE | PROJECT | SCOPE | PROJECT COST | METRO | ОСТА | RCTC | SBCTA | VCTC | OTHER |
|-------|--|---|--|--|--|---|--|--|--|--|--|-------|
| Rehab | ALL | All | Train Control | FY26 Back-Office Train Control System Rehab | Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: 1) DOC/MOC/Vegas Servers 2) CAD Workstations and Monitors 3) CAD/BOS/MDM/IC3 4) Train Control Firewall, Routers and Switches | \$2,918,000 | \$1,386,050 | \$577,764 | \$323,898 | \$420,192 | \$210,096 | \$0 |
| Rehab | ALL | All | Non-Revenue Fleet | FY26 Systemwide MOW and Ops vehicle and equipment replacement | Replace MOW and Ops. vehicles that are beyond their useful life and no longer reliable to support rail operations. The amount is based on MRP. The vehicles and equipment replaced will be based on the availability of ZEV (Zero Emission Vehicles) and will replace fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. | \$3,135,000 | \$1,489,125 | \$620,730 | \$347,985 | \$451,440 | \$225,720 | \$0 |
| Rehab | ALL | All | Rolling Stock | Rotem HVAC Overhaul/Rebuild | Overhaul/rebuild on Hyundai Rotem HVAC units and controller box. Out-Of-Scope Repair as needed. | \$2,407,000 | \$1,143,325 | \$476,586 | \$267,177 | \$346,608 | \$173,304 | \$0 |
| Rehab | ALL | All | Train Control | FY26 ON-BOARD TRAIN CONTROL SYSTEMS REHAB | | \$2,500,000 | \$1,187,500 | \$495,000 | \$277,500 | \$360,000 | \$180,000 | \$0 |
| 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 |
| Rehab | ALL | All | Rolling Stock | F125 Intermediate Engine Overhaul | Engine overhaul - clean, inspect, and replace parts. Total 42 engines | \$15,072,000 | \$7,159,200 | \$2,984,256 | \$1,672,992 | \$2,170,368 | \$1,085,184 | \$0 |
| Rehab | ALL | All | Rolling Stock | Metrolink Communication System Overhaul | Communication System Power Supply Install (fleet-wide) Interior destination screens Control Unit Upgrade Side Destination Screen Control Unit Upgrade Car built-in conductor PA. | \$1,001,000 | \$475,475 | \$198,198 | \$111,111 | \$144,144 | \$72,072 | \$0 |
| Rehab | ALL | All | Rolling Stock | Car End-Door System Improvement | Improvement in passengers' comfort in opening end-door of Bombardier & Talgo-SYSTRA cars. New design on the end-door mechanism. All legacy Bombardier car and Talgo-SYSTRA car. | \$454,000 | \$215,650 | \$89,892 | \$50,394 | \$65,376 | \$32,688 | \$0 |
| 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 |
| | Rehab Rehab Rehab Rehab Rehab Rehab | Rehab ALL Rehab ALL Rehab ALL Rehab ALL Rehab ALL | Rehab ALL AII Rehab ALL AII | Rehab ALL All Non-Revenue Fleet Rehab ALL All Rolling Stock Rehab ALL All Rolling Stock | Rehab ALL All Rolling Stock Rotem HVAC Overhaul/Rebuild Rehab ALL All Rolling Stock Rotem Door Overhaul Data Logging Door Control Panel Rehab ALL All Rolling Stock Rotem Door Overhaul Data Logging Door Control Panel Rehab ALL All Rolling Stock F125 Intermediate Engine Overhaul Rehab ALL All Rolling Stock Metrolink Communication System Overhaul Rehab ALL All Rolling Stock Car End-Door System Improvement | Rehab ALL All Train Control PY26 Back-Office Train Control System Rehab Systemwide Train Control Systems Rehabilitation addresses PTC. Centralized Train Control Systems and equipment to sufficiently rehabilitation expire international action for discussion on aged assets and standard life. Train Control Standard Replace See the Institute earlight of Mountstations and Monitors 31 (AD/805/MDM/C3 4) Train Control Firewall, Routers and Switches (See the Institute earlight of Mountstations and Monitors 31 (AD/805/MDM/C3 4) Train Control Firewall, Routers and Switches that are beyond their useful life and no longer reliable to support rail operations. The amount is based on Hill? The whitches and equipment replaced will be based on Hill the based on Hill the whitches and equipment replaced will be based on Hill the whitches and equipment replaced will be based on Hill the whitches and equipment replaced will be based on Hill the whitches and equipment replaced will be based on Hill the whitches and equipment replaced will be based on Hill the whitches and equipment replaced will be based on Hill the whitches and equipment replaced will be based on Hill the whitches and equipment replaced will be based on Hill the whitches and equipment replaced will be based on Hill the whitches and equipment replaced will be based on Hill the whitches and equipment replaced will be based on Hill the whitches and equipment replaced will be based on Hill the whitches and equipment replaced will be based on Hill the whitches and equipment replaced will be based on Hill the Based on | Rehab ALL All Frain Control PY28 Back-Office Train Control System Rehab Systemwide Train Control Systems Rehabilitation addresses PTC, Centralization Systems and equipment to sufficiently rehabilitation section for discussion on aged assets and standard life. Train Control Systems and equipment to sufficiently rehabilitation section for discussion on aged assets and standard life. Train Control Systems Membrane Systems and Switches 1) DOC/MOC/Vegas Servers. 1) DOC/MOC/Vegas Servers | Rehab AL All Rolling Stock Overhaul/Rebuild ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Door Control Parel Rehab ALL All Rolling Stock Roten Door Overhaul Data Logging Rot | Rehab AL All Train Control PV26 Rack Office Train Control System Rehab | Rehab AL Al Part Control Pr26 Dax-OFfice Train Control System Rehab System/Rehabilitation addresses PTC, Centralidate Train Control Systems and equipment to sufficiently inclinately and proportion of an army proportion of the Control Systems and equipment to sufficiently inclinately and province backs, general grown backs, general and control to be based of proportion of the Control Part of System Rehabilitation and management and equipment to sufficiently and proportion of the Control Part of System Rehabilitation and province backs, general and equipment to sufficiently and proportion of the Control Part of System Rehabilitation and Management and Equipment to Systems Rehabilitation and Systems and Americans (Systems Rehabilitation and Systems Rehabilitation Rehabilitation and Systems Rehabilitation Rehabilit | Rehab AL All Fron Control Page Notes and Security Control Systems (Control Systems and equipment to subflicating the security of the Control Systems (Control Systems and equipment to subflicating the Control Systems (Control Systems and equipment to subflicating the Control Systems (Control Systems and equipment to subflicating the Control Systems (Control Systems and equipment to subflicating the Control Systems and equipment to subflicating the Control Systems (Control Systems and Systems and Systems (Control Systems and Systems and Systems (Control Systems and Systems and Systems and Systems (Control Systems and Systems and Systems and Systems (Control Systems and Systems and Systems and Systems and Systems and Systems (Control Systems and S | Part |

| PROJECT # | TYPE | ROUTE | SUBDIVISION | ASSET TYPE | PROJECT | SCOPE | PROJECT COST | METRO | ОСТА | RCTC | SBCTA | VCTC | OTHER |
|--------------|-------|-------------------------|-------------|------------------------|---|---|--------------|-------------|-------------|-------------|-------------|-----------|-------|
| 3242 | Rehab | ALL | All | Information Technology | MOW - Rolling Stock Trapeze | EAM Application – Role: Administrator to support EAM Application. In support of the Agency's EAM efforts and system wide roll out of Trapeze, IT requires consultant support until a permanent position is filled. This initial funding will cover approximately two years of FTE support. A. As an administrator of EAM application, support all user groups that uses different modules of application. B. Dispatch Operations team – Major and minor schedule changes, equipment cycles, training to new dispatch team members, refresher training and any issues related dispatching of trips. Also helps with Incident management module by automating Delay creation, entering new Delay codes, retiring existing delay codes etc. C. Mechanical (Rolling stock) team – Helps Rolling stock team with equipment maintenance like PM (Preventive Maintenance) and Repair work orders. Setting new PM schedules, changes to existing schedules, new reports, and training. Helps Alstom team with any issues related to EAM application. D. Material management team – Helps materials team with Inventory counts, reports and any issue with application, receiving and PO interfaces. E. Facilities team – Helps Facilities team with PM schedules, Asset configuration, parent-child relation setups and any issues with Mobile focus app. F. MOW (Maintenance of Way) Team – Communications and Structures team are recently gone live with EAM application. Helps these team with any issues with PM work orders, general application issues and training. | \$414,000 | \$196,650 | \$81,972 | \$45,954 | \$59,616 | \$29,808 | \$0 |
| 3246 | Rehab | Antelope Valley Line | Valley | Structures | Sogr_fy26_valley_tunnel 25 design | BUDGET DECREASED BY 8%; SCOPE STILL TO BE DECREASED ACCORDINGLY. Tunnel 25 Track and Drainage improvements (TO BE FILLED IN WHEN FEASIBILITY STUDY IS COMPLETE). Need \$5M upfront for geo test testing/drilling, and design for slab track section. The total project cost will be around \$40M. BUDGET DECREASED from \$5M to \$4.6M; SCOPE MAY NEED TO BE ADJUSTED. | \$4,600,000 | \$4,600,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 3266 | Rehab | ALL | All | Rolling Stock | Hyundai-Rotem Railcar Overhaul | BUDGET DECREASED BY 60%; SCOPE STILL TO BE DECREASED ACCORDINGLY. • General overhaul on board system such as truck, brake system, coupler, diaphragm, windows, restroom, rubber floor, exterior scheme, next generation door engine, etc. • Upgrades onboard system - convenience outlet at every seat, door obstacle detection system, etc. BUDGET DECREASED from \$25M to \$10M; SCOPE NEEDS TO BE ADJUSTED. | \$10,008,000 | \$4,753,800 | \$1,981,584 | \$1,110,888 | \$1,441,152 | \$720,576 | \$0 |
| 3268 | Rehab | ALL | All | Track | SOGR_FY26_SYSTEMWIDE TRACK REHABILITATION_Rail Grinding/Surfacing | Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program (~\$1.5M) - Surfacing Program to restore track profiles and cross sections (~\$2M) - Vac Truck: Cleaning fouled ballast at select systemwide (~\$1.5M) | \$5,000,000 | \$2,375,000 | \$990,000 | \$555,000 | \$720,000 | \$360,000 | \$0 |

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

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



CONLEYD PROJECT# 2858.0

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

SCOPE TYPE: REHAB | MRP |

Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:

- Positive Train Control (PTC) systems
- Centralized train control systems
- Communication Back-haul systems
- Customer Information Systems
- Video Surveillance and Security Systems
- Voice Communication Systems
- System Power Components
- Shelter Environmental Subsystems

Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.

Mile Posts: 441.24 - 460.8

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION

SCRRA's communications systems infrastructure has evolved over the past 30 years, which requires changes in technology. Much of SCRRA's infrastructure has aged to the point of its useful life, is obsolete or is no longer supported by its manufacturer. SCRRA's long-term goal is to upgrade and replace existing infrastructure to not only maintain a good state of repair, but to enhance its communications systems to stay at the forefront of available technologies. FY25 Ventura (LA) Comm Project was not funded, so there is a funding need to maintain SoGR.

RISK CREATED BY NON-IMPLEMENTATION

The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents.

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

RANKING // PROJECT READINESS

- 1. Condition of Asset..... Marginal
- 2. System Impact..... Low

| | 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 | \$59,000 | | | 1 | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 | | | |
| ENVIRONMENTAL | \$0 | | | | | | | | | | | |
| ROW ACQUISITION | \$0 | | | 1 | | | | | | | | |
| | | | | 2027 | \$34,200 | \$34,200 | \$34,200 | \$34,200 | \$136,800 | | | |
| MATERIAL | \$110,000 | | | | | | | | | | | |
| CONSTRUCTION | \$200,000 | | | | | | | | | | | |
| | | | | 2028 | \$45,600 | \$45,600 | \$45,600 | \$45,600 | \$182,400 | | | |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$34,200 | \$34,200 | \$34,200 | \$34,200 | \$136,800 | | | |
| CLOSE OUT | \$0 | | | | | | | | | | | |
| DBE/LABOR | \$5,000 | | | | | | | | | | | |
| | | | | 2030 | \$0 | \$0 | \$0 | \$0 | \$0 | | | |
| PROJECT MANAGEMENT | | | | | | | | | | | | |
| * P.M STAFF | \$42,000 | | | | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 | | | |
| * SUPPORT STAFF | \$14,000 | | | | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | | | | |
| | | | | | is constructed b | | | | | | | |
| CONTINGENCY | \$26,000 | | | project may | anagement offic | e. 1st year = 5% | %; 2nd year = 3 | 5%; 3rd year = | 30%; 4th | | | |
| TOTAL | \$456,000 | | | year – 307 | 70 | | | | | | | |



SMITHL PROJECT#

PROJECT: METROLINK CAM EXPENSES FOR FISCAL 2026

SCOPE TYPE: REHAB | NON-MRP |

Perform rehab work at LA Union Station to address drainage issues, upgrade lighting to LED, landscape refurbishment, upgrade safety and security elements at the stations, and modernize plumbing. This is year 3 of the agreed \$5,000,000 over 3 years. Future years to be negotiated.

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

OBJECTIVES RISKS CAUSING PROJECT DELAY 1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership

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

JUSTIFICATION RANKING // PROJECT READINESS

Short pay CAM expenses from FY 2019 to current -Pay current station share of rehab 1. Condition of Asset..... Worn costs for the use of Union Station.

- 2. System Impact..... Average

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

RISK CREATED BY NON-IMPLEMENTATION

Failure to implement improvements can lead to lead station vulnerability, additional co in utilities and subcontractor.

Current Age: 101 Veer(e) Standard Lifespan: 0 Voor(s

| Current Age: 124 Year(s) | Standard Lifespan: 0 Yea | ar(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> | TOTAL |
| DESIGN | \$0 | | | 1 | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$1,360,000 | \$1,360,000 |
| ENVIRONMENTAL | \$0 | | | 1 | | | | | |
| ROW ACQUISITION | \$0 | | | 1 | | | | | |
| | | | | 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 | | | | | | | | |
| DBE/LABOR | \$14,000 | | | | | | | | |
| | | | | 2030 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$5,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$15,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| | | | | | is constructed ba | | | | |
| CONTINGENCY | \$66,000 | | | project ma = 30% | anagement office | e. 1st year = 5% | ; 2nd year = 3 | 5%; 3rd year = 3 | 80%; 4th year |
| TOTAL | \$1,700,000 | | | - 30/0 | | | | | |



ARMASE PROJECT# 306

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.

- -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

-Upgrade IBM Engineering Workflow Management and its related program artifacts to the latest version & Validation. This may require hardware updates upon assessment once project is ready to start. Support from SCRRA's internal IT will be required as these programs reside on the SCRRA IT infrastructure. PTC Staff and consultants would provide additional support.

Mile Posts: n/a Division: All County: ALL Asset Type: Train Control

RISKS CAUSING PROJECT DELAY 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
- (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
- 4. (Goal 4: Retain and Grow Ridership) Improve service reliability

JUSTIFICATION

To remain compliant with the latest regulatory, security, and industry standards the PTC applications of Corgi and IBM Engineering Workflow Management and their infrastructure require rehab. This will also support the state of good repair, as Corgi supports PTC track database changes tied to rehabilitation, capital and third-party projects. It also supports any PTC database changes tied to to PTC efficiency and smart projects (i.e., WCNSS, EO-PTC), including interoperable operations. IBM Engineering Workflow Management is the program projects and putting changes into service. used to support the regulatory required PTC configuration revision control measures and record keeping.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... Low

This does not directly impact service, but it can impact the ability to deliver

RISK CREATED BY NON-IMPLEMENTATION

Unable to support any project delivery projects or capital projects that require PTC track database updates and support any updates to interoperable operations. Unable to remain complaint with security and regulatory requirements impacting the configuration revision control measures in place for PTC. Potential cyber security exposure without required updates in place.

| Current Age: 12 Year(s) | Standard Lifespan: 7 Ye | ear(s) | | | | | | | |
|-------------------------|-------------------------|--------|-----|-----------|------------------|----------------|------------------|---------------|------------|
| | Bl | JDGET | | | | 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 | \$0 | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 2027 | \$123,250 | \$123,250 | \$123,250 | \$123,250 | \$493,000 |
| MATERIAL | \$200,000 | | | | | | | | |
| CONSTRUCTION | \$0 | | | 2020 | 6422.250 | 6422.250 | 6422.250 | 6422.250 | ć 402 000 |
| CDECIAL DAIL FOLLID | | | | 2028 | \$123,250 | \$123,250 | \$123,250 | \$123,250 | \$493,000 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| FLAGGING | \$0 | | | | | | 4 | | 4.4 |
| BUS BRIDGES | \$0 | | | 2029 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CLOSE OUT | \$0. | | | | | | | | |
| DBE/LABOR | \$8,000 | | | | | | | | |
| | | | | 2030 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$16,000 | | | | | | | | |
| l., | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$84,000 | | | | | | | | |
| * CONSULTANT | \$588,000 | | | | | | | | |
| | | | | Cash Flow | v is constructed | based on overa | all % of project | completion as | determined |
| CONTINGENCY | \$90,000 | | | | t management o | | | | |
| TOTAL | \$986,000 | | | year = 30 | % | | | | |
| | 7, | | | | | | | | |

FY26

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 asset 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 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 Division: All County: ALL Asset Type: Business Systems

OBJECTIVES

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

JUSTIFICATION

TOTAL

In 2021, Metrolink began optimizing and building out the Enterprise Asset Management (EAM) System that was suffering from lack of attention and funding deficits. Since this time, the agency has been able to consolidate siloed asset management systems into a single system of record establishing a consistent and solid asset foundation, based upon high quality data, and improved business workflows. This has led to business units being able to capture asset maintenance records and asset condition data to make more informed decisions over an asset life cycle. It's important to continue these investments in the EAM System and maintain the agency's assets in a State of Good Repair (SGR). A key limitation noted in a recent 2023 Federal Transit Administration sponsored TAM Best Practices assessment; identified the need for the agency to continue to enhance its EAM System and establish formal, data driven condition based support tools so that decisions are made while considering the full life-cycle costs. The agency is responding to these findings and is currently working on implementing a Rail Friction Management decision support tool on a pilot basis that will prioritize rail segments to improve grinding and recommend optimal grinding strategies for segments and routes to maximize asset life extension leading to cost savings. The output from this pilot will also provide the agency with unique decay curves that can be input into the EAM System SGR module when implemented. However, the Facilities, Rolling Stock and Maintenance of Way departments will require a commensurate level of technical support to deliver data analytics, refined business processes, condition and risk frameworks that take into consideration calculated rankings to drive prioritization and actionable projects. Furthermore, the business units will benefit from technical support as they work towards delivering their asset class strategies. The added technical support will also be utilized to acquire necessary business requirements for future EAM System enhancements, providing data science and analytics, creating and reporting Key Performance Indicators, assisting with application programming interfaces improving business processes, and working in collaboration with the EAM Learning & Development Team to ensure all applicable functional application training is delivered in compliance with CFR requirements. Ultimately this technical support will be instrumental in enhancing the agency's asset management capabilities, and create greater efficiency, accuracy, and standardization in asset management processes and maximizing the potential of the Trapeze

RISK CREATED BY NON-IMPLEMENTATION

The risk of not continuing to improve the agency's asset management practices and its primary decision support tool could lead to poorly understood risks, excessive maintenance and capital costs, and noncompliance with federal Current Age: 125 Year(s) Standard Lifespan: 0 Year(s)

\$1.500.000

RISKS CAUSING PROJECT DELAY

RANKING // PROJECT READINESS

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

| | E | BUDGET | | | | C/ | ASH 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 | \$600,000 | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 2027 | \$56,250 | \$56,250 | \$56,250 | \$56,250 | \$225,000 |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$0 | | | | | | | | |
| <u> </u> | | | | 2028 | \$131,250 | \$131,250 | \$131,250 | \$131,250 | \$525,000 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| | \$0 | | | | 4404.050 | 4404.050 | 4404.050 | 4404.050 | 4505.000 |
| BUS BRIDGES | Ş0 | | | 2029 | \$131,250 | \$131,250 | \$131,250 | \$131,250 | \$525,000 |
| CLOSE OUT | \$0 | | | | | | | | |
| DBE/LABOR | \$15,000 | | | 2030 | \$56,250 | \$56,250 | ĆEC 250 | \$56,250 | \$225,000 |
| PROJECT MANAGEMENT | | | | 2030 | \$30,230 | \$30,230 | \$56,250 | \$30,230 | \$225,000 |
| * P.M STAFF | \$139,000 | | | | | | | | |
| F.WISTAIT | \$133,000 | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | 2031 | 50 | ŞÜ | ŞÜ | ŞO | ŞÜ |
| * SUPPORT STAFF * CONSULTANT | \$585,000 | | | | | | | | |
| 20.1302 | \$303,000 | | | Cash Flow | is constructed ba | sed on overall | % of project con | npletion as deter | mined by project |
| CONTINGENCY | \$112,000 | | | | ent office. 1st ye | | | | |
| CONTINUENCE | 3112,000 | | | | 20070 | | , 5, 5, 6, 6 | ,, | |



FY26HAD PROJECT# 3105.00

PROJECT: BOMBARDIER RAILCAR REBUILD (EP199-19)

SCOPE TYPE: REHAB | MRP |

BUDGET REDUCED BY 50% FROM \$22M to \$11MM - SCOPE STILL TO BE REDUCED BY 50%

- · Continue to rebuild on remaining 33 Bombardier cars as next option orders
- Extend lifecycle by 15 years

OBJECTIVES

• Upgrade Bombardier railcar onboard system for safety and convenience.

ORIGINAL SCOPE ABOVE - SCOPE STILL NEEDS TO BE REDUCED.

Mile Posts: n/a Division: All County: ALL Asset Type: Rolling Stock

(Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

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

JUSTIFICATION • SCRRA has 1st generation Bombardier car in 88 quantities that was delivered back 1992. All these 88 cars Almost 30 years degraded conditions.

- Multiple OEM parts that are obsolete.
- FTA recommended life-cycle extension program.
- \$59M is to complete remaining 33 cars with FY25 of \$23.6M EP199-19 contractor (Talgo-SYSTRA) is confirming the delivery schedule of the last car to be delivered to LA before 2028 LA Olympic.

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 28 Year(s) Standard Lifespan: 30 Year(s

RANKING // PROJECT READINESS

RISKS CAUSING PROJECT DELAY

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

| Current Age: 28 Year(s) | Standard Lifespan: 30 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 | \$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 | | | | | | | | | | | |
| * P.M STAFF | \$324,000 | | | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| * SUPPORT STAFF | \$140,000 | | | | | | | | | | |
| * CONSULTANT | \$534,000 | | | | | | | | | | |
| | | | | | w is constructed | | | • | 1 | | |
| CONTINGENCY | \$1,003,000 | | | | nanagement off | ice. 1st year = | 5%; 2nd year = | 35%; 3rd year | = 30%; 4th | | |
| TOTAL | \$11,026,000 | | | year = 30 | J70 | | | | | | |



GROSMANV PROJECT#

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

SCOPE TYPE: REHAB | NON-MRP

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

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

OBJECTIVES

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

JUSTIFICATION

TOTAL

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

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

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

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

RANKING // PROJECT READINESS

RISKS CAUSING PROJECT DELAY

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

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

RISK CREATED BY NON-IMPLEMENTATION

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

\$486,000

| unsupported systems may not | receive critical securit | y updates. | | | | | | | |
|-----------------------------|--------------------------|------------|-----|------------|------------------|-------------------|------------------|----------------|---------------|
| Current Age: 11 Year(s) S | tandard Lifespan: 6 Ye | ear(s) | | | | | | | |
| | BUD | GET | | | | 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 | | | 1 | | | | | |
| ROW ACQUISITION | \$0 | | | 1 | | | | | |
| | | | | 2027 | \$60,750 | \$60,750 | \$60,750 | \$60,750 | \$243,000 |
| MATERIAL | \$433,000 | | | | | | | | |
| CONSTRUCTION | \$0 | | | 1 | | | | | |
| | | | | 2028 | \$60,750 | \$60,750 | \$60,750 | \$60,750 | \$243,000 |
| SPECIAL RAIL EQUIP | \$0 | | | 1 | | | | | |
| FLAGGING | \$0 | | | 1 | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CLOSE OUT | \$0 | | | 1 | | | | | |
| DBE/LABOR | \$4,000 | | | 1 | | | | | |
| | | | | 2030 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT MANAGEMENT | | | | 1 | | | | | |
| * P.M STAFF | \$14,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$11,000 | | | 1 | | | | | |
| * CONSULTANT | \$0 | | | 1 | | | | | |
| | | | | Cash Flow | is constructed I | pased on overal | l % of project c | ompletion as o | determined |
| CONTINGENCY | \$24,000 | | | | management o | ffice. 1st year : | = 5%; 2nd year | = 35%; 3rd yea | ır = 30%; 4th |
| | | | | year = 309 | 6 | | | | |

AZEVEDOA PROJECT# 3165.00

PROJECT: FY26 SYSTEMWIDE TRACK MEASUREMENT SYSTEMS

SCOPE TYPE: REHAB | MRP |

Condition assessments, and measurement systems for Track, Track components, and also Systemwide Asset Management, MRP Updates, and SGR Planning and reporting.

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

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION RANKING // PROJECT READINESS

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

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

This can be started upon funding execution because this work requires mostly professional services from Metrolink's available Engineering On-Call Contracts.

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 100 Year(s) Standard Lifespan: 50 Year(s)

| | BUD | GET | | | | 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 | \$0 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 2027 | \$37,500 | \$37,500 | \$37,500 | \$37,500 | \$150,000 |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$0 | | | | | | | | |
| | | | | 2028 | \$131,250 | \$131,250 | \$131,250 | \$131,250 | \$525,000 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| FLAGGING | \$50,000 | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$131,250 | \$131,250 | \$131,250 | \$131,250 | \$525,000 |
| CLOSE OUT | \$0 | | | | | | | | |
| DBE/LABOR | \$15,000 | | | | | | | | |
| | | | | 2030 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$300,000 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$175,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$23,000 | | | | | | | | |
| * CONSULTANT | \$100,000 | | | | | | | | |
| | | | | | is constructed l | | | • | |
| CONTINGENCY | \$137,000 | | | project m vear = 30 | anagement offic | e. 1st year = 59 | %; 2nd year = 3! | 5%; 3rd year = 3 | 30%; 4th |
| TOTAL | \$1,500,000 | | | year = 30 | 70 | | | | |



LOPEZS PROJECT# 3

PROJECT: SOGR_FY26_VENTURA (VC)_TRACK

TYPE: REHAB | MRP | SCOPE

BUDGET DECREASED BY 70%; SCOPE STILL TO BE DECREASED ACCORDINGLY.

Ventura Sub (VC) Track Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings

Specific Work will include:

3,000 Ties; 1 Road Crossing

BUDGET DECREASED from \$2,606K to \$781K; SCOPE STILL TO BE DECREASED ACCORDINGLY.

Mile Posts: 426.4 - 441.24

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION RANKING // PROJECT READINESS

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

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

| | BUDGET | | | CASH FLOW | | | | | | | | |
|--------------------|-----------|-------|-----|---------------------|-------------------|------------------|----------------|------------------|-------------|--|--|--|
| | AMOUNT | START | END | | | | | | | | | |
| 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 | \$19,525 | \$19,525 | \$19,525 | \$19,525 | \$78,100 | | | |
| MATERIAL | \$320,000 | | | | | | | | | | | |
| CONSTRUCTION | \$225,000 | | | | | | | | | | | |
| | | | | 2028 | \$68,338 | \$68,338 | \$68,338 | \$68,336 | \$273,350 | | | |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | | | | |
| FLAGGING | \$20,000 | | | | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$68,338 | \$68,338 | \$68,338 | \$68,336 | \$273,350 | | | |
| CLOSE OUT | \$0 | | | | | | | | | | | |
| DBE/LABOR | \$5,000 | | | | | | | | | | | |
| | | | | 2030 | \$39,050 | \$39,050 | \$39,050 | \$39,050 | \$156,200 | | | |
| PROJECT MANAGEMENT | | | | | | | | | | | | |
| * P.M STAFF | \$56,000 | | | | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 | | | |
| * SUPPORT STAFF | \$15,000 | | | | | | | | | | | |
| * CONSULTANT | \$69,000 | | | | | | | | | | | |
| | | | | | is constructed ba | | | • | | | | |
| CONTINGENCY | \$71,000 | | | project ma = 30% | nagement office | . 1st year = 5%; | 2nd year = 35% | 6; 3rd year = 30 | %; 4th year | | | |
| TOTAL | \$781,000 | | | _ 30/0 | | | | | | | | |



LOPEZS PROJECT# 3167.00

PROJECT: SOGR_FY26_VENTURA (VC)_STRUCTURES_DESIGN

SCOPE TYPE: REHAB | MRP |

Ventura (VC) Sub Structures Design addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
-Bridges

-Culverts

-Tunnels

Specific work will include:

Update Bridge Load Ratings for Bridges on Ventura Sub in Ventura County

Design and Environmental Clearance for 5 culverts in Ventura County

Budget reduced by 25%; need to adjust descope.

Mile Posts: 426.4 - 441.24

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

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION Structures Design identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The design needs have been identified because the

fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 101 Year(s) Standard Lifespan: 100 Year(s)

| Current Age: 101 Year(s) | Standard Lifespan: 100 Y | rear(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 | \$645,000 | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 2027 | \$19,325 | \$19,325 | \$19,325 | \$19,325 | \$77,300 |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$0 | | | | | | | | |
| | | | | 2028 | \$67,638 | \$67,638 | \$67,638 | \$67,636 | \$270,550 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$67,638 | \$67,638 | \$67,638 | \$67,636 | \$270,550 |
| CLOSE OUT | \$0 | | | | | | | | |
| 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 | | | | | | | | |
| | | | | | is constructed ba | | | | |
| CONTINGENCY | \$71,000 | | | project ma = 30% | nagement office | . 1st year = 5% | ; 2nd year = 359 | %; 3rd year = 30 | %; 4th year |
| TOTAL | \$773,000 | | | = 30% | | | | | |



LOPEZS PROJECT#

PROJECT: SOGR_FY26_VENTURA (VC)_SIGNAL

TYPE: REHAB | MRP SCOPE

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

- Signal systems
- Crossing systems

Specific Work will include Upgrading control points and crossings

Budget reduced by 35%; NEED TO ADJUST SCOPE.

Mile Posts: 426.4 - 441.26 Division: Ventura - VC County County: VN Asset Type: Train Control

RISKS CAUSING PROJECT DELAY OBJECTIVES 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents **JUSTIFICATION RANKING // PROJECT READINESS** Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP)1. Condition of Asset..... Worn

includes signal systems and Crossing systems. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and

industry standards.

RISK CREATED BY NON-IMPLEMENTATION

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

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

- 2. System Impact..... High

| | BUDGET | | | | | CASH | l FLOW | | |
|--------------------|-------------|-------|-----|------------|----------------|------------------|----------------|----------------|---------------|
| | AMOUNT | START | END | | | | | | |
| CONTRACT PACKAGING | \$0 | | | <u>FY</u> | <u>Q1</u> | <u>Q2</u> | <u>Q3</u> | <u>Q4</u> | TOTAL |
| DESIGN | \$235,000 | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | 1 | | | | | |
| ROW ACQUISITION | \$0 | | | 1 | | | | | |
| | | | | 2027 | \$40,160 | \$40,160 | \$40,160 | \$40,160 | \$160,640 |
| MATERIAL | \$650,000 | | | 1 | | | | | |
| CONSTRUCTION | \$650,000 | | | 1 | | | | | |
| | | | | 2028 | \$100,400 | \$100,400 | \$100,400 | \$100,400 | \$401,600 |
| SPECIAL RAIL EQUIP | \$0 | | | 1 | | | | | |
| FLAGGING | \$34,000 | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$165,660 | \$165,660 | \$165,660 | \$165,660 | \$662,640 |
| CLOSE OUT | \$0 | | | | | | | | |
| DBE/LABOR | \$10,000 | | | | | | | | |
| | | | | 2030 | \$140,560 | \$140,560 | \$140,560 | \$140,560 | \$562,240 |
| PROJECT MANAGEMENT | | | | 1 | | | | | |
| * P.M STAFF | \$177,000 | | | | | | | | |
| | | | | 2031 | \$55,220 | \$55,220 | \$55,220 | \$55,220 | \$220,880 |
| * SUPPORT STAFF | \$21,000 | | | 1 | | | | | |
| * CONSULTANT | \$48,000 | | | 1 | | | | | |
| | | | | | is constructed | | | • | |
| CONTINGENCY | \$183,000 | | | | t management o | office. 1st year | = 5%; 2nd year | = 35%; 3rd yea | ır = 30%; 4th |
| TOTAL | \$2,008,000 | | | year = 309 | 7 0 | | | | |



EY26
LOPEZS PROJECT# 3172.00

PROJECT: SOGR_FY26_VENTURA (LA)_STRUCTURES_DESIGN

SCOPE TYPE: REHAB | MRP |

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

-Culverts

-Tunnels

Specific work will include:

Design and Environmental Clearance for 5 culverts in LA County

Design for 3 Bridges in LA County

Budget reduced by 45%; need to adjust descope.

Mile Posts: 441.24 - 426.39

Division: Ventura - LA County County: LA Asset Type: Structures

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION RANKING // PROJECT READINESS

Structures Design identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The design needs have been identified because the assets have

fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.

1. Condition of Asset..... Worn

System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 101 Year(s) Standard Lifespan: 100 Year(s

| | BUDGET | | | CASH FLOW | | | | | | | |
|--------------------|-------------|-------|-----|---------------------|------------------|------------------|------------------|------------------|--------------|--|--|
| | AMOUNT | START | END | | | | | | | | |
| 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 | \$0 | | |
| ENVIRONMENTAL | \$0 | | | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | | | |
| | | | | 2027 | \$31,875 | \$31,875 | \$31,875 | \$31,875 | \$127,500 | | |
| MATERIAL | \$0 | | | | | | | | | | |
| CONSTRUCTION | \$0 | | | | | | | | | | |
| | | | | 2028 | \$111,562 | \$111,562 | \$111,562 | \$111,564 | \$446,250 | | |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | | | |
| FLAGGING | \$10,000 | | | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$111,562 | \$111,562 | \$111,562 | \$111,564 | \$446,250 | | |
| CLOSE OUT | \$0 | | | | | | | | | | |
| DBE/LABOR | \$10,000 | | | | | | | | | | |
| | | | | 2030 | \$63,750 | \$63,750 | \$63,750 | \$63,750 | \$255,000 | | |
| PROJECT MANAGEMENT | | | | | | | | | | | |
| * P.M STAFF | \$102,000 | | | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| * SUPPORT STAFF | \$21,000 | | | | | | | | | | |
| * CONSULTANT | \$16,000 | | | | | | | | | | |
| | | | | | is constructed b | | | | | | |
| CONTINGENCY | \$116,000 | | | project ma = 30% | anagement office | e. 1st year = 5% | 5; 2nd year = 35 | %; 3rd year = 30 |)%; 4th year | | |
| TOTAL | \$1,275,000 | | | - 30/0 | | | | | | | |



ROBLESSAU PROJECT#

PROJECT: SOGR_FY26_SAN GABRIEL_SIGNAL

SCOPE TYPE: REHAB | MRP |

BUDGET DECREASED BY 65%; SCOPE STILL TO BE DECREASED ACCORDINGLY.

San Gabriel (SG) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems

(7) VHLC (3) Crossings

Mile Posts: 1.08 - 57.66

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

OBJECTIVES RISKS CAUSING PROJECT DELAY 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair

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

JUSTIFICATION

The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

\$32,000

\$550,000

\$403,000

\$4,425,000

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

* SUPPORT STAFF

* CONSULTANT

CONTINGENCY TOTAL

Current Age: 30 Year(s) Standard Lifespan: 20 Year(s)

Current Age: 33 Year(s) Standard Lifespan: 20 Year(s)

| Current Age: 33 Year(s) | Standard Lifespan: 20 Y | 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 | \$600,000 | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 2027 | \$88,500 | \$88,500 | \$88,500 | \$88,500 | \$354,000 |
| MATERIAL | \$1,100,000 | | | | | | | | |
| CONSTRUCTION | \$1,300,000 | | | | | | | | |
| | | | | 2028 | \$221,250 | \$221,250 | \$221,250 | \$221,250 | \$885,000 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| FLAGGING | \$45,000 | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$365,062 | \$365,062 | \$365,062 | \$365,064 | \$1,460,250 |
| CLOSE OUT | \$0 | | | | | | | | |
| DBE/LABOR | \$10,000 | | | | | | | | |
| | | | | 2030 | \$309,750 | \$309,750 | \$309,750 | \$309,750 | \$1,239,000 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$385,000 | | | | | | | | |
| | | | | 2031 | \$121,688 | \$121,688 | \$121,688 | \$121,686 | \$486,750 |

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



FY26
ROBLESSAU PROJECT# 3174.00

PROJECT: SOGR_FY26_SAN GABRIEL_TRACK

SCOPE TYPE: REHAB | MRP

BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.

San Gabriel (SG) Track Rehabilitation addresses five major components to sufficeiently rehabilitate aging infrastructure and growing backlog:

-Ties

- ries -Crossings

-Special Trackwork

-Special -Ballast

Specific work will include:

Replacing 7546 feet of Rail

Upgrading 1 crossing

Replace 2 turnouts

Ballast to support projects listed

Mile Posts: 3.73 - 57.66 Division: San Gabriel County: LA / SB Asset Type: Track

OBJECTIVES

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

JUSTIFICATION

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

Current Age: 125 Year(s) Standard Lifespan: 0 Year(s)

RISKS CAUSING PROJECT DELAY

- RANKING // PROJECT READINESS
 1. Condition of Asset...... Worn
- 2. System Impact..... High
- 1. Condition of Asset..... Worn
- 2. System Impact..... High

| | 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> | TOTAL |
| DESIGN | \$150,000 | | | • | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 2027 | \$85,200 | \$85,200 | \$85,200 | \$85,200 | \$340,800 |
| MATERIAL | \$450,000 | | | | | | | | |
| CONSTRUCTION | \$1,900,000 | | | | | | | | |
| | | | | 2028 | \$298,200 | \$298,200 | \$298,200 | \$298,200 | \$1,192,800 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| FLAGGING | \$60,000 | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$298,200 | \$298,200 | \$298,200 | \$298,200 | \$1,192,800 |
| CLOSE OUT | \$0 | | | | | | | | |
| DBE/LABOR | \$10,000 | | | | | | | | |
| | | | | 2030 | \$170,400 | \$170,400 | \$170,400 | \$170,400 | \$681,600 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$200,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$28,000 | | | | | | | | |
| * CONSULTANT | \$300,000 | | | | | | | | |
| | | | | | is constructed l | | | | |
| CONTINGENCY | \$310,000 | | | ' ' | anagement offic | ce. 1st year = 59 | %; 2nd year = 3 | 5%; 3rd year = | 30%; 4th |
| TOTAL | \$3,408,000 | | | year = 309 | 70 | | | | |



ROBLESSAU PROJECT# 3176.00

PROJECT: SOGR_FY26_SAN GABRIEL_STRUCTURES_CONSTRUCTION

SCOPE TYPE: REHAB | MRP |

San Gabriel (SG) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
-Bridges

-Culverts

-Tunnels

Specific work will include: Mile Posts: 1.08 - 57.66

Division: San Gabriel County: LA / SB Asset Type: Structures

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

 Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because The assets have fallen below the State of Good Repair and require rehabilitation

based on limits set by SCRRA staff and industry standards. RISK CREATED BY NON-IMPLEMENTATION

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

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

- **RANKING // PROJECT READINESS**
- Condition of Asset..... Worn
 System Impact..... High
- 1. Condition of Asset..... Worn
- 2. System Impact..... High

| | 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 | \$75,000 | | | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| ENVIRONMENTAL | \$0 | | | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | | | |
| | | | | 2027 | \$182,812 | \$182,812 | \$182,812 | \$182,814 | \$731,250 | | |
| MATERIAL | \$0 | | | | | | | | | | |
| CONSTRUCTION | \$3,000,000 | | | | | | | | | | |
| | | | | 2028 | \$548,438 | \$548,438 | \$548,438 | \$548,436 | \$2,193,750 | | |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | | | |
| FLAGGING | \$250,000 | | | | | | | | | | |
| BUS BRIDGES | \$25,000 | | | 2029 | \$365,625 | \$365,625 | \$365,625 | \$365,625 | \$1,462,500 | | |
| CLOSE OUT | \$10,000 | | | | | | | | | | |
| DBE/LABOR | \$14,000 | | | | | | | | | | |
| | | | | 2030 | \$121,875 | \$121,875 | \$121,875 | \$121,875 | \$487,500 | | |
| PROJECT MANAGEMENT | | | | | | | | | | | |
| * P.M STAFF | \$487,000 | | | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| * SUPPORT STAFF | \$70,000 | | | | | | | | | | |
| * CONSULTANT | \$500,000 | | | | | | | | | | |
| | | | | | is constructed b | | | | | | |
| CONTINGENCY | \$444,000 | | | project m = 30% | anagement offic | e. 1st year = 5% | %; 2nd year = 35 | 5%; 3rd year = 3 | 30%; 4th year | | |
| TOTAL | \$4,875,000 | | | - 30/0 | | | | | | | |



OBJECTIVES

PROJECT PROPOSAL

ROBLESSAU PROJECT# 3177.00

PROJECT: SOGR_FY26_RIVER_SIGNAL

SCOPE TYPE: REHAB | MRP |

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

Budget reduced by 30%: need to adjust descone

Mile Posts: 1 - 481.9

Division: River County: ALL Asset Type: Train Control

RISKS CAUSING PROJECT DELAY

JUSTIFICATION RANKING // PROJECT READINESS

The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

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

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

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

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

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 33 Year(s) Standard Lifespan: 25 Year(s

| Current Age: 33 Year(s) | Standard Lifespan: 25 Yea | ar(ŧ | | | | | | |
|---------------------------------------|---------------------------|-----------|--------------------|------------------|------------------|------------------|------------------|--------------|
| | 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> | TOTAL |
| DESIGN | \$280,000 | | | | | | | |
| | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | |
| · · · · · · · · · · · · · · · · · · · | | | 2027 | \$60,200 | \$60,200 | \$60,200 | \$60,200 | \$240,800 |
| MATERIAL | \$750,000 | | | | | | | |
| CONSTRUCTION | \$1,200,000 | | | | | | | |
| | | | 2028 | \$150,500 | \$150,500 | \$150,500 | \$150,500 | \$602,000 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | |
| FLAGGING | \$23,000 | | | | | | | |
| BUS BRIDGES | \$0 | | 2029 | \$248,325 | \$248,325 | \$248,325 | \$248,325 | \$993,300 |
| CLOSE OUT | \$0 | | | | | | | |
| DBE/LABOR | \$15,000 | | | | | | | |
| | | | 2030 | \$210,700 | \$210,700 | \$210,700 | \$210,700 | \$842,800 |
| PROJECT MANAGEMENT | | | | | | | | |
| * P.M STAFF | \$140,000 | | | | | | | |
| | | | 2031 | \$82,775 | \$82,775 | \$82,775 | \$82,775 | \$331,100 |
| * SUPPORT STAFF | \$28,000 | | | | | | | |
| * CONSULTANT | \$300,000 | | | | | | | |
| | | | | is constructed b | | | • | |
| CONTINGENCY | \$274,000 | | project m = 30% | anagement offic | e. 1st year = 5% | %; 2nd year = 35 | 5%; 3rd year = 3 | U%; 4th year |
| TOTAL | \$3,010,000 | | 33,3 | | | | | |



ROBLESSAU PROJECT#

PROJECT: SOGR_FY26_RIVER_STRUCTURES_DESIGN

SCOPE TYPE: REHAB | MRP |

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

-Bridges

-Culverts

-Tunnels

Specific work will include:

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

ONILV* Pridas load rating analysis undates, design and/or rangir recomm Division: River County: ALL Asset Type: Structures

Mile Posts: 0.8 - 484.9

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION

Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because the assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RISK CREATED BY NON-IMPLEMENTATION

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

RANKING // PROJECT READINESS

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

| | 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> | TOTAL |
| DESIGN | \$800,000 | | | | | | | | |
| | | | | 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 | | | | | | | | |
| 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 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$140,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$35,000 | | | | | | | | |
| * CONSULTANT | \$150,000 | | | | | | | | |
| | | | | | is constructed b | | | • | |
| CONTINGENCY | \$148,000 | | | year = 309 | t management o % | mice. 1st year : | = 5%; 2nd year | = 35%; 3ra year | = 30%; 4th |
| TOTAL | \$1,625,000 | | | , | | | | | |



ROBLESSAU PROJECT#

PROJECT: SOGR_FY26_RIVER_TRACK

SCOPE TYPE: REHAB | MRP |

River (RV) Track Rehabilitation addresses five major components to sufficiently rehabilitate aging infrastructure and growing backlog:

Rail, Ties, Crossings, Special Track Work, Ballast

Mile Posts: .70 - 484.9 Division: River County: ALL Asset Type: Track

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION

TOTAL

Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified

because the assets have fallen below a State of Good Repair and require rehabilitatio 1. Condition of Asset..... Worn based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

\$2,893,000

| Current Age: 33 Year(s) | Standard Lifespan: 25 Yea | r(ŧ | | | | | | | |
|-------------------------|---------------------------|-------|-----|--------------------|------------------|------------------|------------------|-----------------|---------------|
| | BUDGET | | | | | CASH | I 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 | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 2027 | \$72,325 | \$72,325 | \$72,325 | \$72,325 | \$289,300 |
| MATERIAL | \$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 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$50,000 | | | | | | | | |
| * CONSULTANT | \$275,000 | | | | | | | | |
| | | | | | is constructed b | | | | |
| CONTINGENCY | \$263,000 | | | project m = 30% | anagement offic | e. 1st year = 5% | 6; 2nd year = 35 | %; 3rd year = 3 | 30%; 4th year |
| TOTAL | ¢2 802 000 | | | _ 3070 | | | | | |



ROBLESSAU PROJECT# 3180.00

PROJECT: SOGR_FY26_PERRIS_VALLEY_SIGNAL

SCOPE TYPE: REHAB | MRP |

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

Budget reduced by 35%: need to adjust scope.

Mile Posts: 65 - 85

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

RISKS CAUSING PROJECT DELAY OBJECTIVES 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents **JUSTIFICATION RANKING // PROJECT READINESS** The need has been identified because the assets have fallen below a State of 1. Condition of Asset..... Worn Good Repair and require rehabilitation based on limits set by SCRRA staff and 2. System Impact..... High industry standards. 1. Condition of Asset..... Worn 2. System Impact..... High RISK CREATED BY NON-IMPLEMENTATION Location may fail which will cause train delays and possible safety issues. Current Age: 26 Year(s) Standard Lifespan: 30 Year(s)

| | BUDGET | | | | | CASH | IFLOW | | |
|--------------------|-------------|-------|-----|--------------------|------------------|------------------|-----------|------------------|--------------|
| | 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 | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 2027 | \$40,360 | \$40,360 | \$40,360 | \$40,360 | \$161,440 |
| MATERIAL | \$500,000 | | | | | | | | |
| CONSTRUCTION | \$600,000 | | | | | | | | |
| | | | | 2028 | \$100,900 | \$100,900 | \$100,900 | \$100,900 | \$403,600 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| FLAGGING | \$19,000 | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$166,485 | \$166,485 | \$166,485 | \$166,485 | \$665,940 |
| CLOSE OUT | \$0 | | | | | | | | |
| DBE/LABOR | \$15,000 | | | | | | | | |
| | | | | 2030 | \$141,260 | \$141,260 | \$141,260 | \$141,260 | \$565,040 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$175,000 | | | | | | | | |
| | | | | 2031 | \$55,495 | \$55,495 | \$55,495 | \$55,495 | \$221,980 |
| * SUPPORT STAFF | \$25,000 | | | | | | | | |
| * CONSULTANT | \$200,000 | | | | | | | | |
| | | | | | is constructed b | | | | |
| CONTINGENCY | \$184,000 | | | project m = 30% | anagement offic | e. 1st year = 5% | %; | 5%; 3rd year = 3 | u%; 4th year |
| TOTAL | \$2,018,000 | | | | | | | | |



Mile Posts: n/a

PROJECT PROPOSAL

PEREZO PROJECT#

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

SCOPE TYPE: REHAB | MRP |

Replace Cisco Switches, Cisco Meraki Wireless Access Points and Palo Alto Firewalls that are reaching end of support

BUDGET DECREASED by 8% from \$923K; SCOPE MAY NEED TO BE DECREASED.

RISKS CAUSING PROJECT DELAY OBJECTIVES

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

- 2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
- 3. (Goal 4: Retain and Grow Ridership) Increase system utilization
- 4. (Goal 3: Invest in People and Assets) Reduce employee turnover

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

JUSTIFICATION RANKING // PROJECT READINESS

Metrolink IDTS has invested in many assets that are and are nearing end of support and will b 1. Condition of Asset..... Marginal no longer be supported by the manufacturer and will not have the desired functionality and efficiency. The assets are as follows: a) Cisco Switches b) Cisco Meraki Wireless Access Points c) Palo Alto Firewalls and related network equipment.

2. System Impact..... High

The network devices requested comprise the network infrastructure of Metrolink. Any issues with these devices will create service outages

Division: All County: ALL Asset Type: Information Technology

RISK CREATED BY NON-IMPLEMENTATION

The risk of not funding this project are: 1. Network devices will not have the current software patches and firmware and will make Metrolink vulnerable to cybersecurity attacks 2. Network devices will no longer be support by the manufacturer and will not have any support should we encounter issues with the network devices. 3. We will no longer have any replacement warranty for the devices should they fail.

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

| | BUDGET | | | | | 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 | \$0 | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 2027 | \$106,250 | \$106,250 | \$106,250 | \$106,250 | \$425,000 |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$753,000 | | | | | | | | |
| | | | | 2028 | \$106,250 | \$106,250 | \$106,250 | \$106,250 | \$425,000 |
| 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 | \$0 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| | | | | | w is constructed | | | • | |
| CONTINGENCY | \$78,000 | | | by project vear = 30 | ct management o | office. 1st year | = 5%; 2nd year | = 35%; 3rd yea | ar = 30%; 4th |
| TOTAL | \$850,000 | | | year = 30 | ,,, | | | | |



PEREZO PROJECT#

PROJECT: UPGRADE OF METROLINK SERVER INFRASTRUCTURE ENVIRONMENT

SCOPE TYPE: REHAB | MRP |

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

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

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

TOTAL

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

JUSTIFICATION

RISK CREATED BY NON-IMPLEMENTATION

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

\$483,000

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

RANKING // PROJECT READINESS

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

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

| Current Age: 124 Year(s) | Standard Lifespan: U 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> | 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 | | | | | | | | |
| 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 | | | | | | | | |
| | | | | | is constructed b | | | | |
| CONTINGENCY | \$44,000 | | | by project | management of | ffice. 1st year = | 5%; 2nd year = | = 35%; 3rd year | = 30%; 4th |

year = 30%



KURIAJ PROJECT# 3205.0

PROJECT: SOGR_FY26_VALLEY_TRACK

SCOPE TYPE: REHAB | MRP |

BUDGET DECREASED BY 38%; SCOPE STILL TO BE DECREASED ACCORDINGLY.

Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work will includes:

TIES: 11,000 Wood Tie Replacement RAIL: 10,000ft of Rail to address curves BALLAST: Ballast to support projects listed.

Mile Posts: 3.67 - 76.63

Division: Valley County: LA Asset Type: Track

OBJECTIVES

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

JUSTIFICATION

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

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

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

RISK CREATED BY NON-IMPLEMENTATION

RISKS CAUSING PROJECT DELAY

RANKING // PROJECT READINESS

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

| | 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 | \$45,000 | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 2027 | \$150,125 | \$150,125 | \$150,125 | \$150,125 | \$600,500 |
| MATERIAL | \$900,000 | | | | | | | | |
| CONSTRUCTION | \$3,000,000 | | | | | | | | |
| | | | | 2028 | \$525,438 | \$525,438 | \$525,438 | \$525,436 | \$2,101,750 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| FLAGGING | \$800,000 | | | | | | | | |
| BUS BRIDGES | \$45,000 | | | 2029 | \$525,438 | \$525,438 | \$525,438 | \$525,436 | \$2,101,750 |
| CLOSE OUT | \$8,000 | | | | | | | | |
| DBE/LABOR | \$15,000 | | | | | | | | |
| | | | | 2030 | \$300,250 | \$300,250 | \$300,250 | \$300,250 | \$1,201,000 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$315,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$35,000 | | | | | | | | |
| * CONSULTANT | \$296,000 | | | | | | | | |
| | | | | | is constructed b | | | • | |
| CONTINGENCY | \$546,000 | | | | anagement office | e. 1st year = 5% | s; 2nd year = 35 | %; 3rd year = 3 | 0%; 4th year |
| TOTAL | \$6,005,000 | | | = 30% | | | | | |



KURIAJ PROJECT:

PROJECT: SOGR_FY26_VALLEY_STRUCTURES_CONSTRUCTION

SCOPE TYPE: REHAB | MRP |

Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Bridges
- Culverts

TOTAL

Tunnels

Specific work will include:

Construction funds for Valley Sub Structure repairs that will be designed with FY22 funds. This would address up to This would address up to 6 Structures of 10 on the Valley Sub that will be made Shovel-Ready with FY22 Design.

These funds are needed due to construction cost escalation issues Metrolink has recently experienced.

Budget reduced by 25%; need to adjust scope.

Mile Posts: 3.67 - 76.63

Division: Valley County: LA Asset Type: Structures

RISKS CAUSING PROJECT DELAY OBJECTIVES

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

JUSTIFICATION **RANKING // PROJECT READINESS**

Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes

Bridges, Culverts and Tunnels. The need has been identified because the assets have

fallen below s State of Good Repair and are in need of rehabilitation based on limits

by SCRRA staff and industry standards.

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

\$4,875,000

Current Age: 121 Veer(e) Standard Lifeanan: 100 Veer(a)

| Current Age: 121 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> | TOTAL |
| DESIGN | \$75,000 | | | 1 | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | 1 | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 2027 | \$182,812 | \$182,812 | \$182,812 | \$182,814 | \$731,250 |
| MATERIAL | \$0 | | | 1 | | | | | |
| CONSTRUCTION | \$3,000,000 | | | | | | | | |
| | | | | 2028 | \$548,438 | \$548,438 | \$548,438 | \$548,436 | \$2,193,750 |
| SPECIAL RAIL EQUIP | \$0 | | | 1 | | | | | |
| FLAGGING | \$250,000 | | | 1 | | | | | |
| BUS BRIDGES | \$25,000 | | | 2029 | \$365,625 | \$365,625 | \$365,625 | \$365,625 | \$1,462,500 |
| CLOSE OUT | \$10,000 | | | 1 | | | | | |
| DBE/LABOR | \$14,000 | | | | | | | | |
| | | | | 2030 | \$121,875 | \$121,875 | \$121,875 | \$121,875 | \$487,500 |
| PROJECT MANAGEMENT | | | | 1 | | | | | |
| * P.M STAFF | \$487,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$70,000 | | | | | | | | |
| * CONSULTANT | \$500,000 | | | | | | | | |
| | | | | | v is constructed b | | | • | |
| CONTINGENCY | \$444,000 | | | project m year = 30 | ianagement offic % | e. 1st year = 5 | %; 2nd year = 3 | 5%; 3rd year = | 30%; 4th |
| TOTAL | Ć4 07E 000 | | | , cai - 30 | , u | | | | |



KURIAJ PROJECT#

PROJECT: SOGR_FY26_VALLEY_SIGNAL

SCOPE TYPE: REHAB | MRP

BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.

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

*Signal system - Upgrading Control Points (CP) and intermediates

*Crossing systems - Upgrading crossings

1> 1 EL1A Upgrade (Construction Only)

2> 2 Crossings

3> 1 EL1A Upgrade

4> 1 VHLC Upgrade

5> 1 HB-DE Detector Upgrade

Mile Posts: 3.67 - 76.63

Division: Valley County: LA Asset Type: Train Control

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION

The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

| | BUDGET | | | 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 | \$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 | | | | | | | | | | |
| CONSTRUCTION | \$1,300,000 | | | | | | | | | | |
| | | | | 2028 | \$223,750 | \$223,750 | \$223,750 | \$223,750 | \$895,000 | | |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | | | |
| FLAGGING | \$50,000 | | | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$369,188 | \$369,188 | \$369,188 | \$369,186 | \$1,476,750 | | |
| CLOSE OUT | \$0 | | | | | | | | | | |
| DBE/LABOR | \$10,000 | | | | | | | | | | |
| | | | | 2030 | \$313,250 | \$313,250 | \$313,250 | \$313,250 | \$1,253,000 | | |
| PROJECT MANAGEMENT | | | | | | | | | | | |
| * P.M STAFF | \$388,000 | | | | | | | | | | |
| | | | | 2031 | \$123,062 | \$123,062 | \$123,062 | \$123,064 | \$492,250 | | |
| * SUPPORT STAFF | \$35,000 | | | | | | | | | | |
| * CONSULTANT | \$560,000 | | | | | | | | | | |
| | | | | | is constructed b | | | • | | | |
| CONTINGENCY | \$407,000 | | | project ma 30% | anagement office | e. 1st year = 5% | ; 2nd year = 359 | %; 3rd year = 30 |)%; 4th year = | | |
| TOTAL | \$4,475,000 | | | 0070 | | | | | | | |



KURIAJ PROJECT#

PROJECT: SOGR_FY26_ORANGE_SIGNAL

TYPE: REHAB | MRP | SCOPE

Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog:

*Signal system - Upgrading Control Points (CP), intermediates and HT Switches

- *Crossing systems Upgrading crossings
- 1> Control Point VHLC Upgrade
- 2> Intermediates Signals
- 3> Hand Throw Switches
- 4> Crossings

Budget reduced by 30%; need to adjust scope.

Mile Posts: 165.08 - 207.4

Division: Orange County: OC Asset Type: Train Control

RISKS CAUSING PROJECT DELAY OBJECTIVES

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

RANKING // PROJECT READINESS JUSTIFICATION

The need has been identified because the assets have fallen below a State of Good 1. Condition of Asset..... Worn Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

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

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

| | BUDGET | | | CASH FLOW | | | | | | | |
|--------------------|-------------|-------|-----|-----------|----------------|------------------|------------------|---------------|---------------|--|--|
| | AMOUNT | START | END | | | | | | | | |
| CONTRACT PACKAGING | \$735,000 | | | <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 | \$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 | is constructed | based on overa | all % of project | completion as | determined | | |
| CONTINGENCY | \$669,000 | | | | t management o | office. 1st year | = 5%; 2nd year | = 35%; 3rd ye | ar = 30%; 4th | | |
| TOTAL | \$7,350,000 | | | year = 30 | % 0 | | | | | | |



KURIAJ PROJECT#

PROJECT: SOGR_FY26_ORANGE_STRUCTURES_CONSTRUCTION

SCOPE TYPE: REHAB | MRP |

Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Bridges
- Culverts
- Tunnels

TOTAL

Specific work will include Mile Posts: 165.08 - 207.4

Division: Orange County: OC Asset Type: Structures

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION RANKING // PROJECT READINESS

Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes 1. Condition of Asset..... Worn Bridges, Culverts, and Tunnels. The need has been identified because the assets hav 2. System Impact...... High fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

\$3,750,000

RISK CREATED BY NON-IMPLEMENTATION

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

101 Vaar(a) Ctandard Lifeanan, 100 Veer

| Current Age: 121 Year(s) | Standard Lifespan: 100 Y | ear(: | | | | | | | |
|--------------------------|--------------------------|-------|-----|-----------|------------------|------------------|------------------|------------------|---------------|
| | 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 | \$60,000 | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 2027 | \$140,625 | \$140,625 | \$140,625 | \$140,625 | \$562,500 |
| MATERIAL | \$125,000 | | | | | | | | |
| 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 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$35,000 | | | | | | | | |
| * CONSULTANT | \$375,000 | | | | | | | | |
| | | | | | is constructed b | | | • | - |
| CONTINGENCY | \$341,000 | | | project m | anagement offic | e. 1st year = 5% | 6; 2nd year = 35 | 5%; 3rd year = 3 | 30%; 4th year |

= 30%



FY26
KURIAJ PROJECT# 3212.00

PROJECT: SOGR_FY26_ORANGE_TRACK

SCOPE TYPE: REHAB | MRP

Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail

- Ties

- Crossings

- Special Trackwork

- Ballast

Specific work will includes:

RAIL:

Upgrade 115# to 136# Rail Tangent North Rail (Approx. 15,000 LF)

SPECIAL TRACKWORK:

2 - #20 turnouts

BALLAST:

Ballast to support projects listed.

Mile Posts: 165.08 - 207.4 Division: Orange County: OC Asset Type: Track

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

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

JUSTIFICATION

TOTAL

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

\$5,363,000

Current Age: 101 Year(s) Standard Lifespan: 60 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 | \$150,000 | | | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| ENVIRONMENTAL | \$0 | | | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | | | |
| | | | | 2027 | \$134,075 | \$134,075 | \$134,075 | \$134,075 | \$536,300 | | |
| MATERIAL | \$775,000 | | | | | | | | | | |
| CONSTRUCTION | \$3,000,000 | | | | | | | | | | |
| | | | | 2028 | \$469,262 | \$469,262 | \$469,262 | \$469,264 | \$1,877,050 | | |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | | | |
| FLAGGING | \$125,000 | | | | | | | | | | |
| BUS BRIDGES | \$25,000 | | | 2029 | \$469,262 | \$469,262 | \$469,262 | \$469,264 | \$1,877,050 | | |
| CLOSE OUT | \$10,000 | | | | | | | | | | |
| DBE/LABOR | \$15,000 | | | | | | | | | | |
| | | | | 2030 | \$268,150 | \$268,150 | \$268,150 | \$268,150 | \$1,072,600 | | |
| PROJECT MANAGEMENT | | | | | | | | | | | |
| * P.M STAFF | \$245,000 | | | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| * SUPPORT STAFF | \$75,000 | | | | | | | | | | |
| * CONSULTANT | \$455,000 | | | | | | | | | | |
| | | | | Cash Flow | is constructed I | based on overal | I % of project c | ompletion as o | etermined by | | |
| CONTINGENCY | \$488,000 | | | . , | anagement offic | ce. 1st year = 59 | %; 2nd year = 3 | 5%; 3rd year = | 30%; 4th | | |
| TOTAL | ¢5 363 000 | | | year = 309 | % | | | | | | |



FERNANDEZK PROJECT#

PROJECT: FY26 BACK-OFFICE TRAIN CONTROL SYSTEM REHAB

TYPE: REHAB | MRP | SCOPE

Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life.

Train Control Back Office:

1) DOC/MOC/Vegas Servers

2) CAD Workstations and Monitors Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and Centralized train control systems and equipment. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards. Some of the PTC hardware is already 10 years old and some of the design was 5 years earlier than that. The office element consists mainly of computers (servers, field laptops, etc.) that date back to 2011, 2012. Mission critical computers are usually rehabbed every 5 years. Our onboard and wayside cellular systems that were implemented back in 2012 were state of the art 3G systems that will be unsupported and completely sun-setted by the Telco companies.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

| Current Age: 124 Year(s) | Standard Lifespan: 0 Yea | 1(5 | | | | | | | | | | |
|--------------------------|--------------------------|-------|-----|-----------|------------------|------------------|------------------|-----------------|--------------|--|--|--|
| | 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 | | | | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 | | | |
| ENVIRONMENTAL | \$0 | | | | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | | | | |
| | | | | 2027 | \$109,425 | \$109,425 | \$109,425 | \$109,425 | \$437,700 | | | |
| MATERIAL | \$1,700,000 | | | | | | | | | | | |
| CONSTRUCTION | \$0 | | | | | | | | | | | |
| | | | | 2028 | \$364,750 | \$364,750 | \$364,750 | \$364,750 | \$1,459,000 | | | |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$145,900 | \$145,900 | \$145,900 | \$145,900 | \$583,600 | | | |
| CLOSE OUT | \$0 | | | | | | | | | | | |
| DBE/LABOR | \$8,000 | | | | | | | | | | | |
| | | | | 2030 | \$109,425 | \$109,425 | \$109,425 | \$109,425 | \$437,700 | | | |
| PROJECT MANAGEMENT | | | | | | | | | | | | |
| * P.M STAFF | \$105,000 | | | | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 | | | |
| * SUPPORT STAFF | \$53,000 | | | | | | | | | | | |
| * CONSULTANT | \$613,000 | | | | | | | | | | | |
| | | | | | is constructed b | | | | | | | |
| CONTINGENCY | \$139,000 | | | | anagement office | e. 1st year = 5% | 5; 2nd year = 35 | %; 3rd year = 3 | 0%; 4th year | | | |
| TOTAL | \$2,918,000 | | | = 30% | | | | | | | | |



<u>FY26</u>

POGHOSYANE PROJECT# 3226.00

PROJECT: FY26 SYSTEMWIDE MOW AND OPS VEHICLE AND EQUIPMENT REPLACEMENT

SCOPE TYPE: REHAB | MRP |

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

Mile Posts: n/a Division: All County: ALL Asset Type: Non-Revenue Fleet

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION

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

Budget includes annual increase in alignment with MRP.

RANKING // PROJECT READINESS

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

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

| | BUDGET | | | 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 | \$156,750 | \$156,750 | \$156,750 | \$156,750 | \$627,000 | | |
| MATERIAL | \$0 | | | | | | | | | | |
| CONSTRUCTION | \$0 | | | | | | | | | | |
| | | | | 2028 | \$235,125 | \$235,125 | \$235,125 | \$235,125 | \$940,500 | | |
| SPECIAL RAIL EQUIP | \$2,800,000 | | | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$391,875 | \$391,875 | \$391,875 | \$391,875 | \$1,567,500 | | |
| CLOSE OUT | \$0 | | | | | | | | | | |
| DBE/LABOR | \$11,000 | | | | | | | | | | |
| | | | | 2030 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| PROJECT MANAGEMENT | | | | | | | | | | | |
| * P.M STAFF | \$70,000 | | | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| * SUPPORT STAFF | \$48,000 | | | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | | | |
| | | | | Cash Flow | is constructed l | pased on overal | l % of project c | ompletion as d | etermined | | |
| CONTINGENCY | \$206,000 | | | | management o | ffice. 1st year = | = 5%; 2nd year : | = 35%; 3rd yea | r = 30%; 4th | | |
| TOTAL | \$3,135,000 | | | year = 309 | o . | | | | | | |



TOTAL

PROJECT PROPOSAL

VELEZC PROJECT# 32

PROJECT: ROTEM HVAC OVERHAUL/REBUILD

SCOPE TYPE: REHAB | NON-MRP |

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

Mile Posts: n/a Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

DANKING // DDO IECT READINESS **JUSTIFICATION**

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

\$2,407,000

- **RISK CREATED BY NON-IMPLEMENTATION**
- · Impact to car availability due to no spare HVAC units.
- Increase in maintenance cost to procure parts that are obsolete.

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

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

| | 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 | | | | | | | | | |
| | | | ļ | 2027 | \$120,350 | \$120,350 | \$120,350 | \$120,350 | \$481,400 | |
| MATERIAL | \$1,840,000 | | | | | | | | | |
| CONSTRUCTION | \$0 | | | | | | | | | |
| | | | | 2028 | \$180,525 | \$180,525 | \$180,525 | \$180,525 | \$722,100 | |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$240,700 | \$240,700 | \$240,700 | \$240,700 | \$962,800 | |
| CLOSE OUT | \$0 | | | | | | | | | |
| DBE/LABOR | \$0 | | | | | | | | | |
| | | | ļ | 2030 | \$60,175 | \$60,175 | \$60,175 | \$60,175 | \$240,700 | |
| PROJECT MANAGEMENT | | | | | | | | | | |
| * P.M STAFF | \$175,000 | | ļ | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| * SUPPORT STAFF | \$70,000 | | | | | | | | | |
| * CONSULTANT | \$103,000 | | | | | | | | ļ | |
| | | | ļ | Cash Flow | is constructed b | ased on overall | % of project co | mpletion as def | termined by | |
| CONTINGENCY | \$219,000 | | | project ma = 30% | anagement offic | e. 1st year = 5% | 6; 2nd year = 35 | %; 3rd year = 30 | ጋ%; 4th year | |



FERNANDEZK PROJECT# 3230.00

PROJECT: FY26 ON-BOARD TRAIN CONTROL SYSTEMS REHAB

SCOPE TYPE: REHAB | MRP

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

Mile Posts: n/a Division: All County: ALL Asset Type: Train Control

OBJECTIVES

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

JUSTIFICATION

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

RISKS CAUSING PROJECT DELAY

- **RANKING // PROJECT READINESS**
- 2. System Impact..... High

1. Condition of Asset..... Worn

| | 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 | \$62,500 | \$62,500 | \$62,500 | \$62,500 | \$250,000 | |
| MATERIAL | \$1,250,000 | | | | | | | | | |
| CONSTRUCTION | \$625,000 | | | | | | | | | |
| | | | | 2028 | \$218,750 | \$218,750 | \$218,750 | \$218,750 | \$875,000 | |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$218,750 | \$218,750 | \$218,750 | \$218,750 | \$875,000 | |
| CLOSE OUT | \$0 | | | | | | | | | |
| DBE/LABOR | \$10,000 | | | | | | | | | |
| | | | | 2030 | \$125,000 | \$125,000 | \$125,000 | \$125,000 | \$500,000 | |
| PROJECT MANAGEMENT | | | | | | | | | | |
| * P.M STAFF | \$175,000 | | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| * SUPPORT STAFF | \$49,000 | | | | | | | | | |
| * CONSULTANT | \$249,000 | | | | | | | | | |
| | | | | Cash Flov | v is constructed | based on overa | III % of project | completion as | determined | |
| CONTINGENCY | \$142,000 | | | | t management o | office. 1st year | = 5%; 2nd year | = 35%; 3rd yea | ar = 30%; 4th | |
| TOTAL | \$2,500,000 | | | year = 30 | % | | | | | |



FY26
BLEICHK PROJECT# 3233.00

PROJECT: ROTEM DOOR OVERHAUL DATA LOGGING DOOR CONTROL PANEL

SCOPE TYPE: REHAB | NON-MRP |

· Install data logger on door control system to improve the maintainability against one of the top road issues.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

RISKS CAUSING PROJECT DELAY

OBJECTIVES

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

JUSTIFICATION

- Requested \$1.1M is for the option order which would be executed by mid 2026.
- Engineering analysis conducted years ago, approximately 40% of the reported door issues resulted in No Defect Found. This is because of no hard data recorded on the door system at the event. The project is to increase the data points on the door system that would be recorded for the staff to better understand the status of the door signals at the event of the issue.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

- Door issues are one of the top causes that result in the delay to revenue service. Understanding what is the root cause of the issue is as significant as troubleshooting the issue itself. If not implemented, almost half of the door issues will likely keep resulting in No Defect Found.
- EP199-19 Bombardier Railcar Rebuild program had similar capability delivered and has proven its usefulness.

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

| | BUDGE | T | | | | 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 | \$68,750 | \$68,750 | \$68,750 | \$68,750 | \$275,000 |
| MATERIAL | \$700,000 | | | | | | | | |
| CONSTRUCTION | \$0 | | | | | | | | |
| | | | | 2028 | \$206,250 | \$206,250 | \$206,250 | \$206,250 | \$825,000 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CLOSE OUT | \$20,000 | | | | | | | | |
| DBE/LABOR | \$30,000 | | | | | | | | |
| | | | | 2030 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$75,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$25,000 | | | | | | | | |
| * CONSULTANT | \$150,000 | | | | | | | | |
| | | | | | is constructed b | | | • | |
| CONTINGENCY | \$100,000 | | | project ma = 30% | anagement office | e. 1st year = 5% | ; 2nd year = 35 | %; 3rd year = 30 |)%; 4th year |
| TOTAL | \$1,100,000 | | | _ 3370 | | | | | |



FY26
VELEZC PROJECT# 3234.00

PROJECT: F125 INTERMEDIATE ENGINE OVERHAUL

SCOPE TYPE: REHAB | NON-MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

- Overhaul of engine is required as per the maintenance manual overhaul would be required every 4 years.
- 14 engines are expected to be delivered within the budget up to FY25.
- As per the schdule, the last engine would be overhauled by June 2028 which means, since FY26 funding would be available by Jan 2027, it would give PM sufficient time to execute the option order in time.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

| | BUDG | ET | | 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 | \$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 | | | | | | | | | | |
| | | | | 2028 | \$1,318,800 | \$1,318,800 | \$1,318,800 | \$1,318,800 | \$5,275,200 | | |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$1,130,400 | \$1,130,400 | \$1,130,400 | \$1,130,400 | \$4,521,600 | | |
| CLOSE OUT | \$0 | | | | | | | | | | |
| 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 | \$0 | | |
| * SUPPORT STAFF | \$263,000 | | | | | | | | | | |
| * CONSULTANT | \$186,000 | | | | | | | | | | |
| | | | | | w is constructed | | | | | | |
| CONTINGENCY | \$1,966,000 | | | project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30% | | | | | 3U%; 4tn | | |
| TOTAL | \$15,072,000 | | | , | | | | | | | |



FY26
BLEICHK PROJECT# 3235.00

PROJECT: METROLINK COMMUNICATION SYSTEM OVERHAUL

SCOPE TYPE: REHAB | NON-MRP

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

Mile Posts: n/a Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

JUSTIFICATION

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

RANKING // PROJECT READINESS

RISKS CAUSING PROJECT DELAY

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

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

| Current Age: 15 Year(s) | Standard Lifespan: 15 Yea | 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> | TOTAL | | |
| DESIGN | \$0 | | | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| ENVIRONMENTAL | \$0 | | | | | | | | | | |
| ROW ACQUISITION | \$0 | | | ' | | | | | | | |
| | | | | 2027 | \$50,050 | \$50,050 | \$50,050 | \$50,050 | \$200,200 | | |
| MATERIAL | \$650,000 | | | | | | | | | | |
| CONSTRUCTION | \$0 | | | ' | | | | | | | |
| | | | | 2028 | \$75,075 | \$75,075 | \$75,075 | \$75,075 | \$300,300 | | |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$100,100 | \$100,100 | \$100,100 | \$100,100 | \$400,400 | | |
| CLOSE OUT | \$20,000 | | | | | | | | | | |
| DBE/LABOR | \$30,000 | | | | | | | | | | |
| | | | | 2030 | \$25,025 | \$25,025 | \$25,025 | \$25,025 | \$100,100 | | |
| PROJECT MANAGEMENT | | | | | | | | | | | |
| * P.M STAFF | \$70,000 | | | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| * SUPPORT STAFF | \$20,000 | | | | | | | | | | |
| * CONSULTANT | \$120,000 | | | | | | | | | | |
| | | | | | is constructed b | | | • | | | |
| CONTINGENCY | \$91,000 | | | project ma | anagement office | e. 1st year = 5% | ; 2nd year = 359 | %; 3rd year = 30 | %; 4th year = | | |
| TOTAL | \$1,001,000 | | | 30/0 | | | | | | | |



FY26
BLEICHK PROJECT# 3237.00

PROJECT: CAR END-DOOR SYSTEM IMPROVEMENT

SCOPE TYPE: REHAB | NON-MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

JUSTIFICATION

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

RISKS CAUSING PROJECT DELAY

- **RANKING // PROJECT READINESS**
- Condition of Asset..... Marginal
 System Impact..... Average

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

| Current Age: 33 Year(s) Standard Lifespan: 30 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 | \$56,750 | \$56,750 | \$56,750 | \$56,750 | \$227,000 |
| MATERIAL | \$270,000 | | | | | | | | |
| CONSTRUCTION | \$0 | | | | | | | | |
| | | | | 2028 | \$56,750 | \$56,750 | \$56,750 | \$56,750 | \$227,000 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CLOSE OUT | \$2,000 | | | | | | | | |
| DBE/LABOR | \$5,000 | | | | | | | | |
| | | | | 2030 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$25,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$10,000 | | | | | | | | |
| * CONSULTANT | \$100,000 | | | | | | | | |
| | | | | | is constructed be | | | | |
| CONTINGENCY | \$42,000 | | | "" project ma = 30% | nagement office | . 1st year = 5% | ; 2nd year = 35% | %; 3rd year = 30 |)%; 4th year |
| TOTAL | \$454,000 | | | - 30% | | | | | |



GORGYOUSA PROJECTA

PROJECT: LAUS BACKUP GENERATOR REPLACEMENT

TYPE: REHAB | NON-MRP | SCOPE

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

Olympian 95A01920-S 1995

Olympian 96A04252-S 1996

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

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION

TOTAL

Based on the report provided to SCRRA in 2023 by the generator maintenance contractor, the requested two generators have only 0-5 year life expectancy due to condition, availability of replacement parts and critical nature of the location. We had a similar unit failed at CMF, when under load in 2016 causing internal damage to the motor. It not cost effective to overhaul this size and type of generators and due to new AQMD regulation, more appropriate and cost effective to replace them with new one.

RANKING // PROJECT READINESS

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

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

RISK CREATED BY NON-IMPLEMENTATION

Catastrophic failure of the generator(s) during a power outage can bring LAUS rail traffic to a halt after UPS batteries are depleted.

\$327,000

Current Age: 30 Year(s) Standard Lifespan: 25 Year(s

| | BUDGET AMOUNT START CONTRACT PACKAGING \$0 | | | | | CASH | FLOW | | |
|--------------------|--|--|-----|-----------|-------------------|-----------------|-----------------|-----------------|------------|
| | | | 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 | \$77,662 | \$77,662 | \$77,662 | \$77,664 | \$310,650 |
| MATERIAL | \$200,000 | | | | | | | | |
| CONSTRUCTION | \$75,000 | | | | | | | | |
| | | | | 2028 | \$4,088 | \$4,088 | \$4,088 | \$4,086 | \$16,350 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| FLAGGING | \$5,000 | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CLOSE OUT | \$4,000 | | | | | | | | |
| DBE/LABOR | \$3,000 | | | | | | | | |
| | | | | 2030 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$4,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$6,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| | | | | Cash Flow | is constructed ba | ased on overall | % of project co | mpletion as det | ermined by |
| CONTINGENCY | \$30,000 | | | | anagement office | | | | |
| CONTINGENCY | \$30,000 | | | = 30% | | , | , . , | , , | ,, |



ZAVAREIS PROJECT# 3242.00

PROJECT: MOW - ROLLING STOCK TRAPEZE

TYPE: REHAB | MRP SCOPE

EAM Application - Role: Administrator to support EAM Application. In support of the Agency's EAM efforts and system wide roll out of Trapeze, IT requires consultant support until a permanent position is filled. This initial funding will cover approximately two years of FTE support.

A. As an administrator of EAM application, support all user groups that uses different modules of application.

B. Dispatch Operations team – Major and minor schedule changes, equipment cycles, training to new dispatch team members, refresher training and any issues related dispatching of trips. Also helps with Incident management module by automating Delay creation, entering new Delay codes, retiring existing delay codes etc.

C. Mechanical (Rolling stock) team – Helps Rolling stock team with equipment maintenance like PM (Preventive Maintenance) and Repair work orders. Setting new PM schedules, changes to existing

schedules, new reports, and training. Helps Alstom team with any issues related to EAM application.

- D. Material management team Helps materials team with Inventory counts, reports and any issue with application, receiving and PO interfaces.

 E. Facilities team Helps Facilities team with PM schedules, Asset configuration, parent-child relation setups and any issues with Mobile focus app.
- F. MOW (Maintenance of Way) Team Communications and Structures team are recently gone live with EAM application. Helps these team with any issues with PM work orders, general application issues and training.

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

OBJECTIVES

- 1. (Goal 4: Retain and Grow Ridership) Increase system utilization
- 2. (Goal 4: Retain and Grow Ridership) Improve service reliability
- 3. (Goal 7: Improve Organizational Efficiency) Clearly define staff roles and responsibilities

JUSTIFICATION

We need a backup resource for trapeze application support. From the start of this software implementation back in 2022, there has been a heavy reliance on the (1) Integrated Digital & Technology Services (IDTS) EAM Architect staff to provide the application support for database administration, assisting with loading asset inventories, refining maintenance inspections, adjusting inspection cycles, reviewing and validating new asset data, creating interfaces, scheduled reporting, adhoc reporting, training, investigating and/or responding to user product support calls and inquiries, and supporting the execution and rollout of new system workflows. The lack of agency technical staff was a known risk at the start of this EAM effort; however, the project team has utilized external contractor resources to backfill and provide the necessary support to keep the project progressing forward.

However, as the project team continues to build out the Trapeze EAM System across the remaining MoW and the Rolling Stock Service and Inspection (S&I) Teams, the number of end-users is expected to significantly increase. The additional MoW end-users are currently utilizing a Herzog purchased software known as TrackAsset and is supported by a separate software vendor. To date, there are approximately 116 end-users spanning across the agencies administration and operations departments. With the addition of the MoW and Rolling Stock S&I Teams, the number of end users is expected o grow to nearly 335 or a 189 percent increase by the end of fiscal year 2026.

As the agency transitions to a post go-live support role it highly recommended to increase the level of technical application support staff commensurate to the increase in workload that is anticipated with the addition of 6 new business units. In addition to the increased number of business units and user population, there is a greater level of technical expertise requi to manage the complexities of MoW teams. This is due in part because some MoW teams such as the Signals team are regulated by the Federal Rail Administration and their workflows and inspections receive a high level of scrutiny and are subject to regular audits. There are also several million more assets, asset components, and sub elements, that require a high degree of asset management and administration, which the agency has not had to oversee in the past. It is not feasibl 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 specialist 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;

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

| | | BUDGET | | | | CASH | FLOW | | |
|--------------------|-----------|--------|-----|-------|--------------------------------------|----------------|-----------------|-------------------|----------------|
| | AMOUNT | START | END | | | C/ (C/) | | | |
| CONTRACT PACKAGING | \$0 | | | FY | <u>Q1</u> | Q2 | Q3 | Q4 | TOTAL |
| DESIGN | \$0 | | | 1 - 1 | _ | | | | |
| | | | | 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 |
| | \$21,000 | | | . | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| | | | | | is constructed b anagement office | | | | |
| CONTINGENCY | \$24,000 | | | = 30% | anagement onice | 13t yedi - 370 | , znu yedi – 55 | 70, 314 yedi - 31 | 770, 4til yeal |
| TOTAL | \$414,000 | | | | | | | | |

RISKS CAUSING PROJECT DELAY

RANKING // PROJECT READINESS 1. Condition of Asset..... Worr

2. System Impact..... High



F Y 26 KURIAJ PROJECT# 3246.00

PROJECT: SOGR_FY26_VALLEY_TUNNEL 25 DESIGN

SCOPE TYPE: REHAB | NON-MRP |

BUDGET DECREASED BY 8%; SCOPE STILL TO BE DECREASED ACCORDINGLY.

Tunnel 25 Track and Drainage improvements (TO BE FILLED IN WHEN FEASIBILITY STUDY IS COMPLETE). Need \$5M upfront for geo test testing/drilling, and design for slab track section. The total project cost will be around \$40M.

BUDGET DECREASED from \$5M to \$4.6M; SCOPE MAY NEED TO BE ADJUSTED.

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

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION

Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below s State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.

RISK CREATED BY NON-IMPLEMENTATION

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

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

RANKING // PROJECT READINESS

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

| | 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> | TOTAL |
| 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 | | | | | | | | | |
| * P.M STAFF | \$140,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$44,000 | | | • | | | | | |
| * CONSULTANT | \$75,000 | | | | | | | | |
| | | | | | is constructed I | | | | |
| CONTINGENCY | \$341,000 | | | | t management o | ffice. 1st year | = 5%; 2nd year | = 35%; 3rd yea | r = 30%; 4th |
| TOTAL | \$4,600,000 | | | year = 309 | 70 | | | | |



HAD PROJECT#

PROJECT: HYUNDAI-ROTEM RAILCAR OVERHAUL

SCOPE TYPE: REHAB | MRP |

BUDGET DECREASED BY 60%; SCOPE STILL TO BE DECREASED ACCORDINGLY.

- General overhaul on board system such as truck, brake system, coupler, diaphragm, windows, restroom, rubber floor, exterior scheme, next generation door engine, etc.
- Upgrades onboard system convenience outlet at every seat, door obstacle detection system, etc.

BUDGET DECREASED from \$25M to \$10M; SCOPE NEEDS TO BE ADJUSTED.

Mile Posts: n/a Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES RISKS CAUSING PROJECT DELAY 1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost

JUSTIFICATION RANKING // PROJECT READINESS

Hyundai-Rotem fleet will hit 15 years of mid-life next year, 2025. The overhaul will be required to operate the cars safely and reliably.

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

RISK CREATED BY NON-IMPLEMENTATION

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

| Current Age: 15 Year(s) | Standard Lifespan: 30 Ye | ar(s) | | | | | | | |
|-------------------------|--------------------------|-------|-----|------------------------|------------------|-------------------|------------------|----------------|-------------|
| | BUD | GET | | | | 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 | \$500,400 | \$500,400 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 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 | | | | | | | | |
| | | | | | v is constructed | | | • | |
| CONTINGENCY | \$910,000 | | | project m year = 30 | nanagement offic | ce. 1st year = 59 | %; 2nd year = 3! | 5%; 3rd year = | 30%; 4th |
| TOTAL | \$10,008,000 | | | year = 30 | 170 | | | | |



FERNANDEZK PROJECT

PROJECT: SOGR_FY26_SYSTEMWIDE TRACK REHABILITATION_RAIL GRINDING/SURFACING

SCOPE TYPE: REHAB | MRP

Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail Grinding: ongoing systemwide program (~\$1.5M)
- Surfacing Program to restore track profiles and cross sections (~\$2M)
- Vac Truck: Cleaning fouled ballast at select systemwide (~\$1.5M)

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

OBJECTIVES

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

JUSTIFICATION

Track rehabilitation is identified by the Metrolink Rehabilitation Plan (MRP) and aligns with the 1. Condition of Asset..... Worn combined track & signals maintenance RFP scope and implementation. Rail Grinding and surfacing addresses "rolling contact fatigue" (RCF) resulting in rail life savings. This work also addresses noise concerns and positively impacts ride quality. ADDRESSES BACKLOG

RISK CREATED BY NON-IMPLEMENTATION

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

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

RISKS CAUSING PROJECT DELAY

- **RANKING // PROJECT READINESS**
- 2. System Impact..... High

| | 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 | \$187,500 | \$187,500 | \$187,500 | \$187,500 | \$750,000 | | |
| MATERIAL | \$75,000 | | | | | | | | | | |
| CONSTRUCTION | \$4,550,000 | | | | | | | | | | |
| | | | | 2028 | \$875,000 | \$875,000 | \$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 | | | | | | | | | | |
| DBE/LABOR | \$13,000 | | | | | | | | | | |
| | | | | 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 | | | | | | | | | | |
| | | | | | v is constructed | | | • | | | |
| CONTINGENCY | \$239,000 | | | by project year = 30 | t management o | office. 1st year | = 5%; 2nd year | r = 35%; 3rd ye | ear = 30%; 4th | | |
| TOTAL | \$5,000,000 | | | year = 30 | 70 | | | | | | |



FY26
CONLEYD PROJECT# 3271.00

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

SCOPE TYPE: REHAB | MRP

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

Mile Posts: 165.06 - 207.36 Division: Orange County: OC Asset Type: Communications

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION

Over the last 25 years, SCRRA's Communications systems has infrastructure has evolved and grown to keep pace with the technological demands of the railroad operations. Many components of the Communications Systems have exceeded their en of-life cycle. To Maintain and upgrade the Communications Systems requires continual assessments of the state of the system components in order to prioritize the system rehab efforts.

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.

RANKING // PROJECT READINESS

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

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 | \$40,000 | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 2027 | \$36,000 | \$36,000 | \$36,000 | \$36,000 | \$144,000 |
| MATERIAL | \$120,000 | | | | | | | | |
| CONSTRUCTION | \$227,000 | | | | | | | | |
| | | | | 2028 | \$48,000 | \$48,000 | \$48,000 | \$48,000 | \$192,000 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$36,000 | \$36,000 | \$36,000 | \$36,000 | \$144,000 |
| 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 | \$16,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| | | | | | is constructed ba | | | • | , |
| CONTINGENCY | \$28,000 | | | project ma | anagement office | . 1st year = 5%; | 2nd year = 35% | 6; 3rd year = 30 | %; 4th year = |
| TOTAL | \$480,000 | | | 3070 | | | | | |



GORGYOUSA PROJECT#

PROJECT: CMF ROOF REPLACEMENT

TYPE: REHAB | MRP | SCOPE

Replace dilapidated roofs at CMF they are beyond their useful life and repair.

Phase 1 - Modified Bitumen: material control and office flat roofs, all cutters, removal of decommissioned HVAC equipment. \$1.8M

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

OBJECTIVES

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

JUSTIFICATION

Every year we have outside contractor address leaks on the flat roofs several times during the season. They typically only provide 90 day warranties. Every repair range from \$10k to \$25K. Last year we spend \$43k in CMF flat roofs repairs. In previous 3 we spend between \$25-35K every season, not to mention repairs to interior damages caused by leaks from ceiling tiles next to Leslie's and Linda's cubicles to window frame The proposal was submitted by the maintenance team at the last minute within drywall repairs at Manny's office.

We spend about \$30K to extend life of progressive shop metal roof, patching rusted holes in the roof.

RISK CREATED BY NON-IMPLEMENTATION

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

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

RANKING // PROJECT READINESS

RISKS CAUSING PROJECT DELAY

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

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

| | | | | | | | | SH FLOW | | | |
|--------------------|-------------|-------|-----|-----------|------------------|------------------|-----------------|------------------|-------------|--|--|
| | AMOUNT | START | END | | | | | | | | |
| CONTRACT PACKAGING | \$0 | | | <u>FY</u> | <u>Q1</u> | <u>Q2</u> | <u>Q3</u> | <u>Q4</u> | TOTAL | | |
| DESIGN | \$65,000 | | | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$73,150 | \$73,150 | | |
| ENVIRONMENTAL | \$0 | | | 1 | | | | | | | |
| ROW ACQUISITION | \$0 | | | 1 | | | | | | | |
| | | | | 2027 | \$73,150 | \$73,150 | \$73,150 | \$73,150 | \$292,600 | | |
| MATERIAL | \$0 | | | 1 | | | | | | | |
| 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 | | | | | | | | | | | |
| * P.M STAFF | \$18,000 | | | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| * SUPPORT STAFF | \$22,000 | | | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | | | |
| | | | | Cash Flow | is constructed b | ased on overall | % of project co | mpletion as det | ermined by | | |
| CONTINGENCY | \$133,000 | | | | anagement office | e. 1st year = 5% | ; 2nd year = 35 | %; 3rd year = 30 | %; 4th year | | |
| TOTAL | \$1,463,000 | | | = 30% | | | | | | | |



CONLEYD PROJECT#

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

SCOPE TYPE: REHAB | MRP |

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

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

RISKS CAUSING PROJECT DELAY 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 **RANKING // PROJECT READINESS**

- 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 components in order to prioritize the system rehab efforts.

RISK CREATED BY NON-IMPLEMENTATION

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

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

| | BUDGET | | | | | CASH | FLOW | | |
|--------------------|-----------|-------|-----|--------------------------|------------------|-----------------|----------------|----------------|---------------|
| | AMOUNT | START | END | | | | | | |
| CONTRACT PACKAGING | \$0 | | | <u>FY</u> | <u>Q1</u> | <u>Q2</u> | <u>Q3</u> | <u>Q4</u> | TOTAL |
| DESIGN | \$60,000 | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 2027 | \$47,925 | \$47,925 | \$47,925 | \$47,925 | \$191,700 |
| MATERIAL | \$150,000 | | | | | | | | |
| CONSTRUCTION | \$325,000 | | | | | | | | |
| | | | | 2028 | \$63,900 | \$63,900 | \$63,900 | \$63,900 | \$255,600 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| 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 | | | | | | | | |
| | | | | | is constructed I | | | | |
| CONTINGENCY | \$37,000 | | | by project vear = 30% | management o | ffice. 1st year | = 5%; 2nd year | = 35%; 3rd yea | ır = 30%; 4th |
| TOTAL | \$639,000 | | | year - 307 | ·u | | | | |



CONLEYD PROJECT#

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

TYPE: REHAB | MRP | **SCOPE**

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

Mile Posts: 0.0 - 3.5 Division: River County: LA Asset Type: Communications

RISKS CAUSING PROJECT DELAY 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

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 2. System Impact...... Average the Communications Systems have exceeded their end-of-life cycle. To Maintain and upgrade the Communications Systems requires continual assessments of the state of the system components in order to prioritize the system rehab efforts.

1. Condition of Asset..... Marginal

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

| | BUDGE | T | | | | 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 | \$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 | | | | | | | | |
| CONSTRUCTION | \$105,000 | | | | | | | | |
| | | | | 2028 | \$24,200 | \$24,200 | \$24,200 | \$24,200 | \$96,800 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | |
| 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 | | | | | | | | |
| | | | | | is constructed l | | | • | |
| CONTINGENCY | \$14,000 | | | by project vear = 309 | t management o % | ffice. 1st year : | = 5%; 2nd year | = 35%; 3rd yea | r = 30%; 4th |
| TOTAL | \$242,000 | | | year - 307 | , u | | | | |



CONLEYD PROJECT# 3275.00

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

SCOPE TYPE: REHAB | MRP

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

Mile Posts: 426.4 - 441.24

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

OBJECTIVES

- 1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
- 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
- 3. (Goal 4: Retain and Grow Ridership) Improve service reliability
- 4. (Goal 4: Retain and Grow Ridership) Increase system utilization
- 5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications

JUSTIFICATION

TOTAL

Over the last 25 years, SCRRA's Communications systems has infrastructure has evolved and grown to keep pace with the technological demands of the railroad operations. Many components of the Communications Systems have exceeded their end-of-life cycle. To Maintain and upgrade the Communications Systems requires continual assessments of the state of the system components in order to prioritize the system rehab efforts.

RISK CREATED BY NON-IMPLEMENTATION

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

\$332,000

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

RANKING // PROJECT READINESS

RISKS CAUSING PROJECT DELAY

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

| Standard Ellespair. 15 Tear(s) | | | | | | | | | |
|--------------------------------|-----------|-------|-----|--------------------------|------------------|-------------------|----------------|----------------|---------------|
| | BUDGE | | | | | 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 | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 2027 | \$24,900 | \$24,900 | \$24,900 | \$24,900 | \$99,600 |
| MATERIAL | \$115,000 | | | | | | | | |
| CONSTRUCTION | \$136,000 | | | | | | | | |
| | | | | 2028 | \$33,200 | \$33,200 | \$33,200 | \$33,200 | \$132,800 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$24,900 | \$24,900 | \$24,900 | \$24,900 | \$99,600 |
| CLOSE OUT | \$0 | | | | | | | | |
| DBE/LABOR | \$5,000 | | | | | | | | |
| | | | | 2030 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$21,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$9,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| | | | | | is constructed b | | | • | |
| CONTINGENCY | \$16,000 | | | by project year = 30% | management o | ffice. 1st year : | = 5%; 2nd year | = 35%; 3rd yea | ar = 30%; 4th |



CONLEYD PROJECT

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

SCOPE TYPE: REHAB | MRP

Mile Posts: 3.5 - 76.54

Division: Valley County: ALL Asset Type: Communications

OBJECTIVES

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

JUSTIFICATION

Over the last 25 years, SCRRA's Communications systems has infrastructure has evolved and grown to keep pace with the technological demands of the railroad operations. Many components of the Communications Systems have exceeded their end-of-life cycle. To Maintain and upgrade the Communications Systems requires continual assessments of the state of the system components in order to prioritize the system rehab efforts.

RANKING // PROJECT READINESS

RISKS CAUSING PROJECT DELAY

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

RISK CREATED BY NON-IMPLEMENTATION

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

| Current Age: 24 Year(s) | <u> </u> | | | | | | | | |
|-------------------------|-----------|-------|-----|------------|------------------|------------------|------------------|-----------------|--------------|
| | BUDG | | | | | 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 | \$50,000 | | | | | | | | |
| | | | | 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 | | | | | | | | |
| 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 | \$16,000 | | | 1 | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| | | | | Cash Flow | is constructed b | ased on overall | % of project co | mpletion as de | etermined by |
| CONTINGENCY | \$26,000 | | | | nagement office | e. 1st year = 5% | s; 2nd year = 35 | %; 3rd year = 3 | 30%; 4th |
| TOTAL | \$450,000 | | | year = 30% | | | | | |



CONLEYD PROJECT

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

SCOPE TYPE: REHAB | MRP |

Riverside Line Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: Customer Information Systems - Shelter Environmental Subsystems. Specifically (PEDELY, WEST CORONA, NORTH MAIN CORONA, LA SIERRA STATIONS) Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors. Note: cut EAST ONTARIO station from this scope as it resides in SB County.

Mile Posts: 26.6 BNSF / 41.6 UP - 24.1 BNSF / 49.6

Division: Riverside County: RV Asset Type: Communications

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

Metrolink communications

JUSTIFICATION **RANKING // PROJECT READINESS**

The Customer Information Systems (CIS), both audio and visual, at these stations are the original equipment 1. Condition of Asset..... Worn installed when the stations first open and are below current SCRRA standards. They also do not include the LCD Monitors that show upcoming train arrivals. Traditionally, SCRRA has not requested Agency funding for Communications (or any other assets) at these stations since they are adjacent to track that is not owned or maintained by Metrolink.

2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 29 Year(s) Standard Lifespan: 15 Year(s)

| | BU | DGET | | | | 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 | \$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 | | | | | | | | |
| | | | | 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 | | | | | | | | |
| | | | | | v is constructed I | | | | |
| CONTINGENCY | \$21,000 | | | | t management o | ffice. 1st year | = 5%; 2nd year | = 35%; 3rd yea | r = 30%; 4th |
| TOTAL | \$368,000 | | | year = 30 | 70 | | | | |



CONLEYD PROJECT

PROJECT: LOS ANGELES FREIGHT ROW CIS, SYSTEMS REHABILITATION

SCOPE TYPE: REHAB | MRP |

LOS ANGELES FREIGHT ROW Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog for the Customer Information Systems - Video Surveillance and Security Systems. SPECIFICALLY LOOKING TO UPGRADE CUSTOMER INFORMATION SYSTEMS AT (COMMERCE, MONTEBELLO AND INDUSTRY STATIONS) FOR FY26. Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors

Mile Posts: 2.1 UP - 25 UP

Division: Freight RR ROW County: LA Asset Type: Communications

OBJECTIVES 1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

- 2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
- 3. (Goal 4: Retain and Grow Ridership) Improve service reliability
- 4. (Goal 4: Retain and Grow Ridership) Increase system utilization
- 5. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications

JUSTIFICATION

TOTAL

The Customer Information Systems (CIS), both audio and visual, at these stations are the original equipment installed when the stations first open and are below current SCRRA standards. They also do not include the LCD Monitors that show upcoming train arrivals. Traditionally, SCRRA has not requested Agency funding for Communications (or any other assets) at these stations since they are adjacent to track that is not owned or maintained by Metrolink.

RANKING // PROJECT READINESS

RISKS CAUSING PROJECT DELAY

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

RISK CREATED BY NON-IMPLEMENTATION

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

\$450,000

20 Veer(a) Standard Lifean

| Current Age: 29 Year(s) | Standard Lifespan: 15 Yea | ar(s) | | | | | | | |
|-------------------------|---------------------------|-------|-----|------------|------------------|------------------|------------------|-----------------|-------------|
| | BUDG | ET | | | | 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 | \$40,000 | | | " | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 2027 | \$33,750 | \$33,750 | \$33,750 | \$33,750 | \$135,000 |
| MATERIAL | \$120,000 | | | | | | | | |
| CONSTRUCTION | \$200,000 | | | | | | | | |
| | | | | 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 | | | | | | | | |
| DBE/LABOR | \$0 | | | | | | | | |
| | | | | 2030 | \$0 | \$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 b | ased on overall | % of project co | mpletion as de | termined by |
| CONTINGENCY | \$26,000 | | | | nagement offic | e. 1st year = 5% | 6; 2nd year = 35 | %; 3rd year = 3 | 0%; 4th |
| TOTAL | ¢450,000 | | | year = 30% | 6 | | | | |



HAD PROJECT

PROJECT: MP36 LOCOMOTIVE SERVICE LIFE EXTENSION & REPAIR

TYPE: REHAB | MRP | SCOPE

BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.

The MP36 OOS & Service Life Extension project is scoped to send 4 "base" units in for Heavy Repair to allow them to return to service.

The ask of \$12.4M being requested for FY-26 will allow us to overhaul the entire fleet and extend the life of the fleet by 15 more years. With the inclusion of this ask of \$12.5M we will be able to overhaul all the units and be ready for the Olympics.

The prior funding associated with this project is as follows:

FY21 = \$1M

FY23 = \$3.6M

FY24 = \$3.6M

FY25 = \$8.316M

This is an ongoing program with the current funding associated with procurement that is expected to be executed by May 2025.

Mile Posts: n/a Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

RANKING // PROJECT READINESS JUSTIFICATION

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

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

| | BUDGET | | | | | 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 | \$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 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$515,295 | \$515,295 | \$515,295 | \$515,295 | \$2,061,180 |
| CLOSE OUT | \$20,000 | | | | | | | | |
| DBE/LABOR | \$20,000 | | | | | | | | |
| | | | | 2030 | \$437,220 | \$437,220 | \$437,220 | \$437,220 | \$1,748,880 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$300,000 | | | | | | | | |
| | | | | 2031 | \$171,765 | \$171,765 | \$171,765 | \$171,765 | \$687,060 |
| * SUPPORT STAFF | \$88,000 | | | | | | | | |
| * CONSULTANT | \$475,000 | | | | | | | | |
| | | | | | is constructed b | | | • | |
| CONTINGENCY | \$568,000 | | | project ma = 30% | anagement office | e. 1st year = 5% | 5; 2nd year = 35 | %; 3rd year = 3 | 0%; 4th year |
| TOTAL | \$6,246,000 | | | _ 30/0 | | | | | |



| | | | | | | | | | | | <u> </u> | | |
|-----------|---------|-------|-------------|---------------------------|--|--|--------------|-------------|-----------|-----------|-----------|-----------|-------|
| PROJECT # | TYPE | ROUTE | SUBDIVISION | ASSET TYPE | PROJECT | SCOPE | PROJECT COST | METRO | ОСТА | RCTC | SBCTA | VCTC | OTHER |
| 3125 | Capital | ALL | All | Information Technology | TIL Compliant IT Service Management Solution | Implement an ITIL-compliant IT Service Management solution to support the IDENTIFY critical cyber security domain of the National Institute of Standards and Technology Cyber Security Framework. Currently, IDTS is unable to maintain a comprehensive inventory of technology assets, critical functions, and cyber security risks to ensure their protection, and properly manage the services they provide. | \$231,000 | \$109,725 | \$45,738 | \$25,641 | \$33,264 | \$16,632 | \$0 |
| 3186 | Capital | ALL | All | Information Technology | Enhance Network Infrastructure Security | Enhance the Network Infrastructure Security by implementing Software Firewalls in our Cloud Environments (Azure, AWS, etc) and introduce AI security products | \$236,000 | \$112,100 | \$46,728 | \$26,196 | \$33,984 | \$16,992 | \$0 |
| 3227 | Capital | ALL | All | Rolling Stock | Smart Maintenance | Rebuild the onboard maintenance system with sensor technology. Build wireless network infrastructure in Metrolink rolling stock. Connection capacity to onboard system that could be delivered by other projects such as CCTV, DVR and so on. Develop software for wireless maintenance and connection to the onboard systems. | \$5,005,000 | \$2,377,375 | \$990,990 | \$555,555 | \$720,720 | \$360,360 | \$0 |
| 3228 | Capital | ALL | All | Facilities | LAUS West Portal Customer Service Office Refurbishment | Expand the West Portal ticketing and lost and found offices, provide necessary office space Increase the number of windows and the frontage of the ticketing office at Los Angeles Union Station There will be refurbishment will increase capacity for the 12 to 15 FTE's that work at this location. Current capacity is only 250 Sq Feet. There has been a similar request in FY-25 (Proposal 2883) for \$786,000. The budget requested for FY-26 is for additional funds to complete the project | \$416,000 | \$197,600 | \$82,368 | \$46,176 | \$59,904 | \$29,952 | \$0 |

FUNDINGS

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

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

PROJECT COUNT

COUNT



GROSMANV PROJECT# 31:

PROJECT: TIL COMPLIANT IT SERVICE MANAGEMENT SOLUTION

TYPE: CAPITAL | NON-MRP

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

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

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost

- 2. (Goal 6: Improve Communications to Customers and Stakeholders) Improve communication and partnership with stakeholders
- 3. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce customer complaints about Metrolink communications
- 4. (Goal 7: Improve Organizational Efficiency) Clearly define staff roles and responsibilities

JUSTIFICATION

OBJECTIVES

The need for this project arises from the critical necessity to enhance the cybersecurity posture and IT service 1. System Reliability..... Average management capabilities of the organization, specifically within the context of the National Institute of Standards 2. Ridership Increase..... Low and Technology (NIST) Cybersecurity Framework. Currently, the organization's IT Department faces significant challenges in maintaining a comprehensive inventory of technology assets, monitoring critical functions, and managing cyber risks. These challenges hinder the ability to effectively protect and secure the technology environment, which in turn impacts the delivery and quality of IT services to stakeholders.The implementation o an ITIL-compliant IT Service Management (ITSM) solution is essential to address these challenges by providing The ranking does apply to software. a structured, process-driven framework for managing IT services in alignment with both business objectives and cybersecurity standards. ITIL, as a globally recognized best practice framework, will enable IDTS to establish standardized processes for managing the complete lifecycle of IT services—from service design and transition to operation and continual improvement.

The proposed ITSM solution will directly support the "Identify" domain of the NIST Cybersecurity Framework by enabling the organization to maintain a complete, up-to-date inventory of IT assets and their associated risks This will facilitate the identification of critical assets, vulnerabilities, and dependencies, allowing for more effective risk management and the establishment of appropriate controls. By improving visibility into the IT landscape and enhancing the management of services, the organization will be better positioned to protect its systems and data, detect potential threats, and respond to incidents with greater agility. In addition to the cybersecurity benefits, this solution will enable IDTS to optimize service delivery, improve communication with stakeholders, and increase overall operational efficiency. By leveraging ITIL best practices IDTS will be able to reduce service downtime, improve service quality, and align IT operations more closely with the evolving needs of the organization. The outcome will be a more resilient IT environment that is capable of meeting both current and future cybersecurity challenges, while also delivering high-quality, reliable services

RISK CREATED BY NON-IMPLEMENTATION

to the organization and its stakeholders.

If the ITIL-compliant IT Service Management solution is not implemented, the organization faces several significant risks, particularly in terms of cybersecurity and service delivery. Without a comprehensive asset inventory and structured processes, the organization will struggle to identify and address critical vulnerabilities within its IT environment. This lack of visibility can lead to undetected security risks, slower response times to cyber incidents, and a heightened likelihood of successful attacks. Moreover, the absence of an ITIL-compliant framework will hinder effective service management, leading to inefficiencies, service disruptions, and prolonged downtimes. Furthermore, without a systematic approach to continual improvement, the organization may fail to adapt to evolving business needs and emerging threats, limiting its ability to scale and innovate. Ultimately, this lack of structure and oversight could severely impact the organization's ability to deliver reliable secure IT services, diminishing stakeholder confidence.

\$231,000

TOTAL

RANKING // PROJECT READINESS

RISKS CAUSING PROJECT DELAY

- 3. Capacity Improvements..... Low
- 4. Safety & Security..... Low 5. Environmental..... Low

| Current Age: New Standard | d Lifespan: 10 Year(s | | _ | | | | | | |
|---------------------------|-----------------------|-------|-----|-----------|-------------------|------------------|-----------------|-----------------|----------------|
| | BUI | DGET | | | | CAS | H 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 | | | 1 | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | 1 | | | | | |
| | | | | 2027 | \$28,875 | \$28,875 | \$28,875 | \$28,875 | \$115,500 |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$180,000 | | | | | | | | |
| | | | | 2028 | \$28,875 | \$28,875 | \$28,875 | \$28,875 | \$115,500 |
| 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 | \$11,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| | | | | | is constructed by | | | | |
| CONTINGENCY | \$21,000 | | | project m | anagement office | e. 1st year = 5% | ; 2nd year = 35 | %; 3rd year = 3 | 0%; 4th year = |

30%



PEREZO PROJECT#

PROJECT: ENHANCE NETWORK INFRASTRUCTURE SECURITY

SCOPE TYPE: CAPITAL | MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION

TOTAL

Metrolink's increased usage of cloud based services has prompted the need to increase the security posture in its cloud environment (specifically Microsoft Azure). Metrolink IDTS is looking to added Palo Alto Software Firewalls to it's cloud environments to increase the security of our cloud services by adding more features 3. Capacity Improvements..... Average and functionality and more granularity in creating security rules. Metrolink IDTS also |4. Safety & Security...... High is looking to add an Al network monitoring tool to flush out unwanted malware, threats and other vulnerabilities

RANKING // PROJECT READINESS

- 1. System Reliability..... High
- 2. Ridership Increase..... Average

- 5. Environmental..... Low

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

RISK CREATED BY NON-IMPLEMENTATION

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

\$236,000

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

| | 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 | \$17,700 | \$17,700 | \$17,700 | \$17,700 | \$70,800 |
| MATERIAL | \$0 | | | | | | | | |
| CONSTRUCTION | \$195,000 | | | | | | | | |
| | | | | 2028 | \$23,600 | \$23,600 | \$23,600 | \$23,600 | \$94,400 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | |
| 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 | | | 1 | | | | | |
| | | | | | is constructed b | | | - | |
| CONTINGENCY | \$22,000 | | | by project | management of | ffice. 1st year = | 5%; 2nd year = | 35%; 3rd year | = 30%; 4th |

vear = 30%



BLEICHK PROJECT#

PROJECT: SMART MAINTENANCE

SCOPE TYPE: CAPITAL | NON-MRP |

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

Mile Posts: n/a Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

TOTAL

- · Wireless network infrastructure in passenger cars for remote maintenance and connection to onboard system such as HVAC, door, event recorder, CCTV, DVR, communication, side destination, brake and so on.
- Estimated cost is 500K per 5 car trainset. It would be expected to have 1 trainset delivered every 2 month from early 2026 as per the latest schedule. Considering the budget would be available by 2027 Jan and the timeline required to execute the option order.
- RISK CREATED BY NON-IMPLEMENTATION
- · Maintenance performance for the onboard system would stay in relative low efficiency with local capability, compared to the remote/wireless capability that is available everywhere.

\$5,005,000

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

RANKING // PROJECT READINESS

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

| Current Age. New Standa | ard Lilespair. 0 Tear(s) | | | | | | | | |
|-------------------------|--------------------------|-------|-----|--|------------------|-----------------|----------------|----------------|--------------|
| | BUDGET | | | FY Q1 Q2 Q3 Q4 TC 2026 \$0 \$0 \$0 \$0 2027 \$250,250 \$250,250 \$250,250 \$250,250 \$1,00 2028 \$375,375 \$375,375 \$375,375 \$375,375 \$1,50 2029 \$500,500 \$500,500 \$500,500 \$500,500 \$2,00 2030 \$125,125 \$125,125 \$125,125 \$125,125 \$50 | | | | | |
| | AMOUNT | START | END | | | | | | |
| CONTRACT PACKAGING | \$0 | | | | <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 | \$250,250 | \$250,250 | \$250,250 | \$250,250 | \$1,001,000 |
| MATERIAL | \$4,000,000 | | | | | | | | |
| CONSTRUCTION | \$0 | | | | | | | | |
| | | | | 2028 | \$375,375 | \$375,375 | \$375,375 | \$375,375 | \$1,501,500 |
| SPECIAL RAIL EQUIP | \$0 | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | |
| BUS BRIDGES | \$0 | | | | \$500,500 | \$500,500 | \$500,500 | \$500,500 | \$2,002,000 |
| CLOSE OUT | \$10,000 | | | | | | | | |
| DBE/LABOR | \$20,000 | | | | | | | | |
| | | | | 2030 | \$125,125 | \$125,125 | \$125,125 | \$125,125 | \$500,500 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$175,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$25,000 | | | | | | | | |
| * CONSULTANT | \$320,000 | | | | | | | | |
| | | | | | is constructed l | | | | |
| CONTINGENCY | \$455,000 | | | | : management o | ffice. 1st year | = 5%; 2nd year | = 35%; 3rd yea | r = 30%; 4th |
| TOTAL | ÅF 00F 000 | | | year = 309 | 0 | | | | |



GORGYOUSA PROJECT#

PROJECT: LAUS WEST PORTAL CUSTOMER SERVICE OFFICE REFURBISHMENT

SCOPE TYPE: CAPITAL | NON-MRP |

- Expand the West Portal ticketing and lost and found offices, provide necessary office space
- Increase the number of windows and the frontage of the ticketing office at Los Angeles Union Station
- There will be refurbishment will increase capacity for the 12 to 15 FTE's that work at this location. Current capacity is only 250 Sq Feet.
- There has been a similar request in FY-25 (Proposal 2883) for \$786,000.
- The budget requested for FY-26 is for additional funds to complete the project

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

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

• The project is essential to improve the current deteriorated office conditions. 1. System Reliability..... High

- The project is crucial to enhance Metrolink's image and presence at Union Station.
- 2. Ridership Increase..... Average
- 3. Capacity Improvements..... Average

RANKING // PROJECT READINESS

RISK CREATED BY NON-IMPLEMENTATION

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

JUSTIFICATION

4. Safety & Security..... Average

5. Environmental..... Low

The program is supporting 2028 Olympic programs with better equipped and remodeled Metrolink office in LAUS. Furthermore, the project will improve safety of our customers.

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

| | BUDGET | | | | | CACH | EL OW/ | | |
|--------------------|-----------|-------|-----|-------------------|-------------------|------------------|----------------|-----------------|---------------|
| | BUDGET | | | | | САЗН | FLOW | | |
| | AMOUNT | START | END | | | | | | |
| 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 | | | | | | | | | |
| * P.M STAFF | \$18,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$12,000 | | | | | | | | |
| * CONSULTANT | \$50,000 | | | | | | | | |
| | | | | | is constructed ba | | | | |
| CONTINGENCY | \$38,000 | | | project ma 30% | nagement office | . 1st year = 5%; | 2nd year = 35% | ; 3rd year = 30 | %; 4th year = |



<u>FY2</u>

FERNANDEZK PROJECT# 3232.00

PROJECT: MOBILE TRAIN DISPATCH OPERATIONS CENTER

SCOPE TYPE: CAPITAL | NON-MRP |

Procure and upfit a mobile dispatch trailer with appropriate equipment and software capable to being trailered by F550 or similar truck, procured by this project. The mobile train dispatch center equips SCRRA with the ability to execute remote train dispatch over all SCRRA lines, independent of the DOC and MOC. This flexibility also enables the mobile center to be relocated throughout the Southern California region to cater to events that necessitate key staff to operate away from Pomona. CA.

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

Mobile dispatching provides system resiliency and frees up much needed office space at MOC to convert to engineering offices, moving remaining two Program Delivery departments from DOC to one building, MOC

Cost includes:

Mobile fifth wheel Dispatch Center, servers, furniture and monitors, software license, F550 or similar truck, consultant for designs, training and construction, as well as consultant's design cost to convert MOC dispatch area into office space.

Mile Posts: n/a Division: All County: ALL Asset Type: Non-Revenue Fleet

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION

TOTAL

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

RANKING // PROJECT READINESS

- 1. System Reliability..... High
- 2. Ridership Increase..... High
- 3. Capacity Improvements..... High

RISK CREATED BY NON-IMPLEMENTATION

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

\$3.930.000

4. Safety & Security..... High
5. Environmental..... High

Current Age: 124 Year(s) Standard Lifespan: 20 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 | \$96,000 | | | | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | | | | | | |
| ROW ACQUISITION | \$0 | | | | | | | | |
| | | | | 2027 | \$147,375 | \$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 | \$0 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$119,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$102,000 | | | 1 | | | | | |
| * CONSULTANT | \$573,000 | | | • | | | | | |
| | | | | Cash Flow | v is constructed l | based on overal | l % of project c | ompletion as d | etermined |
| CONTINGENCY | \$453,000 | | | | t management o | ffice. 1st year = | = 5%; 2nd year : | = 35%; 3rd yea | = 30%; 4th |
| | | | | year = 30 | % | | | | |



FY26
GORGYOUSA PROJECT# 3240.00

PROJECT: CONSTRUCTION OF PTC TRAINING CENTER

SCOPE TYPE: CAPITAL | NON-MRP

BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.

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

- A. Two PTC simulator rooms, with an instructor's room positioned between them, equipped with glass windows for direct observation of trainee activities. (one for F125, one for DMU/ZEMU)
- B. Two training rooms: one with a capacity of 25-30 people, and a smaller room for 8-12 people. Additionally, a lab offices with an access door to the PTC lab will be constructed.

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

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

OBJECTIVES

- 1. (Goal 4: Retain and Grow Ridership) Increase system utilization
- 2. (Goal 3: Invest in People and Assets) Reduce employee turnover
- 3. (Goal 4: Retain and Grow Ridership) Improve service reliability

JUSTIFICATION

TOTAL

Provide additional PTC training facility will have impact on.

- enhance and improve training capabilities for operational teams, particularly train
 engineers, are vital for the agency's ability to maintain safe and efficient revenue
 service. These upgrades are not just beneficial, but essential for meeting safety
 standards, regulatory compliance, and ensuring that staff are equipped to handle both
 current and future operational demands.
- Furthermore, any delay in securing the required funds could result in project delays, increased costs due to inflation and market fluctuations, and potential disruptions to the agency's overall service. Investing in this project now ensures cost efficiency and prevents costly future repairs or stop-gap measures.

RISK CREATED BY NON-IMPLEMENTATION

\$2,161,000

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

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

RISKS CAUSING PROJECT DELAY

RANKING // PROJECT READINESS

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

With the current and anticipated increase in train operations, the PTC training program must scale to meet the growing demand in the near future. Further underscoring the need for infrastructure improvements and expanded capacity to accommodate the increasing PTC training requirements. Ensuring the safe operation of revenue service relies on having well-trained engineering teams. This program will provide the agency with a larger pool of highly qualified and skilled engineers, enhancing safety and operational efficiency for the agency's services.

| | 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 | \$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 | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$162,075 | \$162,075 | \$162,075 | \$162,075 | \$648,300 |
| CLOSE OUT | \$15,000 | | | | | | | | |
| DBE/LABOR | \$12,000 | | | | | | | | |
| | | | | 2030 | \$54,025 | \$54,025 | \$54,025 | \$54,025 | \$216,100 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$63,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$60,000 | | | | | | | | |
| * CONSULTANT | \$24,000 | | | | | | | | |
| | | | | Cash Flow | is constructed ba | ased on overall 9 | % of project con | npletion as dete | rmined by |
| CONTINGENCY | \$197,000 | | | project ma | nagement office | . 1st year = 5%; | 2nd year = 35% | s; 3rd year = 30% | 6; 4th year = |

30%



POGHOSYANE PROJECT# 3265.0

PROJECT: PORTABLE WHEEL TRUE AND ROTOR CHANGE OUT EQUIPMENT ACQUISITION

SCOPE TYPE: CAPITAL | NON-MRP

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

Mile Posts: n/a Division: All County: ALL Asset Type: Non-Revenue Fleet

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION

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

RISK CREATED BY NON-IMPLEMENTATION

Service interruption due to lack of available revenue equipment for service when a there are wheel or rotor defects. If 32 year old stationary wheel true machine fails at CMF, we will have to contract with nearby RR and mover equipment to their yard for wheel truing.

- **RANKING // PROJECT READINESS**
- 1. System Reliability..... High
- 2. Ridership Increase..... High
- 3. Capacity Improvements..... High
- 4. Safety & Security..... High
- 5. Environmental..... High

| Current Age: New Standa | ard Lifespan: 10 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 | \$0 | | | | | | | | |
| | | | | 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 | | | | | | | | |
| FLAGGING | \$0 | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$21,600 | \$21,600 | \$21,600 | \$21,600 | \$86,400 |
| CLOSE OUT | \$0 | | | | | | | | |
| DBE/LABOR | \$3,000 | | | | | | | | |
| | | | | 2030 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$4,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$11,000 | | | | | | | | |
| * CONSULTANT | \$0 | | | | | | | | |
| | | | | | is constructed b | | | • | |
| CONTINGENCY | \$53,000 | | | | anagement offic | e. 1st year = 5% | 5; 2nd year = 35 | %; 3rd year = 3 | 0%; 4th year |
| TOTAL | \$576,000 | | | = 30% | | | | | |



GORGYOUSA PROJECT#

PROJECT: EV INFRASTRUCTURE

TYPE: CAPITAL | NON-MRP | SCOPE

•Feasibility & Design Phase: Develop comprehensive drawings and plans for the EV charging infrastructure, including site layout, electrical specifications, and integration with existing facilities. This will involve coordination with utility providers and relevant stakeholders to ensure the infrastructure meets all operational and safety requirements. The project will also include preparation and submission of the necessary permit applications to local authorities and applications for applicable utility rebates and incentives.

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

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION

 Completion of Construction Requires Full Budget Allocation: While the project is currently about to kick off the design phase, transitioning to the construction phase will require full budget allocation. Without securing additional funds, the project risks delays or incomplete execution, which could negatively impact the agency's timelines and goals for electrification. To ensure the seamless execution

of the project, sufficient funding is necessary to cover all construction activities, including site preparation, equipment installation, and electrical integration.

Supporting Metrolink's Sustainability Goals:

RISK CREATED BY NON-IMPLEMENTATION

- Incomplete construction or delay in completing the work due to waiting for the budget.
- · Operating facility team is procuring electric vehicle now. This facility capital program should support in time - no charging stations when there are electrical vehicles.
- · Compliance requirement is in effect zero-emission fleet by 2030.

RANKING // PROJECT READINESS

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

The compliance is related to not only the agency but also the public as to the zero-emission policy. The EV non-revenue fleets are being procured and the infrastructure must be in place by the time those fleets are delivered.

|--|

| | | 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 | \$140,000 | | | 1 | | | | | |
| | | | | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENVIRONMENTAL | \$0 | | | 1 | | | | | |
| ROW ACQUISITION | \$0 | | | 1 | | | | | |
| | | | | 2027 | \$268,875 | \$268,875 | \$268,875 | \$268,875 | \$1,075,500 |
| MATERIAL | \$0 | | | 1 | | | | | |
| 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 | | | 1 | | | | | |
| DBE/LABOR | \$20,000 | | | 1 | | | | | |
| | | | | 2030 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT MANAGEMENT | | | | | | | | | |
| * P.M STAFF | \$35,000 | | | | | | | | |
| | | | | 2031 | \$0 | \$0 | \$0 | \$0 | \$0 |
| * SUPPORT STAFF | \$65,000 | | | 1 | | | | | |
| * CONSULTANT | \$80,000 | | | | | | | | |
| | | | | | is constructed b | | | • | |
| CONTINGENCY | \$196,000 | | | project m = 30% | anagement office | e. 1st year = 5% | 6; 2nd year = 35 | %; 3rd year = 3 | 0%; 4th year |
| TOTAL | \$2,151,000 | | | _ 30/0 | | | | | |



ZAVAREIS PROJECT#

PROJECT: NEW BUDGET SYSTEM

SCOPE TYPE: CAPITAL | NON-MRP |

Modernized the SCRRA annual budget application (BRAIN)...

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES RISKS CAUSING PROJECT DELAY

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

JUSTIFICATION RANKING // PROJECT READINESS

The current budget application (BRIAN) was developed in house over 10 years ago, It needs to be modernized to the most recent security standards as well as enhancing it functional capabilities to meet new Business requirements.

- 1. System Reliability..... High
- 2. Ridership Increase..... High
- 3. Capacity Improvements..... High

RISK CREATED BY NON-IMPLEMENTATION

The code is outdated. Therre is very limited resource to keep it up to standard. There 5. Environmental...... High is no backup resource.

4. Safety & Security High

Current Age: New Standard 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> | TOTAL |
| 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 | | | | | | | | |
| BUS BRIDGES | \$0 | | | 2029 | \$76,300 | \$76,300 | \$76,300 | \$76,300 | \$305,200 |
| CLOSE OUT | \$0 | | | | | | | | |
| 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 | | | | | | | | |
| | | | | | is constructed b | | | • | |
| CONTINGENCY | \$80,000 | | | by project year = 309 | t management of % | tice. 1st year = | 5%; znd year = | = 35%; 3rd year | = 30%; 4th |
| TOTAL | \$872,000 | | | , | | | | | |

FY2025-26 State of Good Repair Carryover Projects

(\$000's)

| SUBDIVISION | CATEGORY | PROJECT | METRO | OCTA | RCTC | SBCTA | vстс | OTHER | TOTAL CARRYOVER |
|-----------------------|-----------------------------|------------------|-------|-------|-------|-------|------|-------|--------------------|
| Olive Olive | Structures Train Control | 521520 521530 | - | - | - | - | - | - | - |
| Orange | Communications | 525640 | | 549 | | - | | | 549 |
| Orange | Communications | 520640 | - | - | | - | | | |
| Orange | Communications | 522640 | - | | - | | | | |
| Orange | Signal | 519630 | - | 0.63 | _ | 0.04 | 0.01 | | 0.69 |
| Orange | Signal | 522630 | - | 1,336 | _ | - | - | - | 1,336 |
| Orange | Signal | 572002 | - | ., | _ | - | _ | - | ., |
| Orange | Structures | 525620 | - | 1,864 | - | - | - | - | 1,864 |
| Orange | Structures | 519621 | - | - | - | - | - | - | , |
| Orange | Structures | 520620 | - | - | - | - | - | - | |
| Orange | Structures | 521620 | - | 576 | - | - | - | - | 570 |
| Orange | Track | 525610 | - | 6,554 | - | - | - | - | 6,55 |
| Orange | Track | 521610 | - | | - | - | - | - | |
| Orange | Track | 522610 | - | 1,022 | - | 0.01 | - | - | 1,022 |
| Orange | Track | 523610 | - | 6,017 | - | - | - | - | 6,01 |
| 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 | - | - | - | - | 5,90 |
| Orange Sub | Train Control | 524630 | - | 1,472 | - | - | - | - | 1,47 |
| Orange Sub | Train Control | 524640 | - | 429 | - | - | - | - | 429 |
| Perris Valley | Signal | 522930 | - | - | 266 | - | - | - | 260 |
| Perris Valley | Signal | 522940 | - | - | 88 | - | - | - | 88 |
| Perris Valley | Structures | 521920 | - | - | 1,778 | - | - | - | 1,778 |
| Perris Valley | Structures | 522910 | - | - | 1,406 | - | - | - | 1,400 |
| Perris Valley | Track | 519910 | - | - | 72 | - | - | - | 7: |
| 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 | - | 85 |
| River | Track | 525710 | 1,503 | 627 | 351 | 456 | 228 | - | 3,16 |
| River | Track | 572004 | 63 | 26 | 15 | 19 | 10 | 136 | |
| River | Track | 572006 | - | - | - | - | - | 740 | |
| River | Track | 572010 | - | - | - | - | - | 118 | 118 |
| River | Track | 572012 | 35 | 8 | 7 | 9 | 5 | 264 | 328 |
| River | Track | 591806 | | | | | | 300 | |
| River | Train Control | 525730 | 1,706 | 711 | 399 | 517 | 259 | - | 3,59 |
| 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 | - | 9 |
| River Sub | Track | 524710 | 902 | 376 | 211 | 274 | 137 | - | 1,90 |
| River Sub | Track | 572007 | - | - | - | - | - | 218 | |
| River Sub | Track | 572009 | 27 | 11 | 6 | 8 | 4 | 2,344 | |
| River Sub - West Bank | Structures | 523720 | 1,435 | - | 335 | - | - | -1 | 1,769 |
| River-East Bank | Structures | 572301 | 4 | 1 | 1 | 1 | 1 | 48 | 5 |
| Riverside | Communications | 525940 | - | - | 326 | - | - | - | 320 |
| River-West Bank | Signal | 519732 | 152 | 38 | 31 | 41 | 20 | - | 28: |
| River-West Bank | Track | 521710 | 15 | 6 | 4 | 5 | 2 | - | 3: |
| River-West Bank | Track | 521720 | 39 | 16 | 9 | 12 | 6 | - | 8 |
| San Gabriel | Communications | 525440 | 351 | - | - | 234 | - | - | 58 |
| San Gabriel | Communications | 520440 | 6 | - | - | 4 | - | - | 1 |
| San Gabriel | Communications | 520940 | - | - | 9 | | - | - | |
| San Gabriel | Communications | 522440 | 163 | - | - | 108 | - | - | 27 |
| San Gabriel | Signal | 519430 | - | - | - | | - | - | |
| San Gabriel | Signal | 520430 | 263 | - | - | 638 | - | - | 90 |
| San Gabriel | Signal | 522430 | 1,624 | - | - | 1,082 | - | - | 2,70 |
| San Gabriel | Structures | 525420 | 680 | - | - | 454 | - | - | 1,13 |
| San Gabriel | Structures | 520420 | 3 | - | - | 2 | - | - | |
| San Gabriel | Structures | 521420 | 116 | - | - | 78 | - | - | 194 |
| San Gabriel | Structures | 522420 | 12 | - | - | 8 | - | - | 20 |
| San Gabriel | Track | 525410 | 3,319 | - | - | 2,213 | - | - | 5,53 |
| San Gabriel | Track | 519410 | 101 | - | - | 1 | - | - | 10: |
| San Gabriel | Track | 520410 | 15 | - | - | 9 | - | - | 24 |
| San Gabriel | Track | 521411 | 296 | - | - | 200 | - | - | 49 |
| San Gabriel | Track | 522410 | 274 | - | - | 183 | - | - | 45 |
| San Gabriel | Train Control | 525430 | 5,292 | - | - | 3,528 | - | - | 8,82 |
| San Gabriel Sub | Structures | 524420 | 778 | - | - | | - | - | 778 |
| San Gabriel Sub | Track | 524410 | 3,354 | - | - | 2,236 | - | - | 5,59 |
| San Gabriel Sub | Train Control | 524430 | 2,245 | - | - | 1,496 | - | - | 3,74 |
| San Gabriel Sub | Train Control | 524440 | 293 | - | - | 196 | _ | - | 489 |
| San Jacinto (PVL) | Structures | 525920 | - | _ | 6,152 | - | - | | 6,15 |
| San Jacinto (PVL) | Track | 525910 | - | _ | 780 | _ | - | _ | 78 |
| | Train Control | 525930 | - | - | 1,616 | - | - | - | 70 |

| SUBDIVISION | CATEGORY | PROJECT | METRO | OCTA | 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 | - | _ | _ | _ | _ | _ | |
| • | Facilities | 525061 | 111 | 46 | 26 | 34 | | | 210 |
| Systemwide | Facilities | | | | | | 0.4 | - | |
| Systemwide | | 525062 | 202 | 84 | 47 | 61 | 31 | - | 42 |
| Systemwide | Facilities | 525063 | 158 | 66 | 37 | 48 | 24 | - | 33: |
| Systemwide | Facilities | 525064 | 78 | 33 | 18 | 24 | 12 | - | 16 |
| Systemwide | Facilities | 519041 | - | - | - | - | - | - | - |
| Systemwide | Facilities | 519060 | 2 | 1 | | 1 | | - | |
| Systemwide | Facilities | 519062 | - | - | - | - | - | - | - |
| Systemwide | Facilities | 519064 | - | - | - | - | - | - | - |
| Systemwide | Facilities | 520060 | - | - | - | - | - | - | - |
| Systemwide | Facilities | 520061 | _ | _ | _ | _ | _ | _ | _ |
| Systemwide | Facilities | 521060 | 522 | 217 | 122 | 126 | 79 | | 1,06 |
| , | Facilities | | | | | | 9 | | |
| Systemwide | | 522060 | 57 | 24 | 13 | 17 | 9 | - | 12 |
| Systemwide | Facilities | 523060 | 1,680 | | | | | - | 1,68 |
| Systemwide | Facilities | 524060 | 321 | 134 | 75 | 97 | 49 | - | 67 |
| Systemwide | Facilities | 524061 | 365 | 152 | 85 | 111 | 55 | - | 76 |
| Systemwide | Facilities | 524062 | 89 | 37 | 21 | 27 | 14 | - | 18 |
| Systemwide | Facilities | 524063 | 411 | 171 | 96 | 125 | 62 | - | 86 |
| Systemwide | Facilities | 525061 | | - | - | - | 17 | | 1 |
| Systemwide | Information Technology | 525070 | 217 | 90 | 51 | 66 | 33 | | 45 |
| Systemwide | Information Technology | 525070 | 177 | 74 | 41 | 54 | 27 | | 37: |
| • | | | 510 | | 119 | | 77 | | 1,074 |
| Systemwide | Information Technology | 525072 | | 213 | | 155 | | | |
| Systemwide | Information Technology | 519070 | - | - | - | - | - | - | - |
| Systemwide | Information Technology | 519092 | - | - | - | - | - | - | - |
| Systemwide | Information Technology | 519093 | 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 | _ | 3,08 |
| Systemwide | Non-Revenue Fleet | 523090 | 1,453 | 606 | 340 | 441 | 220 | _ | 3,060 |
| Systemwide | Non-Revenue Fleet | 524090 | 1,333 | 556 | 312 | 404 | 202 | _ | 2,80 |
| Systemwide | Non-Revenue Fleet | 524091 | 117 | 49 | 27 | 36 | 18 | | 24 |
| Systemwide | Right of Way | 524064 | | - | - | - | - | | - |
| • | | | | | | | | | |
| Systemwide | Rolling Stock | 525050 | 12,569 | 5,239 | 2,937 | 3,810 | 1,905 | - | 26,46 |
| Systemwide | Rolling Stock | 525051 | 1,006 | 419 | 235 | 305 | 152 | - | 2,11 |
| Systemwide | Rolling Stock | 525052 | 974 | 406 | 228 | 295 | 148 | - | 2,05 |
| Systemwide | Rolling Stock | 525053 | 2,889 | 1,204 | 675 | 876 | 438 | - | 6,08 |
| Systemwide | Rolling Stock | 525054 | 557 | 232 | 130 | 169 | 84 | - | 1,17 |
| Systemwide | Rolling Stock | 525055 | 3,950 | 1,647 | 923 | 1,198 | 599 | - | 8,31 |
| Systemwide | Rolling Stock | 525056 | 11,222 | 4,678 | 2,622 | 3,402 | 1,701 | - | 23,62 |
| Systemwide | Rolling Stock | 525057 | 1,729 | 721 | 404 | 524 | 262 | - | 3,63 |
| Systemwide | Rolling Stock | 518050 | 187 | _ | 32 | 40 | 16 | 833 | |
| Systemwide | Rolling Stock | 519050 | 714 | 42 | 125 | 162 | 81 | - | 1,123 |
| • | | | | | 69 | 89 | 45 | | |
| Systemwide | Rolling Stock | 519051 | 295 | 123 | 00 | 00 | 45 | - | 620 |
| Systemwide | Rolling Stock | 519052 | 98 | 41 | 23 | 30 | 15 | - | 20 |
| Systemwide | Rolling Stock | 519053 | | - | - | - | - | - | - |
| Systemwide | Rolling Stock | 519054 | 1 | - | - | - | - | - | : |
| Systemwide | Rolling Stock | 519055 | 140 | 58 | 33 | 42 | 21 | - | 29 |
| Systemwide | Rolling Stock | 520050 | - | - | - | - | - | - | - |
| Systemwide | Rolling Stock | 520051 | - | - | - | - | - | - | - |
| Systemwide | Rolling Stock | 520052 | 131 | 54 | 31 | 40 | 20 | - | 27 |
| Systemwide | Rolling Stock | 520053 | 6 | 2 | 1 | 2 | 1 | | 1: |
| Systemwide | Rolling Stock | 521050 | 1,229 | 512 | 287 | 372 | 186 | - | 2,58 |
| | | | | | | | | | |
| Systemwide | Rolling Stock | 521051 | 252 | 105 | 58 | 76 | 38 | - | 53 |
| Systemwide | Rolling Stock | 521052 | 81 | 34 | 19 | 25 | 12 | - | 17 |
| Systemwide | Rolling Stock | 522050 | 514 | 214 | 120 | 156 | 78 | - | 1,08 |
| Systemwide | Rolling Stock | 523050 | 1,789 | 746 | 418 | 542 | 271 | - | 3,76 |
| Systemwide | Rolling Stock | 523051 | 2,972 | 1,239 | 695 | 901 | 450 | - | 6,25 |
| Systemwide | Rolling Stock | 523052 | 447 | 186 | 104 | 136 | 68 | - | 94 |
| Systemwide | Rolling Stock | 523053 | - | - | - | - | - | - | |
| Systemwide | Rolling Stock | 523054 | 318 | 133 | 74 | 96 | 48 | | 67 |
| Systemwide | Rolling Stock | 523055 | 1,001 | 417 | 234 | 303 | 152 | - | 2,10 |
| Systemwide | Rolling Stock | 523056 | 1,302 | 543 | 304 | 395 | 197 | - : | 2,74 |
| | | | | | | | | | |
| Systemwide | Rolling Stock | 524050 | 16,535 | 6,893 | 3,864 | 5,013 | 2,506 | - | 34,81 |
| Systemwide | Rolling Stock | 524051 | 1,634 | 681 | 382 | 495 | 248 | - | 3,43 |
| Systemwide | Rolling Stock | 524052 | 791 | 330 | 185 | 240 | 120 | - | 1,66 |
| Systemwide | Rolling Stock | 524053 | 2,648 | 1,104 | 619 | 803 | 401 | 1,303 | 6,87 |
| Systemwide | Rolling Stock | 524054 | 1,263 | 526 | 295 | 383 | 191 | | 2,65 |
| Systemwide | Signal | 519001 | - | - | - | - | - | - | - |
| Systemwide | Signal | 519031 | - | - | - | - | - | - | - |
| Cystolliwid e | Structures | | | 374 | | 272 | | - | |
| Systemwide | | 525020 | 898 | 3/4 | 210 | 212 | 136 | | 1,89 |
| Systemwide | | E40000 | | | | | | | |
| Systemwide | Structures | 519020 | - | - | - | - | - | - | - |
| Systemwide Systemwide | Structures Track | 525010 | 2,825 | 1,073 | 602 | 781 | 141 | - | |
| | Structures | | | | | | | - | 5,42 2,83 |

| SUBDIVISION | CATEGORY | PROJECT | METRO | ОСТА | RCTC | SBCTA | vстс | OTHER | TOTAL CARRYOVER |
|---------------------------|------------------|---------|-------|----------|------|-------|-------|-------|--------------------|
| Systemwide | Track | 520011 | - | - | - | - | - | - | - |
| Systemwide | Track | 521010 | - | - | - | - | - | - | - |
| Systemwide | Track | 521011 | - | - | - | - | - | - | - |
| Systemwide | Track | 521012 | 9 | 4 | 2 | 3 | 1 | - | 1 |
| Systemwide | Track | 522010 | - | - | - | - | - | - | - |
| Systemwide | Track | 522011 | 18 | 8 | 4 | 6 | 3 | - | 3 |
| Systemwide | Track | 523010 | 17 | 7 | 4 | 5 | 3 | - | 3 |
| Systemwide | Track | 523011 | 450 | 188 | 105 | 136 | 68 | - | 94 |
| Systemwide | Track | 524010 | 756 | - | - | - | - | - | 75 |
| Systemwide | Track | 524011 | 601 | - | - | - | - | - | 60 |
| Systemwide | Track | 572303 | 3 | 1 | 1 | 1 | 1 | _ | |
| Systemwide | Train Control | 525040 | 1,123 | 468 | 262 | 340 | 170 | _ | 2,36 |
| Systemwide | Train Control | 525040 | 1,346 | 561 | 314 | 408 | 204 | | 2,83 |
| Systemwide | Train Control | 521040 | 1,540 | - | | - | - | | 2,00 |
| • | Train Control | 521040 | 13 | 7 | - 4 | - 5 | - 3 | | - ; |
| Systemwide | | | | | | | | - | |
| Systemwide | Train Control | 522040 | 890 | 371 | 208 | 270 | 135 | - | 1,87 |
| Systemwide | Train Control | 522041 | 651 | 271 | 152 | 197 | 99 | - | 1,3 |
| Systemwide | Train Control | 523040 | 1,141 | 476 | 267 | 346 | 173 | - | 2,40 |
| Systemwide | Train Control | 523041 | 910 | 379 | 213 | 276 | 138 | - | 1,9 |
| Systemwide | Train Control | 524040 | 1,179 | 491 | 275 | 357 | 179 | - | 2,48 |
| Systemwide | Train Control | 524041 | - | - | - | - | - | - | -, |
| Systemwide | Vehicle | 520062 | - | _ | - | _ | _ | _ | _ |
| Systemwide | Vehicle | 521090 | 42 | 18 | 10 | 13 | 6 | | - |
| , | Vehicle | 522090 | 303 | 127 | 71 | 92 | 46 | | |
| Systemwide | | | | 127 | - /1 | 92 | | - | 63 |
| Valley | Communications | 520340 | - | | - | - | - | - | |
| Valley | Communications | 522340 | 124 | - | - | - | - | - | 12 |
| Valley | Signal | 519330 | 5 | - | - | - | - | - | |
| Valley | Signal | 520330 | 315 | - | - | - | - | - | 3. |
| Valley | Signal | 520331 | 596 | - | - | - | - | - | 59 |
| Valley | Signal | 522330 | 2,422 | - | _ | - | - | _ | 2,42 |
| Valley | Structures | 522320 | 2,168 | - | _ | _ | _ | _ | 2,16 |
| Valley | Structures | 524320 | 3,403 | _ | _ | | _ | _ | 3,40 |
| • | Track | | | | | | | | |
| Valley | | 525310 | 4,725 | | | - | | | 4,72 |
| Valley | Track | 519310 | 35 | - | - | - | - | - | 3 |
| Valley | Track | 520310 | 23 | - | - | - | - | - | |
| Valley | Track | 522310 | 713 | - | - | - | - | - | 71 |
| Valley | Track | 523310 | 3,716 | - | - | - | - | - | 3,7 |
| Valley | Track | 524310 | 8,299 | - | - | - | - | - | 8,29 |
| Valley | Train Control | 525330 | 2,509 | - | - | - | - | _ | 2,50 |
| Valley | Train Control | 523330 | 1,507 | - | _ | - | - | _ | 1,50 |
| Valley | Train Control | 523340 | 220 | - | - | - | _ | _ | 22 |
| • | Train Control | 524330 | 4,250 | | | | | | 4,25 |
| Valley | | | | | | | | | |
| Valley | Train Control | 524340 | 475 | - | - | - | - | - | 47 |
| Valley Sub | Bridge/Structure | 572304 | | - | - | - | - | 33 | |
| Valley Sub | Facilities | 522360 | 856 | - | - | - | - | - | 85 |
| Valley Sub | Tracks | 572014 | | - | - | - | - | - | - |
| Ventura - LA County | Communications | 519240 | | - | - | - | - | - | - |
| Ventura - LA County | Communications | 520240 | 1 | - | - | - | - | - | |
| Ventura - LA County | Communications | 522240 | 2 | - | - | - | - | - | |
| Ventura - LA County | Signal | 522230 | 1,181 | - | _ | _ | - | _ | 1,18 |
| Ventura - LA County | Track | 519210 | 47 | | _ | | | _ | ., |
| • | | | 20 | | | | | | |
| Ventura - LA County | Track | 520210 | | - | - | - | - | - | |
| Ventura - VC County | Communications | 525140 | - | - | - | - | 284 | - | 28 |
| Ventura - VC County | Communications | 522140 | - | - | - | - | 31 | - | ; |
| Ventura - VC County | Facilities | 519160 | - | - | - | - | - | - | - |
| Ventura - VC County | Facilities | 591804 | - | - | - | - | - | - | - |
| Ventura - VC County | Signal | 520130 | - | - | - | - | 3,407 | - | 3,40 |
| Ventura - VC County | Signal | 522130 | - | - | - | - | 383 | - | 38 |
| Ventura - VC County | Structures | 519120 | - | - | - | - | 2,958 | 6,359 | |
| Ventura - VC County | Structures | 520120 | - | - | - | - | 210 | - | 2. |
| | Structures | 521120 | | | | - | | | |
| Ventura - VC County | | | - | | - | | 230 | - | 23 |
| Ventura - VC County | Structures | 522220 | - | - | - | - | - | - | - |
| Ventura - VC County | Track | 525110 | - | - | - | - | 1,643 | - | 1,64 |
| Ventura - VC County | Track | 520110 | - | - | - | - | 12 | - | • |
| Ventura - VC County | Track | 521110 | - | - | - | - | 1,802 | - | 1,80 |
| Ventura - VC County | Train Control | 525130 | - | - | - | - | 1,900 | - | 1,90 |
| Ventura - VC County | Train Control | 521130 | - | - | - | - | 738 | _ | 73 |
| Ventura - VC County | Train Control | 521140 | - | - | - | - | - | - | |
| • | | | | - | - | - | | | |
| Ventura (LA) | Structures | 524220 | 24 | | | | - | - | |
| Ventura (LA) | Track | 524210 | 2,924 | - | - | - | - | - | 2,9 |
| Ventura (LA) | Train Control | 524230 | 1,149 | - | - | - | - | - | 1,1 |
| Ventura (LA) | Train Control | 524240 | 68 | - | - | - | - | - | |
| Ventura (VC) | Structures | 524120 | - | - | - | - | 950 | - | 9 |
| Ventura (VC) | Structures | 524121 | _ | _ | - | - | 806 | _ | 8 |
| Ventura (VC) | Track | 524110 | - | | | | 1,831 | | 1,8 |
| | Train Control | | | <u> </u> | | - | | | 7,0 |
| Ventura (VC) | | 524130 | - | | - | | 781 | - | |
| Ventura (VC) | Train Control | 524131 | - | - | - | - | 900 | - | 9 |
| Ventura (VC) | Train Control | 524132 | - | - | - | - | 1,530 | - | 1,5 |
| Ventura (VC) | Train Control | 524140 | - | - | - | - | 21 | - | |
| Ventura Sub - Los Angeles | CorTrack | 522210 | - | - | - | - | - | - | - |
| | | 522211 | - | - | - | - | - | _ | - |
| /entura Sub - Los Angeles | | | | | | | | | |

FY2025-26 New Capital Carryover Projects Detail

(\$000's)

| Subdivision | Category | Project Number | METRO | OCTA | OTHER | RCTC | SBCTA | VCTC | Grand Total |
|-------------------------|------------------------|-------------------|--------|--------|--------------|-------|-------|-------|--------------------|
| Orange | Structure | 419004 | - | 35,526 | - | - | - | - | 35,526 |
| Other | Information Technology | 472401 | - | - | 148 | - | - | - | 148 |
| River | Signal | 420001 | - | - | - | - | - | - | 1 |
| San Gabriel | Communications | 418004 | - | - | - | - | - | - | - |
| Systemwide | Business Systems | 425090 | 449 | 187 | - | 105 | 136 | 68 | 945 |
| Systemwide | Business Systems | 423090 | 1,763 | 735 | - | 412 | 534 | 267 | 3,711 |
| Systemwide | Business Systems | 423091 | 788 | 328 | - | 184 | 239 | 119 | 1,658 |
| Systemwide | Business Systems | 424090 | 358 | 149 | - | 84 | 109 | 54 | 754 |
| Systemwide | Business Systems | 424091 | 197 | 82 | - | 46 | 60 | 30 | 415 |
| Systemwide | Communications | 450120 | - | - | 15 | - | - | - | 15 |
| Systemwide | Communications | 450121 | - | - | | - | - | - | - |
| Systemwide | Communications | 450122 | - | - | 1 | - | - | - | 1 |
| Systemwide | Communications | 450123 | - | - | 1,377 | - | - | - | 1,377 |
| Systemwide | Communications | 450124 | - | - | 6 | - | - | - | 6 |
| Systemwide | Communications | 450130 | - | - | 1,448 | - | - | - | 1,448 |
| Systemwide | Communications | 472404 | - | - | | - | - | - | |
| Systemwide | Facilities | 425060 | 373 | 156 | | 87 | 113 | 57 | 786 |
| Systemwide | Facilities | 425061 | 660 | 275 | | 154 | 200 | 100 | 1,390 |
| Systemwide | Facilities | 425062 | 52 | 22 | | 12 | 16 | 8 | 110 |
| Systemwide | Facilities | 423061 | 968 | | | 226 | 294 | | 1,488 |
| Systemwide | Facilities | 424060 | 483 | 201 | | 113 | 146 | 73 | 1,017 |
| Systemwide | Facilities | 620003 | - | - | - | - | - | - | - |
| Systemwide | Information Technology | 423070 | 166 | 69 | | 39 | 50 | 25 | 350 |
| Systemwide | Rolling Stock | 613001 | - | - | - | - | - | - | - |
| Systemwide | Rolling Stock | 613003 | 93 | - | - | - | - | - | 93 |
| Systemwide | Rolling Stock | 613005 | - | - | - | - | - | - | - |
| Systemwide | Rolling Stock | 616002 | 130 | - | - | - | - | - | 130 |
| Systemwide | Rolling Stock | 616003 | - | - | - | | - | - | |
| Systemwide | Rolling Stock | 623050 | 2,214 | 923 | | 517 | 671 | 336 | 4,661 |
| Systemwide | Rolling Stock | 624001 | 2,645 | 1,102 | | 618 | 802 | 401 | 5,568 |
| Systemwide | Rolling Stock | 624050 | 713 | 297 | | 167 | 216 | 108 | 1,500 |
| Systemwide | Rolling Stock | 624052 | 261 | 109 | | 61 | 79 | 40 | 550 |
| Systemwide | Rolling Stock | 624053 | 387 | 161 | | 90 | 117 | 59 | 814 |
| Systemwide | Rolling Stock | 624054 | 1,380 | 575 | | 323 | 418 | 209 | 2,906 |
| Systemwide | Security | 422080 | 4.000 | - | - | - 044 | - | - 457 | - 0.474 |
| Systemwide | Train Control | 425040 | 1,033 | 430 | | 241 | 313 | 157 | 2,174 |
| Systemwide | Train Control | 425091 | 247 | 103 | 4 470 | 58 | 75 | 37 | 520 |
| Valley | Signal | 421001 | - | - | 1,473 | - | - | - | 1,473 |
| Valley | Signal | 421002 | - | - | 857 | - | - | - | 857 |
| Valley | Signal | 421003 | | - | 774 1,380 | - | - | - | 774 |
| Valley | Signal | 421004 | - | - | | - | - | - | 1,380 |
| Valley | Signal | 423001 | - | - | 385 | - | - | - | 385 |
| Valley | Track | 420310 | - | - | 17,394 | - | - | - | 17,394 |
| Ventura-LA Grand Total | Track | 421110 | 15,360 | 41,432 | 25,259 | 3,538 | 4,589 | 2,148 | 92,326 |
| Granu Fotal | | | 15,300 | 41,432 | ∠5,∠59 | 3,538 | 4,589 | 2,148 | 92,326 |

New Capital

Cash Flow Grand Total

Total

324,645

2,231,999

65,369,076

556,506

8,771,557

109,027,880

| | FY26 | FY27 | FY28 | FY29 |
|-------------|------------|------------|-----------|--------------|
| METRO | | | | |
| SGR | 69,774,298 | 82,880,427 | 47,352,45 | 2 30,049,450 |
| New Capital | 10,597,636 | 6,633,616 | 3,671,39 | 2,141,757 |
| Total | 80,371,933 | 89,514,043 | 51,023,84 | 3 32,191,206 |
| | | | | |
| | FY26 | FY27 | FY28 | FY29 |
| OCTA | | | | |
| SGR | 31,265,298 | 40,759,735 | 23,808,20 | 5 15,039,596 |
| New Capital | 24,872,984 | 16,340,492 | 1,567,74 | 0 1,095,181 |
| Total | 56,138,282 | 57,100,227 | 25,375,94 | 6 16,134,777 |
| | | | | |
| | FY26 | FY27 | FY28 | FY29 |
| RCTC | | | | |
| SGR | 12,744,390 | 19,357,458 | 8,945,76 | 5,369,711 |
| New Capital | 2,161,322 | 1,253,917 | 878,88 | 5 613,965 |
| Total | 14,905,711 | 20,611,375 | 9,824,64 | 5,983,676 |
| | | | | |
| | FY26 | FY27 | FY28 | FY29 |
| SBCTA | | | | |
| SGR | 14,998,710 | 22,533,998 | 12,891,71 | 2 8,030,921 |
| New Capital | 2,803,494 | 1,626,704 | 1,140,17 | 796,495 |
| Total | 17,802,204 | 24,160,702 | 14,031,88 | 7 8,827,416 |
| | | | | |
| | FY26 | FY27 | FY28 | FY29 |
| VCTC | | | | |
| SGR | 16,283,764 | 15,292,974 | 8,215,05 | |
| N 0 '(I | 4.054.047 | 000 000 | | 00404 |

999,690

16,292,663

207,679,010

1,254,917

17,538,681

186,756,811

FY27 Forecast - Operating Budget by Member Agency

| | FY2 | 27 Budge | t Forecas | st by Mer | nber Age | ncy |
|-------------------------------------|--------------|----------|-----------|-----------|----------|--------------|
| | | | | | | |
| (\$000's) | METRO | OCTA | RCTC | SBCTA | VCTC | TOTAL |
| Operating Revenue | | | | | | |
| Farebox Revenue | 31,252 | 13,621 | 4,947 | 7,121 | 1,885 | 58,825 |
| Fare Reduction Subsidy | 244 | - | - | 164 | - | 408 |
| Other Train Subsidies | 2,642 | - | - | - | - | 2,642 |
| Subtotal-Pro Forma FareBox | 34,139 | 13,621 | 4,947 | 7,285 | 1,885 | 61,876 |
| Dispatching | 1,169 | 735 | 19 | 140 | 262 | 2,324 |
| Other Revenues | 1,534 | 567 | 342 | 334 | 181 | 2,959 |
| MOW Revenues | 7,580 | 3,196 | 915 | 1,734 | 501 | 13,926 |
| Total Operating Revenue | 44,422 | 18,119 | 6,224 | 9,493 | 2,828 | 81,085 |
| Operating Expenses | | | | | | |
| Operations & Services | | | | | | |
| Train Operators | 30,459 | 12,496 | 6,077 | 5,781 | 2,195 | 57,008 |
| Train Dispatch | 3,745 | 1,125 | 494 | 621 | 350 | 6,334 |
| Equipment Maintenance | 17,549 | 6,830 | 3,801 | 4,101 | 1,781 | 34,062 |
| Materials | 8,201 | 3,192 | 1,776 | 1,917 | 833 | 15,918 |
| Fuel | 17,858 | 7,326 | 3,563 | 3,389 | 1,287 | 33,422 |
| Non-Scheduled Rolling Stock Repairs | 70 | 27 | 13 | 15 | 6 | 131 |
| Operating Facilities Maintenance | 2,901 | 1,097 | 543 | 636 | 232 | 5,407 |
| Other Operating Train Services | 586 | 230 | 142 | 130 | 83 | 1,171 |
| Security - LA Sheriffs | 7,765 | 2,935 | 1,454 | 1,701 | 620 | 14,474 |
| Security - SB Sheriffs | _ | - | _ | 3,455 | _ | 3,455 |
| Security - Guards | 2,632 | 956 | 1,243 | 583 | 552 | 5,966 |
| Supplemental Security | 141 | 61 | 22 | 31 | 8 | 263 |
| Public Safety Program | 33 | 12 | 10 | 7 | 7 | 70 |
| Passenger Relations | 1,068 | 463 | 188 | 286 | 72 | 2,077 |
| TVM Maintenance/Revenue Collection | 2,769 | 1,361 | 1,033 | 798 | 376 | 6,337 |
| Marketing | 1,975 | 856 | 343 | 528 | 131 | 3,833 |
| Media & External Communications | 144 | 52 | 45 | 32 | 30 | 304 |
| Utilities/Leases | 1,416 | 514 | 444 | 313 | 297 | 2,986 |
| Transfers to Other Operators | 1,790 | 583 | 195 | 368 | 100 | 3,037 |
| Amtrak Transfers | 304 | 319 | - | - | 99 | 722 |
| Station Maintenance | 4,682 | 1,034 | 462 | 826 | 326 | 7,329 |
| Rail Agreements | 2,218 | 2,113 | 1,908 | 461 | 998 | 7,697 |
| Subtotal Operations & Services | 108,307 | 43,582 | 23,758 | 25,979 | 10,381 | 212,006 |
| Maintenance-of-Way | | 10,000 | ,, | , | 10,001 | |
| MoW - Line Segments | 31,263 | 10,629 | 3,527 | 6,966 | 2,920 | 55,305 |
| MoW Labor & Benefits | 2,842 | 910 | 383 | 606 | 303 | 5,045 |
| Overhead MoW Expenses | 2,841 | 864 | 353 | 536 | 271 | 4,865 |
| MoW - Extraordinary Maintenance | 510 | 124 | 83 | 93 | 60 | 870 |
| Subtotal Maintenance-of-Way | 37,457 | 12,528 | 4,346 | 8,200 | 3,554 | 66,085 |
| Administration & Services | | , | ., | -, | -, | |
| Ops Salaries & Fringe Benefits | 9,740 | 3,537 | 3,055 | 2,156 | 2,043 | 20,531 |
| Ops Non-Labor Expenses | 6,326 | 2,562 | 1,457 | 1,269 | 684 | 12,298 |
| Indirect Administrative Expenses | 13,320 | 4,838 | 4,178 | 2,948 | 2,794 | 28,078 |
| Ops Professional Services | 1,083 | 393 | 340 | 240 | 227 | 2,284 |
| Subtotal Admin & Services | 30,470 | 11,331 | 9,030 | 6,613 | 5,748 | 63,191 |
| Contingency | 25 | 9 | 8 | 6 | 5 | 53 |
| Total Operating Expenses | 176,258 | 67,450 | 37,141 | 40,797 | 19,689 | 341,335 |
| Insurance and Legal | | , , | , | -, - | ., | , |
| Liability/Property/Auto | 10,592 | 4,004 | 1,983 | 2,321 | 845 | 19,744 |
| Net Claims / SI | 1,037 | 392 | 1,903 | 2,321 | 83 | 1,933 |
| Claims Administration | 1,243 | 470 | 233 | 272 | 99 | 2,316 |
| Total Net Insurance and Legal | 12,871 | 4,865 | 2,410 | 2,820 | 1,027 | 23,993 |
| Total Expense | 189,130 | 72,315 | 39,551 | 43,617 | 20,716 | 365,328 |
| Loss | (144,707) | (54,196) | (33,327) | (34,124) | (17,888) | (284,243) |
| 2028 Olympics Readiness | 548 | 199 | 172 | 121 | 115 | 1,155 |
| CFR 245-246 | | 94 | | 59 | 45 | |
| | 264 3.036 | 94 | 64 | 59 | 40 | 525 3.036 |
| Outside 20' | 3,036 | 70.000 | | 40 707 | - | 3,036 |
| Total Expense | 192,977 | 72,608 | 39,787 | 43,797 | 20,876 | 370,044 |
| Loss/Member Support Required | (148,555) | (54,489) | (33,564) | (34,304) | (18,048) | (288,959) |

FY28 Forecast - Operating Budget by Member Agency

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

FY29 Forecast - Operating Budget by Member Agency

| | FY2 | 29 Budge | t Forecas | st by Men | nber Age | ncy |
|---|------------------------|----------------|---------------------|---------------------|--------------|------------------------|
| | | | | - | | _ |
| (\$000's) | METRO | OCTA | RCTC | SBCTA | VCTC | TOTAL |
| Operating Revenue | | | | | | |
| Farebox Revenue | 34,601 | 16,844 | 6,079 | 7,607 | 2,441 | 67,572 |
| Fare Reduction Subsidy | 244 | - | - | 164 | - | 408 |
| Other Train Subsidies | 2,803 | - | - | - | - | 2,803 |
| Subtotal-Pro Forma FareBox | 37,648 | 16,844 | 6,079 | 7,771 | 2,441 | 70,784 |
| Dispatching | 1,241 | 780 | 20 | 148 | 277 | 2,466 |
| Other Revenues | 1,627 | 602 | 363 | 355 | 192 | 3,139 |
| MOW Revenues | 8,042 | 3,391 | 971 | 1,840 | 531 | 14,774 |
| Total Operating Revenue | 48,558 | 21,616 | 7,434 | 10,113 | 3,442 | 91,163 |
| Operating Expenses | | | | | | |
| Operations & Services | | | | | | |
| Train Operators | 33,581 | 13,777 | 6,700 | 6,373 | 2,420 | 62,851 |
| Train Dispatch | 4,129 | 1,240 | 545 | 684 | 385 | 6,984 |
| Equipment Maintenance | 19,348 | 7,530 | 4,191 | 4,521 | 1,964 | 37,554 |
| Materials | 9,042 | 3,519 | 1,959 | 2,113 | 918 | 17,550 |
| Fuel | 19,688 | 8,077 | 3,928 | 3,736 | 1,419 | 36,848 |
| Non-Scheduled Rolling Stock Repairs | 78 | 29 | 15 | 17 | 6 | 145 |
| Operating Facilities Maintenance | 3,198 | 1,209 | 599 | 701 | 255 | 5,962 |
| Other Operating Train Services | 646 | 254 | 157 | 143 | 91 | 1,291 |
| Security - LA Sheriffs | 8,561 | 3,236 | 1,603 | 1,876 | 683 | 15,958 |
| Security - SB Sheriffs | - | - | - | 3,809 | - | 3,809 |
| Security - Guards | 2,902 | 1,054 | 1,370 | 642 | 609 | 6,578 |
| Supplemental Security | 156 | 67 | 24 | 35 | 9 | 290 |
| Public Safety Program | 37 | 13 | 12 | 8 | 8 | 77 |
| Passenger Relations | 1,177 | 511 | 207 | 315 | 80 | 2,290 |
| TVM Maintenance/Revenue Collection | 3,053 | 1,501 | 1,139 | 880 | 414 | 6,987 |
| Marketing | 2,177 | 944 | 379 | 582 | 144 | 4,226 |
| Media & External Communications | 159 | 58 | 50 | 35 | 33 | 335 |
| Utilities/Leases | 1,562 | 567 | 490 | 346 | 328 | 3,292 |
| Transfers to Other Operators | 1,974 | 643 | 215 | 406 | 110 | 3,348 |
| Amtrak Transfers | 335 | 351 | - | - | 110 | 796 |
| Station Maintenance | 5,161 | 1,140 | 509 | 911 | 359 | 8,080 |
| Rail Agreements | 2,445 | 2,330 | 2,104 | 508 | 1,100 | 8,486 |
| Subtotal Operations & Services | 119,408 | 48,049 | 26,193 | 28,642 | 11,445 | 233,737 |
| Maintenance-of-Way | 0.4.400 | 44 740 | 0.000 | 7.000 | 0.040 | 00.074 |
| 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 | 10 720 | 3,900 | 3,368 | 0 277 | 2 252 | 00 E0E |
| Ops Salaries & Fringe Benefits | 10,738 | , | 3,368 1,606 | 2,377 | 2,252 754 | 22,635 13,559 |
| Ops Non-Labor Expenses Indirect Administrative Expenses | 6,974 | 2,825 5,334 | , | 1,399 | | , |
| · · | 14,686 | 5,334 434 | 4,606 | 3,250 | 3,080 | 30,956 |
| Ops Professional Services Subtotal Admin & Services | 1,194 33,593 | 12,492 | 375 9,955 | 264 7,291 | 251 6 337 | 2,518 69.668 |
| Contingency | 33,593 | 12,492 | 9,955 | 7,291 6 | 6,337 6 | 69,668 58 |
| Total Operating Expenses | 194,325 | 74,363 | 40,948 | 44,979 | 21,707 | 376,322 |
| Insurance and Legal | 134,020 | 74,000 | 70,370 | 77,373 | 21,707 | 070,022 |
| Liability/Property/Auto | 11,677 | 4,414 | 2,186 | 2,558 | 932 | 21,768 |
| Net Claims / SI | 1,143 | 4,414 | 2,100 | 2,556 | 932 | 2,700 |
| Claims Administration | 1,143 | 518 | 256 | 300 | 109 | 2,131 |
| 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 | 1,273 579 |
| Outside 20' | 3,347 | 103 | / 1 | 00 | 49 | 3,347 |
| | | 90.050 | 42 00E | 40 000 | 22.045 | |
| 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

| | FY30 Budget Forecast by Member Agency | | | | | ncy |
|---|---------------------------------------|------------|-----------|----------|----------|--------------|
| | | | | | | |
| (\$000's) | METRO | OCTA | RCTC | SBCTA | VCTC | TOTAL |
| Operating Revenue | | | | | | |
| Farebox Revenue | 36,172 | 18,629 | 6,704 | 7,750 | 2,756 | 72,010 |
| Fare Reduction Subsidy | 244 | - | - | 164 | - | 408 |
| Other Train Subsidies | 2,887 | - | - | - | - | 2,887 |
| Subtotal-Pro Forma FareBox | 39,303 | 18,629 | 6,704 | 7,914 | 2,756 | 75,306 |
| Dispatching | 1,278 | 803 | 21 | 152 | 286 | 2,540 |
| Other Revenues | 1,676 | 620 | 374 | 365 | 198 | 3,233 |
| MOW Revenues | 8,283 | 3,492 | 1,000 | 1,895 | 547 | 15,217 |
| Total Operating Revenue | 50,540 | 23,544 | 8,099 | 10,326 | 3,787 | 96,296 |
| Operating Expenses | | | | | | |
| Operations & Services | | | | | | |
| Train Operators | 35,260 | 14,466 | 7,035 | 6,692 | 2,541 | 65,994 |
| Train Dispatch | 4,335 | 1,302 | 572 | 719 | 405 | 7,333 |
| Equipment Maintenance | 20,315 | 7,906 | 4,401 | 4,748 | 2,062 | 39,432 |
| Materials | 9,494 | 3,695 | 2,056 | 2,219 | 964 | 18,427 |
| Fuel | 20,672 | 8,481 | 4,124 | 3,923 | 1,490 | 38,691 |
| Non-Scheduled Rolling Stock Repairs | 82 | 31 | 15 | 18 | 7 | 152 |
| Operating Facilities Maintenance | 3,358 | 1,269 | 629 | 736 | 268 | 6,260 |
| Other Operating Train Services | 678 | 266 | 165 | 150 | 96 | 1,355 |
| Security - LA Sheriffs | 8,989 | 3,398 | 1,683 | 1,969 | 717 | 16,756 |
| Security - SB Sheriffs | - | - | - | 3,999 | | 3,999 |
| Security - Guards | 3,047 | 1,107 | 1.439 | 674 | 639 | 6,907 |
| Supplemental Security | 164 | 70 | 26 | 36 | 9 | 305 |
| Public Safety Program | 39 | 14 | 12 | 9 | 8 | 81 |
| Passenger Relations | 1,236 | 536 | 218 | 331 | 84 | 2,405 |
| TVM Maintenance/Revenue Collection | 3,206 | 1,576 | 1,196 | 924 | 435 | 7,336 |
| | | 991 | 398 | 611 | 151 | |
| Marketing Media & External Communications | 2,286 167 | 61 | 52 | 37 | 35 | 4,438 352 |
| Utilities/Leases | | | 52 514 | 363 | 344 | |
| | 1,640 | 595 675 | 225 | 426 | 116 | 3,456 |
| Transfers to Other Operators Amtrak Transfers | 2,072 | 369 | 225 | 420 | 115 | 3,515 |
| Station Maintenance | 352 | | - | - | | 836 8,484 |
| | 5,420 | 1,197 | 535 | 956 | 377 | |
| 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 | 26 404 | 40.005 | 4 000 | 0.064 | 2 200 | 64.000 |
| MoW - Line Segments | 36,191 | 12,305 | 4,083 | 8,064 | 3,380 | 64,023 |
| MoW Labor & Benefits | 3,290 | 1,054 | 444 | 701 | 351 | 5,840 |
| Overhead MoW Expenses | 3,289 | 1,000 | 408 | 620 | 314 | 5,632 |
| MoW - Extraordinary Maintenance | 590 | 144 | 96 | 107 | 70 | 1,007 |
| Subtotal Maintenance-of-Way | 43,361 | 14,503 | 5,031 | 9,492 | 4,115 | 76,502 |
| Administration & Services | 44.075 | 4.005 | 0.507 | 0.400 | 0.005 | 00 707 |
| Ops Salaries & Fringe Benefits | 11,275 | 4,095 | 3,537 | 2,496 | 2,365 | 23,767 |
| Ops Non-Labor Expenses | 7,323 | 2,966 | 1,686 | 1,469 | 792 | 14,237 |
| Indirect Administrative Expenses | 15,420 | 5,600 | 4,837 | 3,413 | 3,234 | 32,504 |
| Ops Professional Services | 1,254 | 455 | 393 | 278 | 263 | 2,644 |
| Subtotal Admin & Services | 35,272 | 13,117 | 10,453 | 7,655 | 6,654 | 73,151 |
| Contingency | 29 | 10 | 9 | 6 | 6 | 61 |
| Total Operating Expenses | 204,041 | 78,082 | 42,996 | 47,227 | 22,792 | 395,138 |
| Insurance and Legal | | | | | | |
| Liability/Property/Auto | 12,261 | 4,635 | 2,295 | 2,686 | 979 | 22,856 |
| Net Claims / SI | 1,200 | 454 | 225 | 263 | 96 | 2,237 |
| Claims Administration | 1,438 | 544 | 269 | 315 | 115 | 2,681 |
| Total Net Insurance and Legal | 14,900 | 5,632 | 2,789 | 3,264 | 1,189 | 27,775 |
| Total Expense | 218,941 | 83,714 | 45,785 | 50,492 | 23,981 | 422,913 |
| Loss | (168,401) | (60,170) | (37,686) | (40,165) | (20,194) | (326,617) |
| 2028 Olympics Readiness | - | - | - | - | - | - |
| CFR 245-246 | 305 | 108 | 75 | 68 | 52 | 608 |
| Outside 20' | 3,515 | - | - | - | - | 3,515 |
| Total Expense | 222,761 | 83,822 | 45,860 | 50,560 | 24,033 | 427,036 |
| Loss/Member Support Required | (172,221) | (60,278) | (37,760) | (40,233) | (20,246) | (330,739) |
| Lossimeninei Support Requireu | (114,441) | (00,270) | (51,160) | (40,233) | (40,440) | (550,733) |

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 | |
| LI237 | Software License | GOTO Communication (formerly Jive) | VoIP services (under SPURR) | \$86,000 | |
| LI283 | Software License | LinkedIn Corporation | Online network subscription – job opportunity postings | \$26,753 | |
| LI182 | Software License | Fujitsu Corporation | Fiber Optic NMS for Train Control Network | \$49,134 | |
| LI117 | Software License | IBM Corporation | IBM Rational Suite (Network virtualization software - ex IBM Jazz) | \$30,000 | |
| H1625X | Software License | Trapeze | Assetworks EAM and MAXQueue – SCRRA inventory control program and asset management | \$464,775 | |
| LI101 | Software License | Salesforce.com | Customer management system database and information system annual report | \$379,050 | |
| LI144 | Software License | HootSuite Media | Hootsuite pro annual renewal and license, social media tracking tool | \$48,000 | |
| LI152 | Software License | Redvector | IndustrySafe Safety Management System | \$45,203 | |
| Ll147 | 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

| Contract Number | Туре | Vendor | Description | FY26 Contract Authority & Budgeted Amount |
|-----------------|---|--|--|---|
| PO410 | Original Equipment Manufacturers Agreements | AJ Energie Inc. | Repair and Return of Saft batteries | \$25,000 |
| PO406 | Original Equipment Manufacturers Agreements | Alstom Transportation | Bombardier car structural components, interior and exterior car body components and parts | \$160,000 |
| PO782 | Original Equipment Manufacturers Agreements | Atlas Copco Compressors LLC | Locomotive parts and consumables | \$245,000 |
| PO454 | Original Equipment Manufacturers Agreements | Celeste Industries Corp | Sani-pak soaps and supplies | \$35,000 |
| ED4704 | Original Equipment Manufacturers | Custom Glass Solutions | | \$225.000 |
| EP176A | Agreements Original Equipment Manufacturers | Trumbauersville, LLC | Railcar Windows | \$225,000 |
| PO756 | Agreements Original Equipment Manufacturers | Daktronics | Electronic Display | \$25,000 |
| PO437 | Agreements Original Equipment Manufacturers | Dayton-Phoenix Group Inc. | Repair and return of fans | \$625,000 |
| PO863 | Agreements | Dellner Dampers | Locomotive Dampers Switch gear & hardware spare parts, | \$40,000 |
| PO484 | Agreements | Hitachi Rail STS USA, Inc. (Formerly Ansaldo) | maintenance and repair for signal and communications | \$150,000 |
| PO667 | Original Equipment Manufacturers Agreements | Hoppecke Batteries | Rail Batteries | \$150,000 |
| PO725 | Original Equipment Manufacturers Agreements | Inter-Block Retaining Systems, Inc | Retaining Wall Blocks | \$80,000 |
| PO790 | Original Equipment Manufacturers Agreements | Kluber Lubrication | Tier 4 locomotive lubricants | \$35,000 |
| PO874 | Original Equipment Manufacturers Agreements | Knorr Brake Corporation | Locomotive Air Brake Valves | \$250,000 |
| PO444 | Original Equipment Manufacturers Agreements | . Mechanical Systems Remanufacturing | Locomotive shock absorbers, door lock assemblies, couplers, coach car diaphragms, and new car body parts | \$215,111 |
| PO796 | Original Equipment Manufacturers Agreements | Merak North America | Sigma Coach HVAC Spare Parts | \$176,620 |
| PO452 | Original Equipment Manufacturers Agreements | Motion and Flow Control Products, Inc. | Car parts and hoses | \$110,000 |
| | Original Equipment Manufacturers | | | |
| PO646 PO834 | Agreements Original Equipment Manufacturers Agreements | Orgo-Thermit Pittsburgh Air Brake Company | Welding Kits Railcar Air Brake Valve Repairs | \$50,000 \$105,000 |
| | Original Equipment Manufacturers | | Locomotive Component parts and repair | |
| PO615 | Agreements Original Equipment Manufacturers | PowerRail Distribution Inc. | services Locomotive Spare & Repair parts – 710 & 645 | \$1,800,000 |
| PO759 | Agreements Original Equipment Manufacturers | Progress Rail Locomotives | Engine, Electrical Car body Repair and Return of Locomotive Radio, | \$3,500,000 |
| PO663 | Agreements Original Equipment Manufacturers | Quest Rail, LLC | Radiohead, Transceiver | \$30,000 |
| PO717 | Agreements | Quester Tangent | Repair and return of Rotem Auxiliary Controllers | \$30,000 |
| PO409 | Original Equipment Manufacturers Agreements | Quinn Power Systems | Caterpillar HEP Engine Overhaul and Repair; Spare Maintenance and Repair Parts | \$2,500,000 |
| PO505 | Original Equipment Manufacturers Agreements | Railhead Corporation | Replacement Parts for Camera monitoring and microphone systems | \$170,000 |
| PO591 | Original Equipment Manufacturers Agreements | Saft Batteries | Saft Batteries | \$90,000 |
| PO661 | Original Equipment Manufacturers Agreements | Schaltbau North America | Repair and return throttle controllers | \$25,000 |
| PO368 | Original Equipment Manufacturers Agreements | Siemens Mobility | Signal Equipment and Repair and Return | \$800,000 |
| PO624 | Original Equipment Manufacturers Agreements | Strato, Inc | Strato Hoses and Couplings | \$80,000 |
| | Original Equipment Manufacturers | | Industrial Hardened Modular Ethernet Card / JumboSwitch + TC View maintenance | |
| PO651 | Agreements Original Equipment Manufacturers | T C Communications, Inc. | agreement Integrated Communication control unit, racks, | \$95,000 |
| PO474 | Agreements Original Equipment Manufacturers | TOA Engineering Corp. Trans Tech of South Carolina (Wabtech | speaker, microphone and supplies | \$55,000 |
| PO459 | Agreements | Group) | Microphor Restroom Parts & Supplies | \$130,000 |
| PO473 | Original Equipment Manufacturers Agreements | Ultimate Rail Equipment, Inc. | Working tables, armrests, door panel assembly, cushions, maintenance parts and supplies | \$50,000 |
| PO554 | Original Equipment Manufacturers Agreements | Universal Interiors | Interior Package for Rotem cars | \$75,000 |
| PO465 | Original Equipment Manufacturers Agreements | USSC, LLC | Operator's seats | \$110,000 |
| PO414 | Original Equipment Manufacturers Agreements | Vapor Stone Rail Systems (Wabtec Group) | Heating, Ventilation, and Air Conditioning Specialty Relays and Door operators | \$550,000 |

Attachment L

| Contract Number | 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 | tion 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

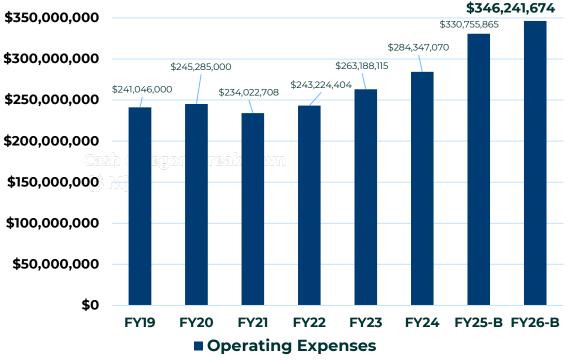


Proposed FY26 Operating Budget Summary

- 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

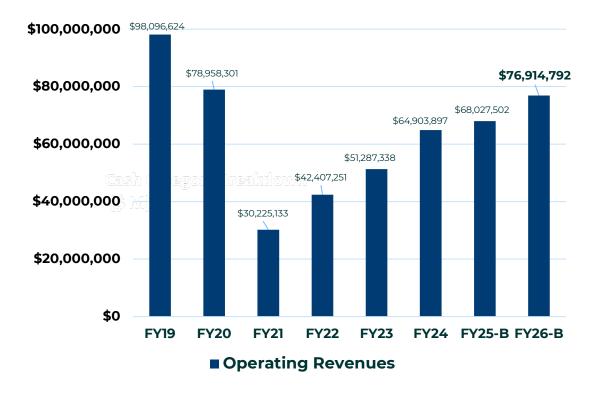


Notes:

- 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.

Operating Revenues FY19 – FY26

Operating Revenues FY19 – FY26



Note:

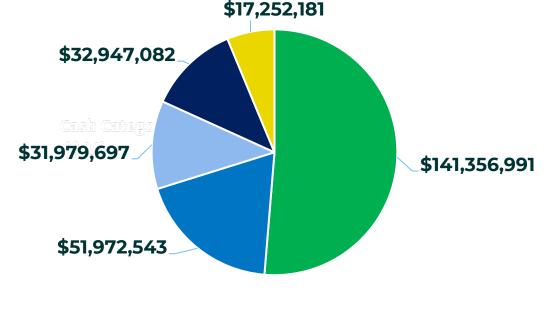
- FY19, FY20, FY21, FY22, FY23, & FY24 Actuals
- FY25 & FY26 Budgets not Actuals (does include Student Adventure Pass)



Operating Support Required from Member Agencies

Proposed FY26 Operating Support Required by Member Agency

Operating Support Required (\$275.5M)



■ METRO ■ OCTA ■ RCTC ■ SBCTA ■ VCTC

Notes:

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

FY26 Operating
Budget
Summary of
Support by Member
Agencies

Proposed FY26 Operating Budget Summary of Support by Member Agency

FY26 Proposed Budget

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

FY25 Adopted Budget

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

Note: Excludes Mini-Bundle Mobilization & Member Agency Student Adventure Pass Funding Year-Over-Year Variance

| | METRO | OCTA | RCTC | SBCTA | VCTC | TOTAL |
|-----------------------|--------------|-------------|-------------|-------------|-------------|--------------|
| Revenues | 5,278,215 | 1,999,636 | 406,402 | 1,020,400 | 182,637 | 8,887,290 |
| % variance | 14.2% | 13.2% | 7.4% | 13.2% | 7.5% | 13.1% |
| Expenses | 16,130,778 | 6,628,576 | 3,471,885 | 5,826,219 | 1,859,697 | 33,917,155 |
| % variance | 9.6% | 10.6% | 10.1% | 16.2% | 10.3% | 10.6% |
| Member Agency Support | | | | | | |
| (increase) / decrease | (10,852,563) | (4,628,940) | (3,065,483) | (4,805,819) | (1,677,060) | (25,029,865) |
| % variance | 8.3% | 9.8% | 10.6% | 17.1% | 10.8% | 10.0% |

METROLINK

Note:

FY26 Operating Budget Summary – Major Expense Drivers

| | FY25 | FY26 | | ance | |
|------------------------------------|---------|----------|----------------------------------|------------|--|
| (\$000s) | Adopted | Proposed | FY26 Proposed vs FY25 Adopted | | |
| | Budget | Budget | | | |
| 0 | | | \$ 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



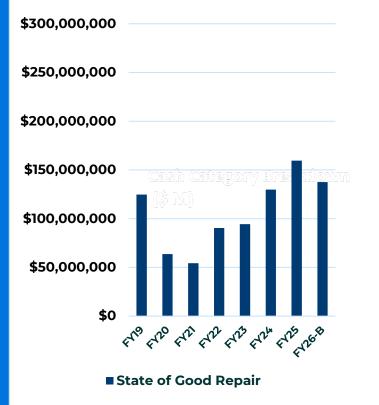
Proposed FY26 Capital Program Overview

- 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%

FY26 Capital Program FY19 – FY26

- SGR
- New Capital

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





Note:

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

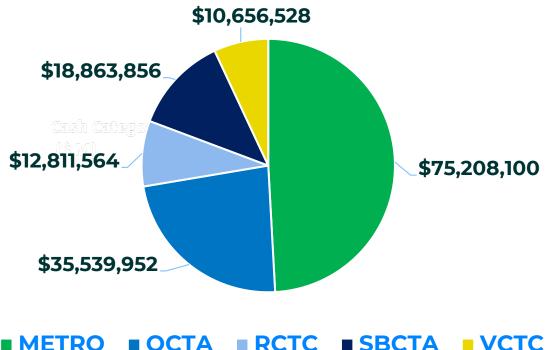


FY26 Capital Program By Member Agency

- SGR
- New Capital

Proposed FY26 Capital Program Support Required By Member Agency





■ METRO ■ OCTA ■ RCTC ■ SBCTA ■ VCTC

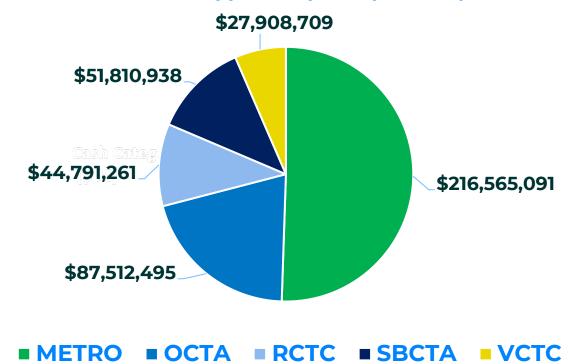


FY26 Operating & Capital Budget Summary

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

Proposed FY26 Operating and Capital Budgets Support Required by Member Agency

Total Support Required (\$428.6M)



Notes:

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

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

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

FY26 Proposed Budget

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

Cash Canagony Breakslowm FY25 Adopted Budget

| | 선계 내 - 전독, 역 (보, 독, 목, 보기) - 다 - 나 | 그리다들(의미네스) (보기고리미니 | | - · · · · · · · · · · · · · · · · · · · | | | | |
|-------------------------|------------------------------------|--------------------|------------|---|------------|-------------|--|--|
| ns | METRO | OCTA | RCTC | SBCTA | VCTC | TOTAL | | |
| Total Operating Support | 137,759,830 | 50,331,477 | 30,289,196 | 29,569,677 | 16,078,182 | 264,028,362 | | |
| Total Capital Support | 70,373,350 | 39,103,480 | 21,381,360 | 22,707,840 | 11,973,720 | 165,539,750 | | |
| Total | 208,133,180 | 89,434,957 | 51,670,556 | 52,277,517 | 28,051,902 | 429,568,112 | | |

Year-Over-Year Variance

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



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%.



Approval of the Orange County Transportation Authority's Proposed Fiscal Year 2025-26 Budget and Personnel and Salary Resolution



Budget Themes



Guarded Economic Outlook

- Sales tax receipts softening
- Budget uncertainty at state level
- Some federal funding uncertainty
- Preserving healthy reserve balances



Sustainable & Resilient Priorities

- Ongoing zero-emission bus and infrastructure investment
- Continuing coastal rail resiliency planning and project implementation



Consistent Express Lanes Operations

- 91 Express
 Lanes continues meeting commitments
- 405 Express
 Lanes continues meeting commitments



Expanded Transit Offerings

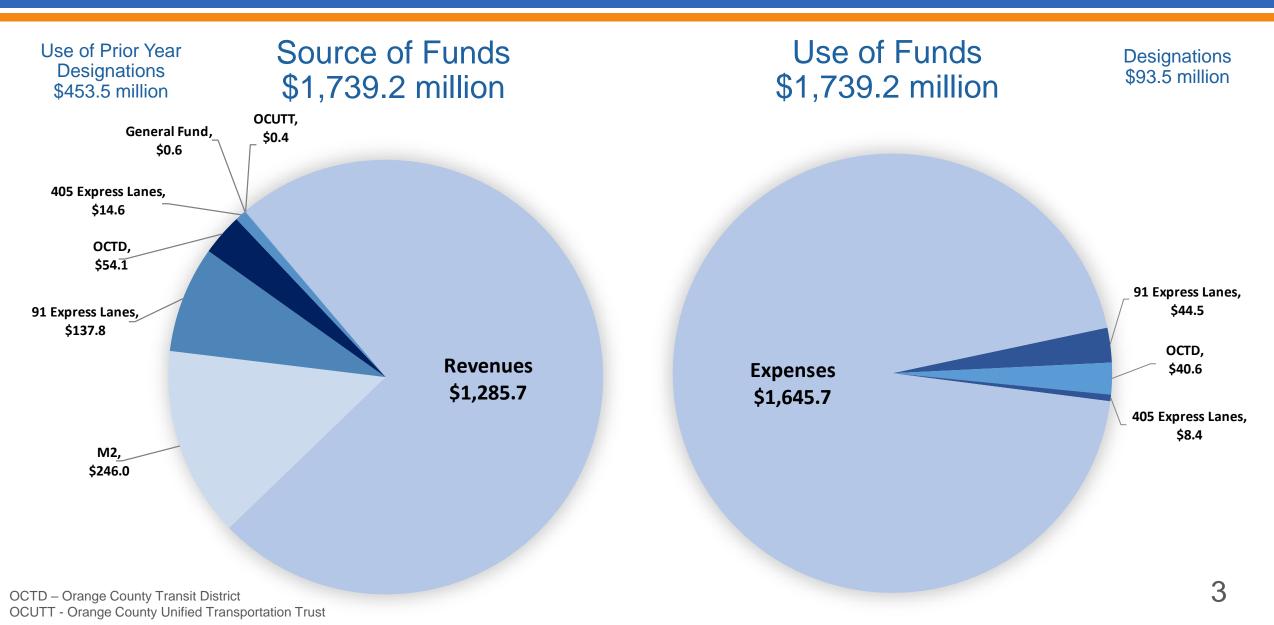
- Additional
 OC Bus service
 to meet
 increasing
 demand
- Commencing
 OC Streetcar
 revenue service
 activities
- Continuing Metrolink rail service



Delivering on Measure M2 (M2) Commitment

- M2 Next 10
 Delivery Plan
 programs and
 projects on track
 as promised
- Formula & competitive programs continue to support needs of cities and County

Budget Overview



Budget Adjustments – Sources and Uses

| Sources | Adjustment |
|---------------------------------|---------------------------------------|
| Revenues | |
| 405 Express Lanes Toll Revenues | \$ (5,217,762) |
| Total Revenues | \$ (5,217,762) |
| | |
| | |
| Uses | Adjustment |
| Uses Expenses | Adjustment |
| | Adjustment (5,217,762) \$ (5,217,762) |

Budget Sources & Uses

| | FY | 2024-25 | FY | 2025-26 | | |
|--|----------|---------|-----------------|---------|--------|---------|
| In Millions | Approved | | Proposed | | Change | |
| Sources | E | Budget | E | Budget | | \$ |
| Revenues | \$ | 1,403.8 | \$ | 1,285.7 | \$ | (118.1) |
| Use of Prior Year Designations | | 352.8 | | 453.5 | | 100.7 |
| Total Revenue / Use of Designations | \$ | 1,756.6 | \$ | 1,739.2 | \$ | (17.4) |
| Uses | | | | | | |
| Salaries and Benefits | \$ | 212.0 | \$ | 221.2 | \$ | 9.2 |
| LOSSAN Funded Salaries and Benefits | | 4.5 | | 4.7 | | 0.2 |
| Services and Supplies | | 469.0 | | 475.8 | | 6.8 |
| Contributions to Other Agencies | | 227.2 | | 227.9 | | 0.7 |
| Interest/Debt Service | | 75.3 | | 65.9 | | (9.4) |
| Capital | | 672.1 | | 650.2 | | (21.9) |
| Designations | | 96.5 | | 93.5 | | (3.0) |
| Total Expenditures / Designations | \$ | 1,756.6 | \$ | 1,739.2 | \$ | (17.4) |

FY – Fiscal Year LOSSAN - Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency

Staffing Levels

| OCTA Staffing | FY 2024-25 Full-time Equivalent | FY 2025-26 Full-time Equivalent | FY 2025-26 New Hires | FY 2025-26 Reductions | Difference |
|---------------------------------------|---------------------------------------|---------------------------------------|-------------------------|--------------------------|------------|
| Administrative* | 532.5 | 536.5 | 4.0 | - | 4.0 |
| Union | 798.0 | 825.0 | 27.0 | - | 27.0 |
| Coach Operators** | 599.0 | 626.0 | 27.0 | - | 27.0 |
| Maintenance | 158.0 | 158.0 | - | - | - |
| Facility Technicians and Parts Clerks | 41.0 | 41.0 | - | - | - |
| OCTA Positions | 1,330.5 | 1,361.5 | 31.0 | - | 31.0 |
| LOSSAN Funded OCTA Positions | 18.0 | 18.0 | - | - | - |
| Total Authority Positions | 1,348.5 | 1,379.5 | 31.0 | - | 31.0 |

^{*11} administrative positions on hold for future consideration

^{**}Additional coach operators for increased bus service and reduced overtime budget

Employee Compensation Assumptions

- Employees Subject to Collective Bargaining Agreement
 - Coach Operators (626 employees)
 - Collective bargaining agreement effective through April 30, 2027
 - Maintenance (158 employees)
 - Collective bargaining agreement effective through September 30, 2025
 - Facilities technicians and parts clerks (41 employees)
 - Collective bargaining agreement effective through March 31, 2027
- Administrative Employees (536.5 + 18 LOSSAN employees)
 - Employees are not represented by a union
 - Compensation governed by the Personnel and Salary Resolution, which is approved annually as part of the budget
 - Salary grade ranges are developed based upon scope, level of work performed, and external market data

Personnel and Salary Resolution

- Pertaining to Administrative Employees
 - Employees are at-will and not represented by a union
 - Administrative employees do not receive cost-of-living adjustments, step increases, or automatic increases of any type
- Merit Pool of 4 Percent
 - Salary increases are based on a pay-for-performance program
 - Every employee has a performance plan and receives an annual performance review
 - Base-building adjustment to annual salary
- Bonus Pool of 4 Percent
 - Non-base building does not increase annual salary
 - Bonuses are given throughout the year for specific, exceptional performance in a defined goal area
 - Part of employee rewards and recognition strategy

Recommendations

- Approve by Resolution the Orange County Transportation Authority FY 2025-26 Budget
- Approve the Personnel and Salary Resolution for FY 2025-26
- Authorize the Chief Executive Officer, or his designee, to negotiate and execute the software and hardware licensing, maintenance, and emergency support purchase orders, and/or agreements
- Approve the FY 2025-26 OCTA member agency contribution to the Southern California Regional Rail Authority operating subsidy, in an amount up to \$51,972,543, conditional based on all other member agencies agreement to the contribution. In addition, approve the capital and rehabilitation expenditure budget contingent upon all member agencies' approval of their respective capital and rehabilitation budgets. The OCTA's portion of the costs for capital is \$3,084,444 and \$32,455,508 for rehabilitation

Next Steps

• Back-up Public Hearing – Board (Public Hearing and Approval)

June 23



Call to Order

The May 27, 2025, regular meeting of the Orange County Transportation Authority (OCTA) Board of Directors and affiliated agencies was called to order by Chair Chaffee at 9:30 a.m. at the OCTA Headquarters, 550 South Main Street, Orange, California.

Directors Present: Doug Chaffee, Chair

Jamey M. Federico, Vice Chair

Katrina Foley William Go Patrick Harper Michael Hennessey

Fred Jung

Stephanie Klopfenstein

Carlos A. Leon
Janet Nguyen
Tam T. Nguyen
Vicente Sarmiento
John Stephens
Kathy Tavoularis
Mark Tettemer
Donald P. Wagner
Lan Zhou, Ex-Officio

Directors Absent: Valerie Amezcua

Staff Present: Darrell E. Johnson, Chief Executive Officer

Jennifer L. Bergener, Deputy Chief Executive Officer

Gina Ramirez, Assistant Clerk of the Board

Andrea West, Clerk of the Board

Sahara Meisenheimer, Clerk of the Board Specialist

James Donich, General Counsel

1. Closed Session

A Closed Session was held as follows:

- A. Pursuant to Government Code Section 54956.9(d)(1) Conference with General Counsel Existing Litigation St. Andrew's by the Sea United Methodist Church v. State of California, et. Al., OCSC Case No. 30-2018-01018320.
- B. Pursuant to Government Code Section 54956.9(d)(1) Conference with General Counsel Existing Litigation Walsh Construction Company v. Orange County Transportation Authority, OCSC Case No. 30-2022-01248455.



All members were present except Director Amezcua, who was also absent from the meeting.

There was no report out on these matters.

Special Calendar

2. Update on Emergency Need for Railroad Track Stabilization in the Vicinity of Mile Post 203.83 to 204.40 and 206.10 to 206.70 on the Orange Subdivision

James G. Beil, Executive Director of Capital Programs, presented this item.

A motion was made by Director Hennessey, seconded by Director Foley, and declared passed by those present to reaffirm Resolution No. 2025-025 to authorize the Chief Executive Officer to take all necessary actions to address the emergency need for railroad track stabilization in the vicinity of Mile Post 203.83 to 204.40 and 206.10 to 206.70 on the Orange Subdivision, and to return to the Board of Directors, as required, to report on the status thereof.

3. Presentation of Resolutions of Appreciation for Employees of the Month

Resolutions of Appreciation were presented to Gelacio Aguilar, Coach Operator, Jose Gutierrez, Maintenance, and Josue Vaglienty, Administration, as Employees of the Month for May 2025.

Consent Calendar (Items 4 through 16)

4. Approval of Minutes

A motion was made by Director Sarmiento, seconded by Director Foley, and declared passed by those present to approve the minutes of the May 12, 2025 Orange County Transportation Authority and affiliated agencies' regular meeting.

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

A motion was made by Director Sarmiento, seconded by Director Foley, and declared passed by those present to direct staff to implement five recommendations provided in Real Estate Administration, Internal Audit Report No. 25-506.



6. Transportation Development Act, Triennial Performance Audits

A motion was made by Director Sarmiento, seconded by Director Foley, and declared passed by those present to:

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

7. Fiscal Year 2024-25 Third Quarter Grant Reimbursement Status Report

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

8. Orange County Transportation Authority Investment and Debt Programs Report - March 2025

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

9. Annual Update to Investment Policy

A motion was made by Director Sarmiento, seconded by Director Foley, and declared passed by those present to:

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



10. State Legislative Status Report

A motion was made by Director Sarmiento, seconded by Director Foley, and declared passed by those present to:

- A. Adopt the proposed Principles for Cap-and-Trade Revenue Distribution Legislation and direct staff to take necessary and appropriate actions to inform and respond to legislative proposals.
- B. Adopt a SUPPORT position on AB 986 (Muratsuchi, D-Torrance), which would expand the definition of events qualifying for a state or local emergency to include landslides and preexisting climate conditions.

(Reflects a change from staff's recommendation)
Recommendation C was added at the Legislative & Communications Committee on May 15, 2025.

C. Adopt an OPPOSE position on SB 741 (Blakespear, D-Encinitas), consistent with the Fiscal Year 2025-2026 Orange County Transportation Authority State Legislative Platform.

Director J. Nguyen abstained from voting on this item.

11. Federal Legislative Status Report

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

12. Consultant Selection for On-Call Architectural and Engineering Design and Construction Support Services for Transit Facility Projects

A motion was made by Director Sarmiento, seconded by Director Foley, and declared passed by those present to:

- A. Approve the selection of Stantec Architecture Inc., M. Arthur Gensler, Jr. & Associates, Inc., Anil Verma Associates, Inc., STV Incorporated, Dahl, Taylor & Associates, Inc., and IDS Group, Inc., in the aggregate amount of \$3,000,000, as the firms to provide on-call architectural and engineering design and construction support services for transit facility projects.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2610 between the Orange County Transportation Authority and Stantec Architecture Inc., to provide on-call architectural and engineering services for a three-year initial term, and one, two-year option term.



- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-4060 between the Orange County Transportation Authority and M. Arthur Gensler, Jr. & Associates, Inc., to provide on-call architectural and engineering services for a three-year initial term, and one, two-year option term.
- D. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-4061 between the Orange County Transportation Authority and Anil Verma Associates, Inc., to provide on-call architectural and engineering services for a three-year initial term, and one, two-year option term.
- E. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-4062 between the Orange County Transportation Authority and STV Incorporated, to provide on-call architectural and engineering services for a three-year initial term, and one, two-year option term.
- F. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-4063 between the Orange County Transportation Authority and Dahl, Taylor & Associates, Inc., to provide on-call architectural and engineering services for a three-year initial term, and one, two-year option term.
- G. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-4064 between the Orange County Transportation Authority and IDS Group, Inc., to provide on-call architectural and engineering services for a three-year initial term, and one, two-year option term.

13. Amendment to Agreement for Marketing Print Services

A motion was made by Director Sarmiento, seconded by Director Foley, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-2-2288 between the Orange County Transportation Authority and PGI-Pacific Graphics, Inc., to exercise the first option term, in the amount of \$230,000, to continue providing marketing print services, effective July 1, 2025 through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$555,000.



14. Amendment to Agreement for Public Information Marketing Program Services

A motion was made by Director Sarmiento, seconded by Director Foley, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-2-2313 between the Orange County Transportation Authority and Klein and Klein, Inc., to exercise the first option term, in the amount of \$350,000, to continue providing public information marketing program services, effective July 1, 2025 through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$731,000.

15. Amendment to Agreement for Bus Mural Application Services

A motion was made by Director Sarmiento, seconded by Director Foley, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-2-2317 between the Orange County Transportation Authority and JG Images, Inc., to exercise the first option term, in the amount of \$260,000, to continue providing bus mural application services, effective July 1, 2025 through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$610,000.

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

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

Regular Calendar

17. Proposed New Fare Media

Sam Kaur, Department Manager of Revenue Administration, provided a presentation on this item.

Public comments were heard from Peter Warner and David Martinez.



A motion was made by Director Foley, seconded by Director Sarmiento, and declared passed by those present to:

- A. Receive and file the final Public Involvement Plan Report.
- B. Direct staff to implement the new fare media with the launch of the Rider Validation system.

Director Wagner voted in opposition to this item.

Directors Jung and J. Nguyen were not present to vote on this item.

Discussion Items

18. Public Comments

A public comment was received via email from Craig Durfey.

An in-person public comment was heard from Peter Warner.

19. Chief Executive Officer's Report

Mr. Johnson, CEO, reported on the following:

- OCTA recognition from the American Society of Civil Engineers Awards
- Jeannie Lee, Capital Project Delivery Department, was honored as the Outstanding Civil Engineer in the Public Sector

20. Directors' Reports

There were no Directors' Reports.

21. Adjournment

The meeting adjourned at 11:01 a.m.

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

9:30 a.m. on Monday, June 9, 2025

OCTA Headquarters

Board Room

550 South Main Street,

Orange, California





June 9, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Amendment to the 91 Express Lanes Riverside County

Transportation Commission / Orange County Transportation

Authority Facility Agreement

Finance and Administration Committee Meeting of May 28, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento,

and Tettemer

Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

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



May 28, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to the 91 Express Lanes Riverside County

Transportation Commission / Orange County Transportation

Authority Facility Agreement

Overview

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

Recommendation

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

Discussion

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

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

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

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

Summary

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

Attachments

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

Prepared by:

Kirk Avila

General Manager

Express Lanes Programs

(714) 560-5674

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

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

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

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

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

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

Recitals

- A. The Parties previously entered into that certain Cooperative Agreement for State Route 91 Express Lanes and Corridor Improvements, dated December 16, 2011 ("Cooperative Agreement"), which, among other things, anticipated the sharing of certain joint operating costs incurred in conjunction with the coordinated operation of the OCTA 91 Express Lanes and the RCTC 91 Express Lanes.
- B. The Parties previously entered into that certain RCTC-OCTA Facility Agreement ("ROFA"), dated November 4, 2015, for implementation of certain portions of the Cooperative Agreement pertaining to the lease, expansion, and joint use of the Toll Related Facilities. The ROFA sets forth the rights and obligations of the Parties related to the lease, expansion, and joint use of the Toll Operations Center, as that term is defined in the ROFA. Section 5 of the ROFA addresses the payment of rent and other costs for the Toll Operations Center. Section 8 of the ROFA provides that the terms for implementation of the Cooperative Agreement with respect to Third Party Vendor Agreements (as that term is defined in the ROFA) and payments will be addressed in an amendment to the ROFA to be entered into at such time as the Parties have sufficient information to negotiate such terms, as those terms are defined in the ROFA.
- C. Pursuant to Section 8, the Parties previously entered into that Amendment No. 1 to the ROFA, dated October 26, 2016, which added Exhibit "B" entitled "ROFA Addendum for CSC Build-Out" to address the build-out of the Customer Service Center and CSC lease payments.
- D. Pursuant to Section 8, the Parties previously entered into that Amendment No. 2 to the ROFA, dated April 11, 2017, which added Addendum 1 entitled "ROFA Addendum for Funding and Payment of Certain Joint Operating Costs" (i) to identify certain third party vendor agreements entered into by OCTA or RCTC, respectively, related to operation of the 91 Express Lanes ("Third Party Vendor Agreements"), (ii) to identify certain purchases administered by one Party and to be jointly funded by the other Party, (iii) to provide for the allocation of funding by each Party to reimburse the other Party for its share of costs incurred under such Third Party Vendor Agreements and for such purchases, and (iv) for OCTA to allocate funding to reimburse RCTC for payment of certain future costs related to third party contracts and purchases administered by Cofiroute, USA LLC ("Cofiroute") and not funded under that certain three party

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

- E. Pursuant to Section 8, the Parties previously entered into that Amendment No. 3 to the ROFA, dated August 13, 2018, which updated Addendum 1 to set forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent associated with the Toll Operations Center and Customer Service Center, and for certain costs incurred by RCTC for third party contracts and purchases administered by Cofiroute for operation of the 91 Express Lanes, and not funded under the ORCOA, for the period from July 1, 2018 through June 30, 2019. At the time the Parties entered into Amendment No. 3, the Parties contemplated relocating the Customer Service Center to a new location, and Addendum 1 attached to Amendment No. 3 only set forth the estimated Rent under the CSC Lease, as provided pursuant to Exhibit "B" to the ROFA, through March 31, 2019.
- F. The Customer Service Center was subsequently relocated from a building leased by OCTA located at 2275 Sampson Avenue in Corona, California, to a building owned by RCTC located at 301 Corporate Terrace in Corona, California, and the payment of rent and other expenses for the Customer Service Center is now governed by that certain "Standard Multi-Tenant Office Lease Gross" between RCTC and OCTA, dated January 1, 2018. Therefore, the ROFA no longer governs the rights and obligations of the Parties with respect to the Customer Service Center.
- G. Pursuant to Section 8, the Parties previously entered into that Amendment No. 4, dated October 9, 2019, which eliminated references to the Customer Service Center, repealed Exhibit "B", and updated Addendum 1 to set forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent associated with the Toll Operations Center, and for certain costs incurred by RCTC for third party contracts and purchases administered by Cofiroute for operation of the 91 Express Lanes, and not funded under the ORCOA, for the period from July 1, 2019 through June 30, 2020.
- H. Pursuant to Section 8, the Parties previously entered into that Amendment No. 5, dated August 11, 2020, which updated Addendum 1, pursuant to an attachment identified as Addendum 2, to set forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent and other costs associated with the Toll Operations Center, and for certain costs incurred by RCTC for third party contracts and purchases administered by Cofiroute for operation of the 91 Express Lanes, and not funded under the ORCOA, for the period from July 1, 2020 through June 30, 2021.
- I. Pursuant to Section 8, the Parties previously entered into that Amendment No. 6, dated July 1, 2021, which updated Addendum 2, pursuant to an attachment identified as Addendum 3, to set forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent and other costs associated with the Toll Operations Center, and for certain costs incurred by RCTC for third party contracts and purchases administered by Cofiroute for operation of the 91 Express Lanes, and not funded under the ORCOA, for the period from July 1, 2021 through June 30, 2022.

- J. Pursuant to Section 8, the Parties previously entered into that Amendment No. 7, dated July 12, 2022, which updated Addendum 3, pursuant to an attachment identified as Addendum 4, to set forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent and other costs associated with the Toll Operations Center, for the period from July 1, 2022 through June 30, 2023. At the time of Amendment No. 7, the ORCOA was no longer in effect and had been replaced by a new agreement, and it was no longer necessary for OCTA to allocate funding to reimburse RCTC for payment of future costs related to third party contracts and purchases administered by Cofiroute for operation of the 91 Express Lanes and not funded under the ORCOA.
- K. Pursuant to Section 8, the Parties previously entered into Amendment No. 8, dated August 2, 2023, which updated Addendum 4, pursuant to an attachment identified as Addendum 5, to set forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent associated with the Toll Operations Center, for the period from July 1, 2023 through June 30, 2024.
- L. Pursuant to Section 8, the Parties previously entered into Amendment No. 9, dated August 12, 2024 which updated Addendum 5, pursuant to an attachment identified as Addendum 6, to set forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent associated with the Toll Operations Center, for the period from July 1, 2024 through June 30, 2025.
- M. The Parties now desire to enter into this Amendment No. 10 in order to update Addendum 6 to set forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent and other costs associated with the Toll Operations Center, for the period from July 1, 2025 through June 30, 2026.

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

- 1. **Amendment Replacing Addendum 6**. Effective July 1, 2025, ROFA Addendum 6 entitled "ROFA Addendum for Funding and Payment of Certain Joint Operating Costs" is hereby replaced in its entirety with the Addendum 7 attached hereto, which is incorporated herein by reference, setting forth terms pertaining to the allocation of funding and payment by each Party for costs incurred by the other Party under Third Party Vendor Agreements and for Rent associated with the Toll Operations Center, for the period from July 1, 2025 through June 30, 2026. The attached Addendum 7 replaces the document attached to Amendment No. 9 as Addendum 6.
- 2. **Continuing Effect of Agreement.** Except as amended by this Amendment No. 10, all provisions of the ROFA, as previously amended, shall remain unchanged and in full force and effect. Except as otherwise expressly stated, the incorporation of costs pertaining to Rent and other costs pertaining to the Toll Operations Center into Addendum 7 is not intended to amend or supersede other applicable provisions of the ROFA, as previously amended, pertaining to the rights

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

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

SIGNATURES ON FOLLOWING PAGE



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

| RIVERSIDE COUNTY TRANSPORTATION COMMISSION | ORANGE COUNTY TRANSPORTATION AUTHORITY |
|---|---|
| By: | By: |
| Its: | Its: |
| APPROVED AS TO FORM: BEST BEST & KRIEGER LLP | APPROVED AS TO FORM: WOODRUFF & SMART, APC |
| DEST DEST & RRIEGER ELF | |
| By: | By: |
| Counsel to the Riverside | General Counsel to Orange |
| County Transportation Commission | County Transportation |

Addendum 7

ROFA Addendum for Funding and Payment of Certain Joint Operating Costs

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

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

2. Funding and Payment for Certain Joint Operating Costs.

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

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

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

EXHIBIT A

CONTRACTS/PURCHASES ADMINISTERED BY OCTA

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

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

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

EXHIBIT B CONTRACTS/PURCHASES ADMINISTERED BY RCTC

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

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





June 9, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

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

Finance and Administration Committee Meeting of May 28, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento,

and Tettemer

Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Receive and file as an information item.



May 28, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 91 Express Lanes Update for the Period Ending -

March 31, 2025

Overview

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

Recommendation

Receive and file as an information item.

Background

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

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

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

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

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

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

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

Discussion

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

Traffic Volumes

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

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

Gross Potential Toll Revenues (GPTR)

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

Toll Adjustments

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

Number of Accounts and Transponders

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

Outstanding Debt

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

Reserve Funds

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

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

Operations Update

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

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

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

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

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

91 Express Lanes Update for the Period Ending - Page 6 March 31, 2025

Summary

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

Attachments

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

Prepared by:

Kirk Avila

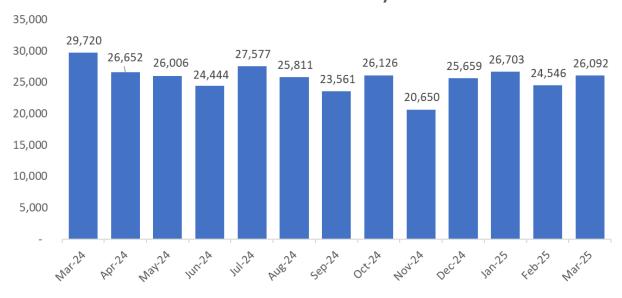
General Manager,

Express Lanes Programs

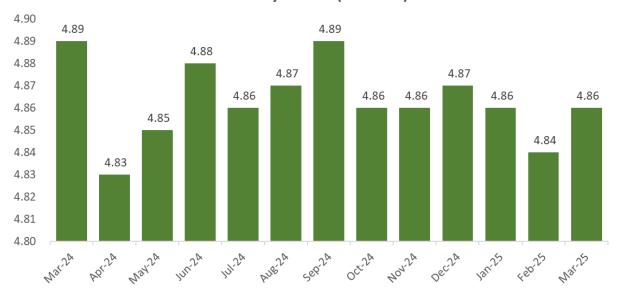
(714) 560-5674

91 Express Lanes Key Performance Measures March 2025

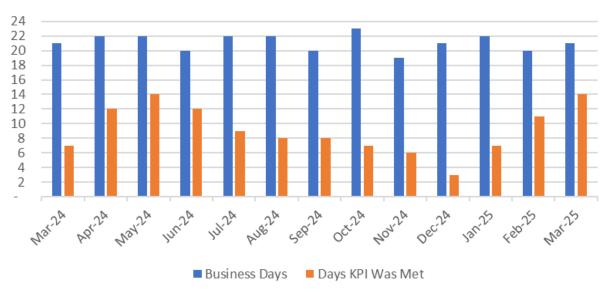
Customer Service Center Number of Monthly Calls

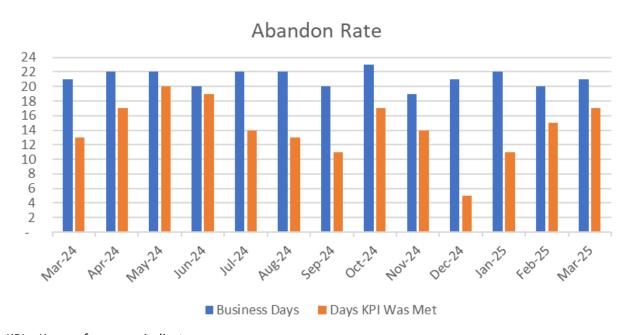


Customer Satisfaction Monthly Scores (Out of 5)



Call Wait Times Anwsered Within 60 Seconds





KPI = Key performance indicator



Orange County Transportation Authority Riverside County Transportation Commission





Status Report March 2025

As of March 31, 2025

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TRAFFIC AND REVENUE STATISTICS FOR OCTA

OPERATIONS OVERVIEW OCTA

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

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

Current MTD as of March 31, 2025

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



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

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

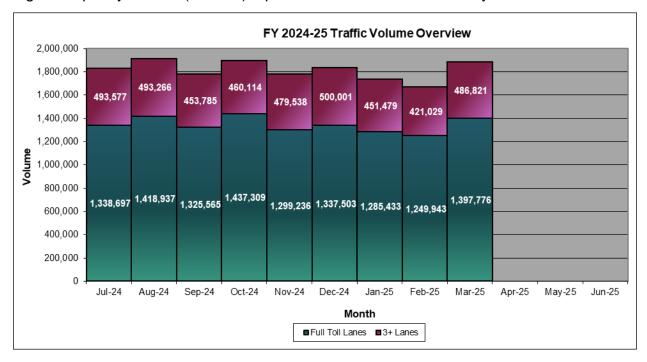
Fiscal Year (FY) 2024-25 YTD as of March 31, 2025

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

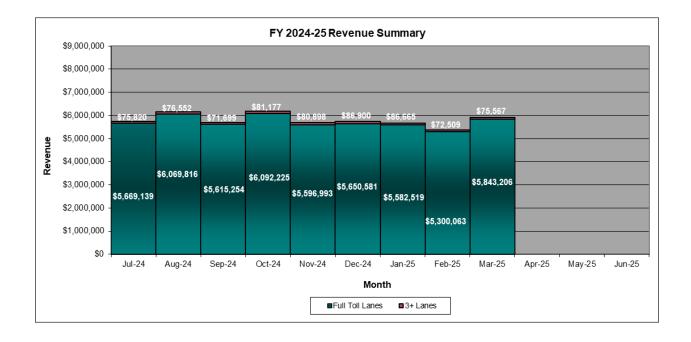


OCTA Traffic and Revenue Summary

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



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





OCTA PEAK-HOUR VOLUMES

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

OCTA EASTBOUND PEAK-HOUR VOLUMES

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

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

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

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

| Mond | day | 03/31/25 | | Tues | day | 04/01/25 | i | Wednesday | | 04/02/25 | | Thursday | | 04/03/25 | | Friday | | 04/04/25 | |
|--------|--|--|---|--|---|--|---|---|---|---|---|--|--|---|---|---|---|---|---|
| Price | HOV | Vol. | Сар. | Price | HOV | Vol. | Сар. | Price | HOV | Vol. | Cap. | Price | HOV | Vol. | Сар. | Price | HOV | Vol. | Сар. |
| \$5.75 | 570 | 2,986 | 88% | | | | | | | | | | | | | | | | |
| \$6.15 | 611 | 3,085 | 91% | | | | | | | | | | | | | | | | |
| \$5.40 | 625 | 3,164 | 93% | | | | | | | | | | | | | | | | |
| \$5.25 | 677 | 3,048 | 90% | | | | | | | | | | | | | | | | |
| \$6.15 | 584 | 2,203 | 65% | | | | | | | | | | | | | | | | |
| \$4.25 | 564 | 1,778 | 52% | | | | | | | | | | | | | | | | |
| | \$5.75 \$6.15 \$5.40 \$5.25 \$6.15 | \$5.75 570 \$6.15 611 \$5.40 625 \$5.25 677 \$6.15 584 | Price HOV Vol. \$5.75 570 2,986 \$6.15 611 3,085 \$5.40 625 3,164 \$5.25 677 3,048 \$6.15 584 2,203 | Price HOV Vol. Cap. \$5.75 570 2,986 88% \$6.15 611 3,085 91% \$5.40 625 3,164 93% \$5.25 677 3,048 90% \$6.15 584 2,203 65% | Price HOV Vol. Cap. Price \$5.75 570 2,986 88% \$6.15 \$6.15 611 3,085 91% \$5.40 625 3,164 93% \$5.25 677 3,048 90% \$6.15 584 2,203 65% | Price HOV Vol. Cap. Price HOV \$5.75 570 2,986 88% \$6.15 611 3,085 91% \$5.40 625 3,164 93% \$5.25 677 3,048 90% \$6.15 584 2,203 65% 65% | Price HOV Vol. Cap. Price HOV Vol. \$5.75 570 2,986 88% \$6.15 611 3,085 91% \$5.40 625 3,164 93% \$5.25 677 3,048 90% \$6.15 584 2,203 65% | Price HOV Vol. Cap. Price HOV Vol. Cap. \$5.75 570 2,986 88% \$8% \$8.15 611 3,085 91% \$5.40 625 3,164 93% \$5.25 677 3,048 90% \$6.15 584 2,203 65% \$8% \$8.25 | Price HOV Vol. Cap. Price HOV Vol. Cap. Price \$5.75 570 2,986 88% \$6.15 611 3,085 91% \$5.40 625 3,164 93% \$5.25 677 3,048 90% \$6.15 584 2,203 65% 65% 65% 65% 65% 65% 65% 65% 65% 70.1 65% 65% 65% 70.1 65% 70.2 | Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV \$5.75 570 2,986 88% \$6.15 611 3,085 91% \$5.40 625 3,164 93% \$5.25 677 3,048 90% \$6.15 584 2,203 65% \$6.76 | Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV Vol. \$5.75 570 2,986 88% | Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV Vol. Cap. \$5.75 570 2,986 88% \$8% \$8.61 \$8.61 3,085 91% \$9.61 \$9.62 3,164 93% \$9.61 \$9.61 \$9.61 \$9.61 \$9.62 \$9 | Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV Vol. Cap. Price \$5.75 570 2,986 88% \$6.15 611 3,085 91% \$5.40 625 3,164 93% \$5.25 677 3,048 90% \$6.15 584 2,203 65% \$6.56 | Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV \$5.75 570 2,986 88% 88% \$88 | Price HOV Vol. Cap. Price HOV Vol. Cap. <th< td=""><td>Price HOV Vol. Cap. Price HOV Vol. Cap. \$6.15 611 3,085 91% 90% <t< td=""><td>Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV Vol. Cap. Price \$5.75 570 2,986 88% 88% \$8.615 611 3,085 91% \$8.75 \$9.76</td><td>Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV HOV Vol. Cap. Price HOV Vol.<</td><td>Price HOV Vol. Cap. Price HOV Vol. Cap. <th< td=""></th<></td></t<></td></th<> | Price HOV Vol. Cap. \$6.15 611 3,085 91% 90% <t< td=""><td>Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV Vol. Cap. Price \$5.75 570 2,986 88% 88% \$8.615 611 3,085 91% \$8.75 \$9.76</td><td>Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV HOV Vol. Cap. Price HOV Vol.<</td><td>Price HOV Vol. Cap. Price HOV Vol. Cap. <th< td=""></th<></td></t<> | Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV Vol. Cap. Price \$5.75 570 2,986 88% 88% \$8.615 611 3,085 91% \$8.75 \$9.76 | Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV Vol. Cap. Price HOV HOV Vol. Cap. Price HOV Vol.< | Price HOV Vol. Cap. Price HOV Vol. Cap. <th< td=""></th<> |



OCTA WESTBOUND PEAK-HOUR VOLUMES

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

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

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

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

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



OCTA OPERATIONAL HIGHLIGHTS

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

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

On-Road Operations

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



FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

| | | YTD as of: | | 3/31/2025 | | YTD Varia | ance |
|--|----|-------------|----|-----------------------|----|-------------|-------------|
| Description | | Actual (1) | | Budget ⁽¹⁾ | | Dollar \$ | Percent (%) |
| | | | | | | | |
| Operating revenues: | | | | | | | |
| Toll Revenue | \$ | 45,736,893 | \$ | 40,129,380 | \$ | 5,607,513 | 14.0 |
| Fee Revenue | \$ | 8,668,325 | \$ | 3,526,947 | \$ | 5,141,378 | 145.8 |
| Total operating revenues | \$ | 54,405,218 | \$ | 43,656,327 | \$ | 10,748,891 | 24.6 |
| | | | | | | | |
| Operating expenses: | | | | | | | |
| Contracted Services | \$ | 4,844,021 | \$ | 5,866,371 | \$ | 1,022,350 | 17.4 |
| Administrative Fee | \$ | 2,763,891 | \$ | 3,122,082 | \$ | 358,191 | 11.5 |
| Other Professional Services | \$ | 994,533 | \$ | 1,689,051 | \$ | 694,518 | 41.1 |
| Credit Card Processing Fees | \$ | 988,313 | \$ | 1,012,500 | \$ | 24,187 | 2.4 |
| Toll Road Account Servicing | \$ | 248,062 | \$ | 180,000 | \$ | (68,062) | (37.8) |
| Other Insurance Expense | \$ | 189,772 | \$ | 674,790 | \$ | 485,018 | 71.9 |
| Toll Road Maintenance Supply Repairs | \$ | 294,737 | \$ | 952,506 | \$ | 657,769 | 69.1 |
| Patrol Services | \$ | 877,469 | \$ | 843,750 | \$ | (33,719) | (4.0) |
| Building Equipment Repairs and Maint | \$ | 454,412 | \$ | 777,411 | \$ | 322,999 | 41.5 |
| 6C Transponders | \$ | - | \$ | 225,000 | \$ | 225,000 | 100.0 |
| Other Services | \$ | - | \$ | 37,503 | \$ | 37,503 | 100.0 |
| Utilities | \$ | 73,814 | \$ | 106,308 | \$ | 32,494 | 30.6 |
| Office Expense | \$ | 45,876 | \$ | 127,500 | \$ | 81,624 | 64.0 |
| Bad Debt Expense | \$ | 47,511 | \$ | - | \$ | (47,511) | N/A |
| Miscellaneous (2) | s | 43.014 | \$ | 129,027 | s | 86,013 | 66.7 |
| Leases | \$ | 441,924 | \$ | 412,497 | \$ | (29,427) | (7.1) |
| Total operating expenses | \$ | 12,307,349 | \$ | 16,156,296 | \$ | 3,848,947 | 23.8 |
| Depreciation and Amortization (3) | \$ | 3,431,299 | \$ | · · · | \$ | (3,431,299) | N/A |
| | | | | | | | |
| Operating income (loss) | \$ | 38,666,570 | \$ | 27,500,031 | \$ | 11,166,539 | 40.6 |
| | | | | | | | |
| Nonoperating revenues (expenses): | | | | | | | |
| Reimbursement from Other Agencies | \$ | 741,640 | \$ | 419,166 | \$ | 322,474 | 76.9 |
| Interest Income | \$ | 9,997,386 | | 5,729,670 | \$ | 4,267,716 | 74.5 |
| Interest Expense | \$ | (1,151,120) | | (2,231,750) | \$ | 1,080,630 | 48.4 |
| Other | \$ | (3,005) | _ | - | \$ | (3,005) | N/A |
| Total nonoperating revenues (expenses) | \$ | 9,584,901 | \$ | 3,917,086 | \$ | 5,667,815 | (144.7) |
| Tonnefore In | | | | | - | | \$175 |
| Transfers In | \$ | - | \$ | - | \$ | - | N/A |
| Transfers Out (4) | \$ | (3,762,579) | \$ | (2,351,250) | \$ | (1,411,329) | (60.0) |
| Net income (loss) | • | 44,488,891 | \$ | 29,065,867 | \$ | 15,423,024 | 53.1 |
| Net income (1088) | 4 | 44,400,091 | Φ | 29,000,007 | ą. | 13,423,024 | 99.1 |

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



^{*}Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials, Subscriptions, conference, and travel

³Depreciation and amortization are not budgeted items.

⁴Transfers Out: For M2 Project I and Project J expense reimbursements.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

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

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

Current MTD as of March 31, 2025

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



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

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

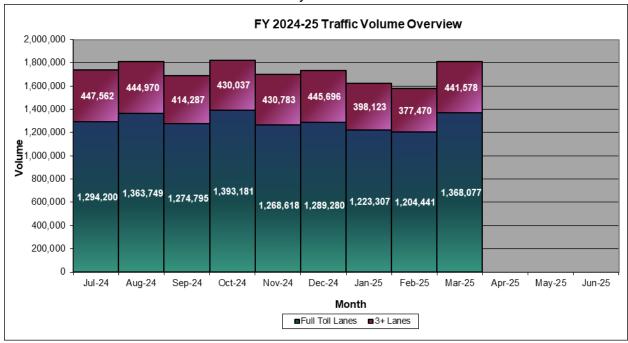
FY 2024-25 YTD as of March 31, 2025

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

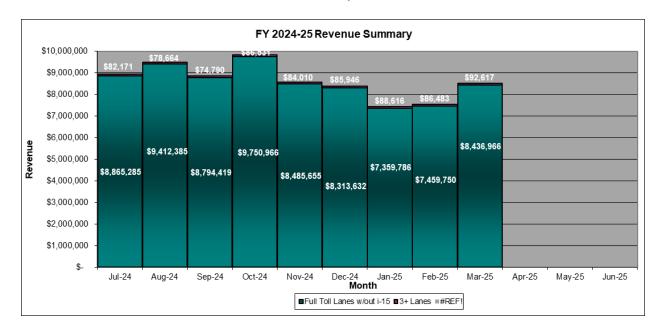


RCTC Traffic and Revenue Summary

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



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





RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

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



FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

| | YTD as of : | 3/31/2025 | YTD Varia | ince |
|--|---------------------|------------------|------------------|-------------|
| Description | Actual ¹ | Budget | Dollar \$ | Percent (%) |
| | | | · | ` , |
| Operating revenues: | | | | |
| Toll Revenue | \$ 68,044,190.73 | \$ 54,942,000.00 | \$ 13,102,190.73 | 23.8 |
| Fee Revenue | 8,575,448.47 | 5,578,500.00 | 2,996,948.47 | 53.7 |
| Total operating revenues | 76,619,639.20 | 60,520,500.00 | 16,099,139.20 | 26.6 |
| | | <u> </u> | | |
| Operating expenses: | 700 774 70 | 055 000 00 | 474 405 00 | 40.0 |
| Salaries and Benefits | 780,774.78 | 955,200.00 | 174,425.22 | 18.3 |
| Legal Services | 21,673.90 | 67,500.00 | 45,826.10 | 67.9 |
| Advisory Services | 68,273.59 | 61,500.00 | (6,773.59) | (11.0) |
| Audit and Accounting Fees | 32,403.00 | 29,250.00 | (3,153.00) | , , |
| Service Fees | 8,954.87 | 15,750.00 | 6,795.13 | 43.1 |
| Other Professional Services | 727,761.01 | 738,675.00 | 10,913.99 | 1.5 |
| Lease Expense | 235,658.59 | 265,350.00 | 29,691.41 | 11.2 |
| Operations | 3,598,951.74 | 4,135,500.00 | 536,548.26 | 13.0 |
| Utilities | 69,510.00 | 85,200.00 | 15,690.00 | 18.4 |
| Supplies and Materials | 737.29 | 3,750.00 | 3,012.71 | 80.3 |
| Membership and Subscription Fees | 18,775.50 | 30,750.00 | 11,974.50 | 38.9 |
| Office Equipment & Furniture (Non-Capital) | 531.69 | 56,250.00 | 55,718.31 | 99.1 |
| Maintenance/Repairs | 431,260.43 | 363,600.00 | (67,660.43) | (18.6) |
| Training Seminars and Conferences | 1,950.00 | 6,000.00 | 4,050.00 | 67.5 |
| Transportation Expenses | 4,529.36 | 6,750.00 | 2,220.64 | 32.9 |
| Lodging | 2,447.37 | 4,125.00 | 1,677.63 | 40.7 |
| Meals | 616.56 | 2,625.00 | 2,008.44 | 76.5 |
| Other Staff Expenses | 326.99 | 375.00 | 48.01 | 12.8 |
| Advertising | - | 75,000.00 | 75,000.00 | 100.0 |
| Program Management | 38,962.29 | 50,250.00 | 11,287.71 | 22.5 |
| Program Operations | 6,074,395.53 | 7,414,800.00 | 1,340,404.47 | 18.1 |
| Litigation Settlement | 0,074,393.33 | 3,750.00 | 3,750.00 | 100.0 |
| _ | - 141,227.79 | 249,000.00 | 107,772.21 | 43.3 |
| Furniture & Equipment | l - | 1 | · · | |
| Improvements | 1,534.35 | 1,500.00 | (34.35) | ` ' |
| Bad Debt Expense | 39,593.07 | 93,750.00 | 54,156.93 | 57.8 |
| Total operating expenses | 12,300,849.70 | 14,716,200.00 | 2,415,350.30 | 16.4 |
| Operating income (loss) | 64,318,789.50 | 45,804,300.00 | 18,514,489.50 | 40.4 |
| operating meetine (1993) | 01,010,700.00 | 10,001,000.00 | 10,011,100.00 | 10.1 |
| Nonoperating revenues (expenses): | | | | |
| Interest Revenue | 2,563,305.64 | 2,549,700.00 | 13,605.64 | (0.5) |
| Other Miscellaneous Revenue | 1,895,667.06 | _ | 1,895,667.06 | N/A |
| Principal Expense | - | (3,435,000.00) | 3,435,000.00 | (100.0) |
| Interest Expense | (16,665,968.82) | (16,650,750.00) | (15,218.82) | 0.1 |
| Total nonoperating revenues (expenses) | (12,206,996.12) | (17,536,050.00) | 5,329,053.88 | 30.4 |
| | , | , | · | |
| Transfers In | 3,500,000.00 | - | 3,500,000.00 | N/A |
| Transfers Out | (582,400.00) | (2,005,650.00) | 1,423,250.00 | (71.0) |
| | · | T . | | |
| Net income (loss) | \$ 55,029,393.38 | \$ 26,262,600.00 | \$ 28,766,793.38 | 109.5 |

¹ Unaudited



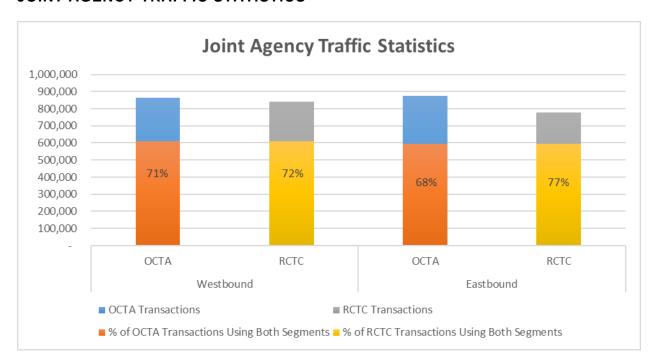
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING March 31, 2025

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

JOINT AGENCY TRAFFIC STATISTICS





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

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

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

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



JOINT AGENCY PERFORMANCE MEASURES

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

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

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

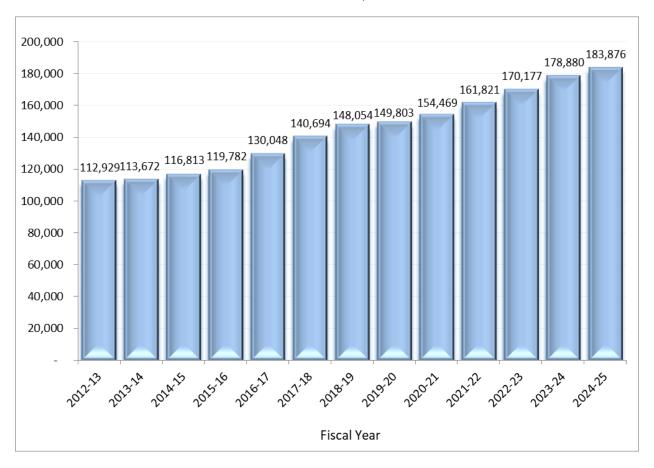
JOINT AGENCY TRANSPONDER DISTRIBUTION

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



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

Number of Accounts by FY As of March 31, 2025









June 9, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Resolution to Establish the Orange County Transportation

Authority General Fund Appropriations Limit for Fiscal Year

2025-26

Finance and Administration Committee Meeting of May 28, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento,

and Tettemer

Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

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



May 28, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Resolution to Establish the Orange County Transportation

Authority General Fund Appropriations Limit for Fiscal

Year 2025-26

Overview

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

Recommendation

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

Background

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

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

Discussion

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

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

Summary

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

Attachments

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

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

Prepared by:

Sam Kaur

Department Manager, Revenue Administration

(714) 560-5889

Approved by:

Andrew Oftelie

Chief Financial Officer,

Finance and Administration

(714) 560-5649

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

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

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

NOW, THEREFORE, BE IT RESOLVED as follows:

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

| Andrea West Clerk of the Board | Doug Chaffee, Chair Orange County Transportation Authority |
|--------------------------------|--|
| ATTEST: | |
| ABSENT: | |
| NOES: | |
| AYES: | |
| ADOPTED, SIGNED, AND APPROV | /ED this 9th day of June 2025. |

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

GANN FACTOR

| PER CAPITA CHANGE ¹ California per capita personal income change | <u>%</u> 6.44% | | RATIO 1.0644 | GANN FACTOR |
|---|-------------------|---|---------------------|-------------|
| POPULATION CHANGE ² County of Orange | 0.17% | | 1.0017 | |
| GANN FACTOR | 1.0644 | х | 1.0017 | = 1.0662 |

FY 2025-26 APPROPRIATION LIMIT

| | \$ | 16.211.341 |
|---------------------------------|----|------------|
| GANN Factor (Rounded) | X | 1.0662 |
| Prior Year Appropriations Limit | \$ | 15,204,784 |

ITEMS SUBJECT TO GANN LIMIT³

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

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

Note

LTF - Local Transportation Fund

CTC - County Transportation Commission

FY - Fiscal Year

^{1,2}Price Factor and Population Information provided by the Department of Finance.

³Items subject to GANN Limit provided from proposed FY 2025-26 budget.



June 9, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Annual Insurance Program Renewal

Finance and Administration Committee Meeting of May 28, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento,

and Tettemer

Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

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



May 28, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Annual Insurance Program Renewal

Overview

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

Recommendations

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

Discussion

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

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

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

Excess Workers' Compensation Insurance

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

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

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

Property Insurance

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

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

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

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

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

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

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

Fiscal Impact

Excess Workers' Compensation Insurance

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

Property Insurance

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

Summary

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

Attachment

None.

Prepared by:

Greg Bych

Department Manager Risk Management

714-560-5817

Pia Veesapen

Director, Contracts Administration and Materials Management

714-560-5619

Approved by:

Maggie McJilton

Executive Director

People and Community Engagement

714-560-5824





June 9, 2025

Members of the Board of Directors To:

Andrea West, Clerk of the Board From:

Subject: Draft 2025 State Route 91 Implementation Plan

Regional Transportation Planning Committee Meeting of June 2, 2025

Directors Federico, Go, Harper, Klopfenstein, Stephens, and Present:

Tavoularis

Director Foley Absent:

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Receive and file as an information item.



June 2, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Draft 2025 State Route 91 Implementation Plan

Overview

The Orange County Transportation Authority and the Riverside County Transportation Commission annually prepare a plan for potential improvements along the State Route 91 corridor between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a list of proposed improvements, preliminary cost estimates, and potential implementation timeframes. These improvements sponsored by various agencies, such are Orange County Transportation Authority, the Riverside County Transportation Commission, the Transportation Corridor Agencies, the California Department of Transportation, and cities along the corridor. The Draft 2025 State Route 91 Implementation Plan is provided for information purposes.

Recommendation

Receive and file as an information item.

Background

SB 1316 (Chapter 714, Statutes of 2008) requires the Orange County Transportation Authority (OCTA) and the Riverside County Transportation Commission (RCTC) to annually prepare a plan for potential improvements along the State Route 91 (SR-91) corridor between State Route 57 (SR-57) in Orange County and Interstate 15 (I-15) in Riverside County. The Draft 2025 SR-91 Implementation Plan (Plan) serves as a snapshot of current and planned activities within the SR-91 corridor. The Plan describes transportation benefits, anticipated costs and schedules for projects, and concepts through the post-2035 timeframe. The intent of the Plan is to provide a compilation of information for projects along the SR-91 corridor. This Plan was prepared in consultation with the California Department of Transportation (Caltrans), the Transportation Corridor Agencies (TCA), and the cities of Anaheim, Corona, Orange, and Yorba Linda.

Discussion

Over the past two plus decades, considerable progress has been made in improving the SR-91 corridor. More than \$2 billion has been invested in the completion of 13 projects, including the addition of approximately 77 lane miles throughout the SR-91 corridor as well as the Anaheim Canyon Metrolink station and service improvements. The improvements within the corridor have helped to alleviate the effects of population growth and employment between the counties of Orange and Riverside by enhancing capacity and improving mobility. Completed projects from the Plan include:

- Green River Road Overcrossing Improvement Project
- North Main Street Corona Metrolink Parking Structure Project
- Eastbound (EB) lane addition from State Route 241 (SR-241) to State Route 71 (SR-71)
- Lane addition in both directions between State Route 55 (SR-55) and SR-241
- Westbound (WB) lane addition at Tustin Avenue
- Metrolink service improvements
- SR-91 Corridor Improvement Project initial phase
- Express Bus Service
- La Sierra Metrolink parking improvements
- SR-91 Corridor Operations Project
- Anaheim Canyon Metrolink Station improvements
- 15/91 Express Lanes connector
- EB 91 Express Lanes extension

OCTA and RCTC have adopted similar goals for the 91 Express Lanes to continue to maintain safe, reliable, and predictable travel times for motorists traversing between the two counties. These guiding principles include:

- Optimizing vehicle throughput at free-flow speeds and increasing average vehicle occupancy
- Balancing capacity and demand to serve customers who pay tolls, as well as carpoolers (three or more) who are offered discounted tolls
- Generating sufficient revenue to sustain the financial viability of the 91 Express Lanes
- Paying debt service and maintaining debt service coverage
- Reinvesting net revenues within the SR-91 corridor to improve regional mobility, when appropriate

Information for projects in the Plan is updated annually to ensure that the planning and implementation of each project is coordinated and timed to provide maximum benefits to the SR-91 corridor. Additionally, projects on the corridor should be

coordinated to minimize construction impacts to commuters and the surrounding communities. In the future, an operational analysis by OCTA and RCTC will be prepared for each project before implementation to ensure that the projects meet the OCTA and RCTC goals for the SR-91 corridor.

In October 2019, a consensus was reached that set the stage for a series of projects included in the Plan to be implemented sequentially to improve the SR-91 corridor. OCTA, RCTC, TCA, Caltrans Districts 8 and 12, as well as Caltrans Headquarters, agreed to project sequencing to enable the streamlining of the SR-241/SR-91 Tolled Express Connector Project, while minimizing impacts to the SR-91 corridor. The agencies reached consensus on a program of projects and sequencing as follows:

- 1. 15/91 Express Lanes Connector (completed)
- 2. SR-91 Corridor Operations Project (completed)
- 3. SR-71/SR-91 Interchange Improvements (in construction)
- SR-241/SR-91 Tolled Express Connector*

*Note: SR-241/SR-91 Tolled Express Connector is not dependent upon completion of SR-71/SR-91 interchange improvements.

Coordination efforts for the 2025 Plan (Attachment A) resulted in various updates to project status, costs, and schedules. Projects included in the Plan are organized as follows: Orange County projects, Riverside County projects, and bi-county projects as shown below.

- Orange County projects include three improvements:
 - SR-91 improvements between SR-57 and SR-55
 - o Placentia Metrolink Rail Station
 - Metrolink improvements
- Riverside County projects include five improvements:
 - o 15/91 Express Transit Connector
 - Green River Road Bike Lane Gap Closure
 - Santa Ana River Trail
 - SR-71/SR-91 interchange improvements
 - Improvements east of I-15
- Bi-county projects which benefit both Orange and Riverside counties include three projects:
 - o SR-241/SR-91 Tolled Express Connector
 - o 91 EB Corridor Operations Project (SR-241 to SR-71)
 - o 91 WB Improvements (SR-241 to SR-71)

As part of the preparation of the Plan, a traffic analysis was conducted to quantify travel times for WB morning and EB afternoon conditions for all capacity/ operation-enhancing projects scheduled to be completed by 2030 and 2045. Following significant travel pattern changes as a result of the pandemic, travel patterns along the SR-91 corridor largely stabilized by 2022, which serves as the base year for existing conditions. The WB morning traffic analysis results and forecast indicate that by 2030, travel times are anticipated to increase in Riverside County by about six minutes, and no change is anticipated in Orange County. For the forecast year 2045, WB travel times decrease in Riverside County by about 21 minutes but increase in Orange County by about 16 minutes.

The EB afternoon traffic analysis indicates that for the forecast year 2030, travel times in Riverside County are anticipated to increase by about four minutes but decrease in Orange County by about 33 minutes. EB travel times in Riverside County for 2045 decrease by about 14 minutes and increase in Orange County by about 28 minutes. OCTA and RCTC will continue monitoring the SR-91 traffic pattern changes throughout 2025. Traffic benefits from the recently completed projects in Riverside County (15/91 Express Lanes Connector and EB 91 Express Lane Extension) will be realized in subsequent Plan traffic analyses.

Generally, the increases in travel times are attributed to growth in population and employment opportunities as well as limitations at some end points to handle growth in travel demand. The improvements in travel times are due to the benefits of various projects in response to implementation of local general plans, hence the need to continue bi-county transportation planning and coordination along the primary direct route between the counties of Orange and Riverside.

Conceptual Projects

The improvements included in Appendix A of the Plan are conceptual in nature and implementation would require additional planning, design, and funding. The 2025 Plan includes one new conceptual project: the SR-91 WB Auxiliary Lane from Pierce Street to McKinley Street. The conceptual projects will support local and regional connectivity and provide travel choice benefits to the corridor.

Summary

OCTA and RCTC have completed the Plan required by SB 1316. As the Plan is updated annually, it is important to ensure that projects are coordinated in such a way that they provide maximum benefits to the SR-91 corridor. This would be achieved through implementing projects that optimize the operations of the corridor and the 91 Express Lanes.

The Plan serves as a compilation of future potential projects and project level decisions can be made when individual projects are being considered for implementation. On May 29, 2025, the SR-91 Advisory Committee received and filed the Plan as an information item.

Attachment

A. Draft State Route 91 Implementation Plan 2025

Prepared By:

alison Chang

Alison Army

Principal Transportation Analyst

(714) 560-5537

Approved By:

Rose Casury

Rose Casey

Executive Director, Planning

(714) 560-5729





STATE ROUTE 91

IMPLEMENTATION PLAN

2025 DRAFT

Prepared By:

MARK ■ ■ THOMAS







State Route 91 Implementation Plan 2025





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State Route 91 Implementation Plan 2025





Every year since 2003, OCTA, RCTC, and stakeholders have worked collaboratively to review a program of projects along the SR-91 corridor.

BENEFITS

- Provides seamless connectivity between Orange and Riverside Counties
- Increases travel options
- Optimizes vehicle throughput
- Reinvests net 91 Express
 Lanes revenues on the SR-91
 corridor to improve regional
 mobility
- Investments to date: \$2.2 billion

| | REGION | PROJECT | COST (MILLIONS) | COMPLETION |
|---|---------------------|--|--------------------|------------|
| | Orange County | Eastbound Lane Addition (SR-241 to SR-71) | \$52.1 | 2010 |
| 2 | | Fifth Lane Addition (SR-55 to SR-241) | \$85.2 | 2013 |
| | | Westbound Lane at Tustin Avenue | \$43.3 | 2016 |
| | | Anaheim Canyon Metrolink Station Improvements | \$34.2 | 2023 |
| | Riverside County | Green River Road Overcrossing | \$24.3 | 2009 |
| | | North Main Street Corona Metrolink Parking Structure | \$25 | 2009 |
| | | 91 Corridor Improvement Project (Initial Phase) | \$1,407 | 2017 |
| | | La Sierra Metrolink Parking Improvements | \$6.3 | 2019 |
| | | 15/91 Express Lanes Connector | \$270 | 2023 |
| | | Eastbound 91 Express Lane Extension | \$10 | 2023 |
| | Bi-County | Metrolink Service Improvements | \$249 | 2016 |
| | | Express Bus Service | \$6 | 2019 |
| | | SR-91 Corridor Operations Project | \$38 | 2022 |



COMPLETED EFFORTS

State Route 91 Implementation Plan 2025





| ANTICIPATED PROJECTS | |
|----------------------|--|
| | |

| REGION | PROJECT | COST (MILLIONS) | CURRENT PHASE |
|---------------------|--|--------------------|-------------------------------|
| | SR-91 Improvements (SR-57 to SR-55) | \$779 | Final Design |
| Orange County | Placentia Metrolink Rail Station | \$34.8 | Planning |
| | Metrolink Improvements | TBD | Planning |
| | 15/91 Express Transit Connector | \$220 | Planning |
| | Green River Road Bike Lane Gap Closure | \$.014 | Planning |
| Riverside County | Santa Ana River Trail | \$36.5+ | Planning |
| | SR-71/SR-91 Interchange Improvements | \$137 | Construction |
| | Improvements East of I-15 | TBD | Preliminary Engineering |
| | SR-241/SR-91 Tolled Express Connector | \$524 | Final Design |
| Bi-County | 91 Eastbound Corridor Operations Project (SR-241 to SR-71) | \$150 | Environmental Revalidation |
| | 91 Westbound Improvements (SR-241 to SR-71) | TBD | Preliminary Engineering |

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| LOCATION | COST (MILLIONS) |
|---|--------------------|
| SR-91 Westbound Auxiliary Lane | \$40 |
| Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15 | \$2,720 |
| WB SR-91 to SB SR-55 Connector Improvements | \$75-\$150 |
| EB SR-91 Fifth Lane Addition at SR-241 | \$31 |
| Fairmont Boulevard Improvements | \$76.8 |







Introduction

Previous law authorized the California Department of Transportation (Caltrans) to enter into franchise agreements with private companies to construct and operate four demonstration toll road projects in California. This resulted in the development of the 91 Express Lanes facility in Orange County. The four-lane, 10-mile toll road runs along the median of State Route 91 (SR-91) in northeast Orange County between the Orange/Riverside County line and State Route 55 (SR-55). Since the 91 Express Lanes carried its first vehicle on December 27, 1995, the facility has saved users tens of millions of hours of commuting time.

While the 91 Express Lanes facility has improved travel time along the SR-91 corridor, provisions in the franchise agreement between Caltrans and the private franchisee, the California Private Transportation Company (CPTC), prohibited Caltrans and county transportation agencies from adding transportation capacity or operational improvements to the SR-91 corridor through the year 2030 from Interstate 15 (I-15) in Riverside County to the Orange/Los Angeles Counties border. Consequently, the public agencies were barred from adding new lanes, improving interchanges, and adding other improvements to decrease congestion on the SR-91 freeway.

Recognizing the need to eliminate the non-compete provision of the franchise agreement, Governor Gray Davis signed Assembly Bill 1010 (Lou Correa) (AB 1010) into law in September 2002, paving the way for much-needed congestion relief for thousands of drivers who use SR-91 to travel between Riverside and Orange Counties each day. The bill allowed the Orange County Transportation Authority (OCTA) to purchase the 91 Express Lanes franchise and eliminate the non-compete clause that prohibited capacity-enhancing improvements from implemented on SR-91. The purchase agreement for the 91 Express Lanes was completed on January 3, 2003, placing the road in public hands at a cost of \$207.5 million. With the elimination of the non-compete provision through AB 1010 and the subsequent 91 Express Lanes purchase by OCTA, Orange County and Riverside County public officials and Caltrans Districts 8 and 12 have been coordinating improvement plans for SR-91.







Introduction (continued)

Senate Bill 1316 (Lou Correa) (SB 1316) was signed into law in September 2008 as an update to the provisions of AB 1010. SB 1316 authorizes OCTA to transfer its rights and interests in the Riverside County portion of SR-91 toll lanes by assigning them to the Riverside County Transportation Commission (RCTC) and authorizes RCTC to operate tolls for 50 years. In 2017, RCTC opened the extension of the 91 Express Lanes to traffic into Riverside County with completion of the initial phase of the SR-91 Corridor Improvement Project (see Appendix B). SB 1316 requires OCTA and RCTC, in consultation with Caltrans, to issue an annual SR-91 Implementation Plan (Plan) for SR-91 improvements between State Route 57 (SR-57) and I-15. The Plans prior to adoption of SB 1316 included a westerly project limit of SR-55. The Plan establishes a program of potential improvements to relieve congestion and improve operations in the SR-91 corridor.

The 2025 Plan fulfills the requirement to provide the State Legislature with an annual Implementation Plan for SR-91 improvements and builds on the 2024 Plan. The projects included in the Plan have been infused with various sources of local, state, and federal funding. The Plan includes overviews, status summaries, and proposed costs and schedules for projects to improve mobility on SR-91. Also included are conceptual lane diagrams (as appropriate), and discussions of key considerations that need to be addressed in the planning and development of each project. This Plan provides OCTA, RCTC, and Caltrans with a framework to implement SR-91 and other related improvements. Future annual Plan updates will continue to refine the scope, cost, and schedule of each project included in this version of the Plan.







91 EXPRESS LANES TOLL POLICY GOALS

With the completion of the State Route 91 Corridor Improvement Project's initial phase in spring 2017, there are approximately 18 miles of Express Lanes between Orange and Riverside counties. OCTA and RCTC have adopted goals for the 91 Express Lanes to continue to maintain a safe, reliable, and predictable travel time for express lane users traversing seamlessly between the two counties. The goals listed here take into consideration the 91 Express Lanes as well as the SR-91 corridor at large.

These guiding principles include:

- Optimizing vehicle throughput at free flow speeds;
- Increasing average vehicle occupancy;
- Balancing capacity and demand to serve customers who pay tolls as well as carpoolers (3+) who are offered discounted tolls;
- Paying debt service and maintaining debt service coverage;
- Generating sufficient revenue to sustain the financial viability of the 91 express lanes; and
- When appropriate, reinvesting net revenues on the SR-91 corridor to improve regional mobility.







Project Accomplishments



Much progress has been made since the initial 2003 SR-91 Implementation Plan was approved. The 2025 Plan includes select completed project exhibits as a historical reference, which can be found in Appendix B.

Completed Construction/Improvement Projects

- Repaved and sealed pavement surfaces, restriped, and replaced raised channelizers on the 91 Express Lanes.
- On EB SR-91 the roadway was restriped, and the median barrier was reconstructed. This project removed the CHP enforcement area and extended the EB auxiliary lane from SR-71 to the Serfas Club Drive off-ramp.
- The WB auxiliary lane was extended between the County line and SR-241. This project eliminated the lane drop at the 91 Express Lanes and extended the existing auxiliary lane from the County line to SR-241 in the westbound direction. This improvement minimized the traffic delays at the lane drop area, resulting in improved vehicle progression.
- On WB SR-91 the roadway was restriped to extend the auxiliary lane between SR-71 and the County line. This resulted in a new continuous lane between SR-71 and SR-241.
- Safety Improvements were constructed at the Truck Scales. Existing shoulders were improved, lanes were re-striped, illumination improved, and signage was modified into and out of the EB facilities.
- Green River Road Overcrossing Replacement
- Metrolink Parking Structure at the North Main Street Corona Metrolink Station
- EB SR-91 lane addition from SR-241 to SR-71
- Additional SR-91 WB and EB travel lane between SR-55 and SR-241
- SR-91 WB bypass lane to Tustin Avenue at SR-55
- Metrolink Service Improvements
- Initial SR-91 Corridor Improvement Project (CIP)
- La Sierra Metrolink Parking Improvements
- Express Bus Service
- 91 Corridor Operations Project
- Anaheim Canyon Metrolink Station Improvements
- 15/91 Express Lanes Connector
- Eastbound 91 Express Lane Extension







These projects provide enhanced freeway capacity and/or improved mobility for one of the most congested segments of SR-91.

The completed EB SR-91 lane addition project from SR-241 to SR-71 (see Appendix B) has improved highway operations. This project reduced travel time by approximately 20 minutes during its opening year.

The Initial CIP project has provided significant benefits to drivers on SR-91. This \$1.4 billion investment project included widening SR-91 by one GP lane in each direction east of SR-71, adding collector-distributor (CD) roads and direct south connectors at I-15/SR-91, extending the 91 Express Lanes to I-15, and providing system/local interchange improvements. The new lanes and other improvements provide time savings, offer choice and reliability, boost safety, enhance access and job creation, promote ridesharing, reduce pollution, and aid the movement of goods along the region's roadways.

The WB SR-91 Widening Project completed construction in 2016 from State College Blvd to Interstate 5 (I-5). This project added one WB general purpose lane and removed the dedicated exit lane to State College Blvd from the SB SR-57 to WB SR-91 Connector that contributed to operational issues due to the short

weaving distance. While this project falls just to the west of the limits for the Plan study area, it will have an influence on operations within the Plan area.

A \$2.8 billion U.S. Army Corps of Engineers (USACE) project called the Santa Ana River Mainstem project is ongoing and will provide flood protection from the recently improved Prado Dam (near SR-71) to the Pacific Ocean. The project includes many features that have already been completed, including improvements to Seven Oaks Dam, 30 miles of levees, and modifications to original project features including raising the Prado Dam embankment and installation of new, larger capacity outlet works. In 2021, the Corps and Orange County Flood Control District amended a cooperative agreement which would allow the Corps to use federal funds under the Bipartisan Budget Act to complete select features of the project. The project is pending federal appropriations.

Due to the adjacency of SR-91 to the Santa Ana River, project teams have coordinated with the USACE, Orange County Flood Control District, Caltrans, and other federal, regional, and local agencies to coordinate and accommodate planned SR-91 improvements.







Completed Designs and Reports



There are various project development phase documents (Feasibility Reports, Studies, PSR, PA/ED, or PS&E) that are completed, or are in draft form and anticipated to be approved that identify mobility improvements. These documents include:

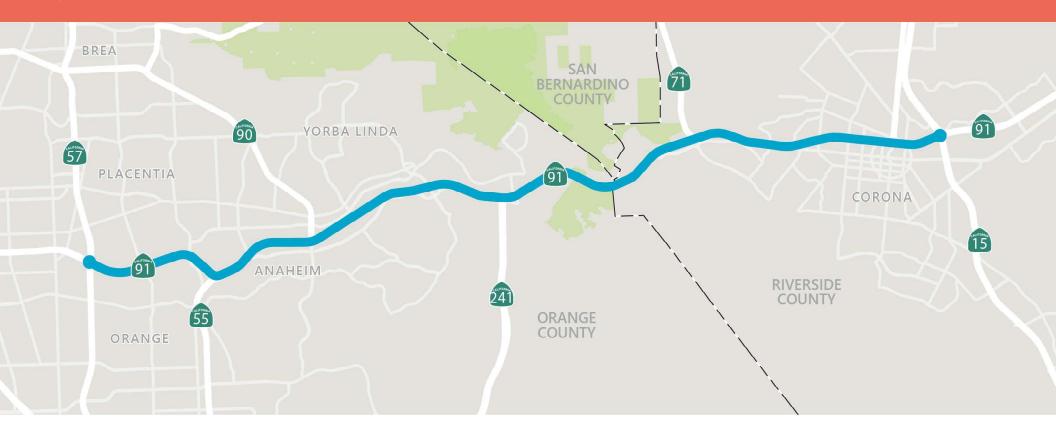
- MIS Final Project Report: Locally Preferred Strategy Report (January 2006)
- Renewed Measure M Transportation Investment Plan (November 2006)
- RCTC 10-Year Western County Highway Delivery Plan (December 2006)
- SR-91/Fairmont Boulevard Feasibility Study (December 2009)
- Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report (August 2010)
- Renewed Measure M Capital Action Plan (April 2011)
- Project Report & Environmental Document for 91 Corridor Improvement Project (October 2012)
- SR-71/SR-91 Interchange Environmental Phase (2011) and Final Design (2015)
- Project Report & Environmental Document for SR-241/SR-91 Tolled Express Connector (April 2020)
- Project Report & Environmental Document for SR-91 Improvements Between SR-57 and SR-55 (July 2020)
- Environmental Documents for Santa Ana River Trail Phase 4 and Phase 6 (2021)
- Final Alternative Analysis Report for SR-91 Eastbound Corridor Operations Project from SR-241 to SR-71 (April 2022)
- 2024 Next 10 Delivery Plan (November 2024)







Project Limits



The project study limits encompass the segment of SR-91 from west of the junction of SR-57 and SR-91 in the City of Anaheim in Orange County, to east of the junction of SR-91 and I-15 in the City of Corona in Riverside County. The freeway segment is approximately 20.3 miles long and includes 12.7 miles within Orange County and 7.6 miles within Riverside County.







Existing Traffic Conditions Summary

For the 2025 Plan, existing traffic patterns along the SR-91 study corridor were evaluated to understand the changes between 2023 and 2024 due to on-going factors that influence behaviors of the users. These factors may include remote work policies implemented by employers, variations of school schedules, increase in non-work-related trips, and construction activities along SR-91 from the SR-71/SR-91 Interchange Improvements projects.

Weekday traffic volumes on both general-purpose lanes and express lanes were obtained from the Caltrans Performance Measurement System (PeMS) database during the month of October 2024 for comparison purposes.

Analysis of the 2024 traffic data showed slight variations in travel patterns compared to the 2023 data. The similar traffic demand translated to the similarity in traffic congestion patterns for the SR-91 corridor between 2023 and 2024.

Considering that traffic patterns on the SR-91 corridor are generally consistent between 2023 and 2024 along with some temporary variation of traffic patterns due to the on-going construction activities, the existing conditions for the 2025 Plan will utilize the existing traffic analysis from the 2024 Plan. Traffic conditions will continue to be monitored to assess when to update the existing traffic analysis for upcoming Implementation Plans.

The existing traffic analysis from the 2024 Plan was developed using recent traffic data. Morning (6 a.m. to 10 a.m.) and afternoon (3 p.m. to 7 p.m.) peak period traffic volumes were collected from multiple data sources. The SR-91 mainline and High Occupancy Vehicle (HOV) volumes were obtained from the Caltrans Performance Measurement System (PeMS). The SR-91 Express Lane volumes were provided by OCTA and RCTC. The SR-91 on- and off-ramp volumes were collected from the field. In addition, travel time and speed data were collected from the field and supplemented with INRIX speed data. All existing traffic data represent typical weekday traffic patterns along the SR-91 corridor.







Existing Traffic Conditions Summary

During the weekdays, westbound SR-91 experiences heavier traffic conditions during the morning commute for travelers leaving Riverside County to employment areas in Orange and Los Angeles Counties. The corridor is generally most congested between the peak period of 6 a.m. to 9 a.m. in the westbound direction and the peak period of 3 p.m. to 7 p.m. in the eastbound direction. Due to the high demand, congestion in the corridor occurs before and after the peak periods. The eastbound afternoon conditions tend to be exacerbated by the lack of receiving capacity in the Riverside County portion of the SR-91 corridor. Accordingly, RCTC is working closely with Caltrans District 8 to sponsor improvements that will provide congestion relief for the eastbound afternoon condition. Some of these improvements include the recently completed 15/91 Express Lanes Connector, the SR-71/SR-91 Interchange, and Improvements East of I-15.

The following is a summary of the deficiencies identified along the SR-91 corridor:

- Heavy traffic volumes to/from I-15 converge with the SR-91 and increase delay during the morning and evening peak hours.
- SR-71 traffic demand as well as physical and operational constraints for the EB SR-91 to NB SR-71 connector contribute to mainline and EB SR-91 corridor delays.
- Completion of the westbound 91 Corridor Operations Project improves the traffic operations in the westbound direction. However, traffic entering the WB SR-91 from the Green River Road and SR-71 on-ramps still contributes to mainline congestion during the morning peak period.
- High traffic volumes entering the freeway from Gypsum Canyon Road, Santa Ana Canyon Road, Green River Road, Weir Canyon Road, Imperial Highway and Lakeview Avenue contribute to congestion on the SR-91 mainline.
- One of the two lanes from the Eastern Transportation Corridor (State Route 241) connector is dropped at the merge to EB SR-91 causing additional congestion on the EB SR-91 general purpose lanes. In addition, merging activity from the northbound 241 to eastbound 91 GP connector into the 91 Express Lanes can contribute to traffic slowdowns.
- At the NB SR-55 interchange with EB SR-91, a lane on SR-91 is dropped (as a dedicated exit) at Lakeview Avenue and a second lane is dropped (as a dedicated exit) at Imperial Highway creating a weave condition.
- WB SR-91 drops two GP lanes and a 91 Express Lane to SB SR-55, contributing to mainline congestion. This drop also occurs on the left-hand side of SR-91, creating a weaving condition.
- WB traffic entering SR-91 at Lakeview Avenue traveling to SB SR-55 contributes to mainline congestion by weaving across three lanes on SR-91.
- A lane drop on EB SR-91 at SB SR-241 creates a chokepoint.







Logical Project Sequencing

As noted, the SR-91 Corridor in Riverside County, in the EB direction, lacks the receiving capacity during the afternoon peak period which creates a bottleneck condition. Due to the high levels of congestion experienced on this segment of the corridor, there is sensitivity to any changes that may affect traffic operations. Without first addressing the congestion in Riverside County, any performance or capacity enhancing projects upstream would further exacerbate congested conditions causing additional delays and queueing. Therefore, projects that have the potential to impact demand and/or provide additional capacity in the EB direction should be considered in a logical sequence to ensure that there is sufficient receiving capacity in Riverside County.

In October 2019, a consensus was reached between OCTA, RCTC, Caltrans, and the TCA that would set the stage for a series of projects to be implemented in sequential order to improve the SR-91 corridor. OCTA, RCTC, TCA, and Caltrans, Districts 8 and 12, as well as Caltrans Headquarters directors, worked through five major issues. This framework will enable the streamlining of the implementation of the SR-241/SR-91 Tolled Express Connector project while minimizing impacts to the 91 corridor. The subject matter of the multi-agency consensus is outlined to the right:

- 1. Setting priorities for SR-91 corridor projects to reduce construction-related impacts;
- 2. Allowing completion of the environmental approval process and updating related programming documents;
- 3. Clarifying lead agencies for final design, construction, and maintenance;
- 4. Identifying the principal funding agency for final design, construction, and maintenance; and
- 5. Designating lead agencies for retaining toll revenue and toll setting/operational control.

Based on the above framework, the agencies reached consensus on a 91 Corridor program of projects and sequencing as outlined below:

- 15/91 Express Lanes Connector (completed)
- SR-91 Corridor Operations Project (completed)
- SR-71/SR-91 Interchange Improvements
- SR-241/SR-91 Tolled Express Connector*

*Note: SR-241/SR-91 Tolled Express Connector is not dependent upon completion of SR-71/SR-91 Interchange Improvements







Project Summary

The projects in this Plan are presented in the following groups: Orange County Projects, Riverside County Projects and Bi-County Projects. The stage of development for each project, such as planning, final design, or construction varies as noted in the project summaries. Table 1 summarizes the various planned projects, concept projects, and completed projects. For details on each project refer to Section 2 for planned projects, Appendix A for concepts, and Appendix B for selected completed projects.

- The Orange County projects have a total cost of more than \$800 million. The projects include the SR-91 improvements between SR-57 and SR-55, Placentia Metrolink rail station, and Metrolink Improvements.
- The Riverside County projects have a total cost of over \$393 million. The improvements include: the 15/91 Express Transit Connector, Green River Road Bike Lane Gap Closure, Santa Ana River Trail, SR-71/SR-91 Interchange Improvements, and SR-91 improvements east of I-15.
- The Bi-County projects benefit both Orange and Riverside Counties. The total cost for the Bi-County projects exceeds \$674 million. The improvements include: the SR-241/SR-91 Tolled Express Connector, 91 Eastbound Corridor Operations Project (SR-241 to SR-71), and 91 Westbound Improvements (SR-241 to SR-71).

| Table 1 – SR-91 Implementation Plan Projects | |
|--|--------------------|
| Project | Cost (Millions) |
| Orange County Projects | |
| SR-91 Improvements between SR-57 and SR-55 | \$779 |
| Placentia Metrolink Rail Station | \$34.8 |
| Metrolink Improvements | TBD |
| SUBTOTAL | \$814+ |
| Riverside County Projects | |
| 15/91 Express Transit Connector | \$220 |
| Green River Road Bike Lane Gap Closure | \$.014 |
| Santa Ana River Trail | \$36.5+ |
| SR-71/SR-91 Interchange Improvements | \$137 |
| Improvements East of I-15 | TBD |
| SUBTOTAL | \$393.5+ |
| Bi-County Projects | |
| SR-241/SR-91 Tolled Express Connector | \$524 |
| 91 Eastbound Corridor Operations Project (SR-241 to SR-71) | \$150 |
| 91 Westbound Improvements (SR-241 to SR-71) | TBD |
| SUBTOTAL | \$674+ |







Project Summary

| Table 1 – SR-91 Implementation Plan Projects (continued) | |
|---|------------------------|
| Concept Projects | Cost (Millions) |
| SR-91 Westbound Auxiliary Lane | \$40 |
| Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15 | \$2,720 |
| Westbound SR-91 to Southbound SR-55 Improvements | \$75 – 150 |
| Eastbound SR-91 Fifth Lane Addition at SR-241 | \$31 |
| Fairmont Boulevard Improvements | \$76.8 |
| SUBTOTAL | \$2,902.8 - \$2,977.8+ |
| Completed Project Summary Since 2006 (Completion Year) | Cost (Millions) |
| Green River Road Overcrossing Replacement (2009) | \$24.3 |
| North Main Street Corona Metrolink Station Parking Structure (2009) | \$25 |
| Eastbound Lane Addition from SR-241 to SR-71 (2010) | \$51.2 |
| Widen SR-91 between SR-55 and SR-241 by Adding a 5th GP Lane in Each Direction (2013) | \$85.2 |
| SR-91 WB Lane at Tustin Avenue (2016) | \$43.2 |
| Metrolink Service Improvements (2016) | \$249 |
| Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements (2017) | \$1,407 |
| Express Bus Service (2019) | \$6 |
| La Sierra Metrolink Parking Improvements (2019) | \$6.3 |
| SR-91 Corridor Operations Project (2022) | \$38 |
| Anaheim Canyon Metrolink Station Improvements (2023) | \$34.2 |
| 15/91 Express Lanes Connector (2023) | \$270 |
| Eastbound 91 Express Lane Extension (2023) | \$10 |
| SUBTOTAL | \$2,249.4 |
| | |







Traffic Analysis

For the 2025 Plan, the traffic analysis for major SR-91 projects used the TransModeler model calibrated and validated to reflect existing traffic patterns of 2022 as described in the prior section. This traffic simulation model provides a better depiction of actual travel delays experienced by motorists compared to traditional travel demand models. The model can be used to analyze freeway bottlenecks sometimes neglected in traditional travel demand models.

This approach is especially important given high SR-91 traffic volumes and the potential for relatively few vehicles to significantly slow down traffic. For example, a minor freeway merging area can cause many vehicles to slow, cascading delay through the traffic stream, and rapidly decreasing both speed and volume for major segments of the freeway. The metrics reported in the Plan include travel time from the beginning to the end of the study corridor and vehicle hours of delay experienced on the study corridor, which both focus on operations for vehicles on SR-91.

A third metric includes vehicles served by the system in the study corridor and takes into consideration vehicles on ramps and freeways that feed into or are fed by SR-91 in the study area. In addition to the existing year 2022 analysis, two future years of 2030 and 2045 were analyzed and include the SR-91 projects that are scheduled to be completed by the respective year. The operations analysis quantified travel time savings for WB morning and EB afternoon conditions for the following major improvements projects:

Year 2030

- SR-91 Improvements between SR-57 and SR-55
- 15/91 Express Lanes Connector
- SR-71/SR-91 Interchange Improvements
- SR-241/SR-91 Tolled Express Connector
- SR-91 Eastbound Corridor Operations Project

Year 2045

- Projects completed in 2030
- SR-91 Improvements East of I-15
- SR-91 Westbound Corridor Operations Project (remaining)
- Fairmont Boulevard Improvements







Westbound Analysis

The WB morning traffic analysis results indicate that for the year 2030 forecasts, peak hour travel times are anticipated to exacerbate in Riverside County (by about 6 minutes) and maintain the same in Orange County. In addition to increasing travel time, overall vehicle hours of delay in the corridor will increase (by about 29 percent), while the entire system is able to serve more vehicles (by about 4 percent). Bottlenecks are anticipated at the Orange-Riverside County line and at the SR-241 interchange/Gypsum Canyon interchange area, which will continue a long queue on WB SR-91 extending to the I-15/SR-91 interchange. The bottleneck at the SR-55 interchange will be relieved.

For the year 2045 forecasts, travel times are anticipated to decrease (by about 21 minutes) in Riverside County as implementation of the SR-91 Westbound Corridor Operations Project would improve operations. With more vehicles able to travel downstream, travel times in Orange County would increase (by about 16 minutes) when compared to 2030. Overall vehicle hours of delay will decrease (by

about 10 percent) in the corridor, and the number of vehicles the system is serving will also increase (by about 12 percent). There is a bottleneck at SR-71 due to a large increase of vehicles going to and from SR-71. Also, with more vehicles able to travel downstream, another bottleneck occurs at the Tustin Avenue and SR-55 area. Travel time in Orange County shows an increase in 2045 due to the growth in traffic, projects relieving congestion upstream allowing more vehicles to travel downstream, and no additional capacity enhancing projects in Orange County. OCTA and RCTC are exploring multi-modal opportunities on, or adjacent to, the SR-91 corridor that could provide additional congestion relief.

Express Lanes in the westbound direction operate satisfactorily in 2030 and will experience a slowdown in 2045 in Riverside County where the 3-lane section merges back to two lanes. RCTC is planning to implement dynamic pricing for the SR-91 corridor in the near future, which will help to maintain satisfactory operation of the Express Lanes









Westbound Analysis

Year 2022

Figures 1-1 and 1-2 below summarize the westbound corridor vehicle hours of delay and systemwide served vehicles, respectively.

A.M. Peak Period Corridor Vehicle Hours of Delay

9,000

8,000

7,000

6,000

5,000

4,000

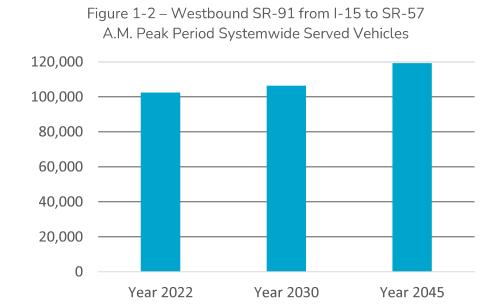
2,000

1,000

Year 2030

Year 2045

Figure 1-1 – Westbound SR-91 from I-15 to SR-57







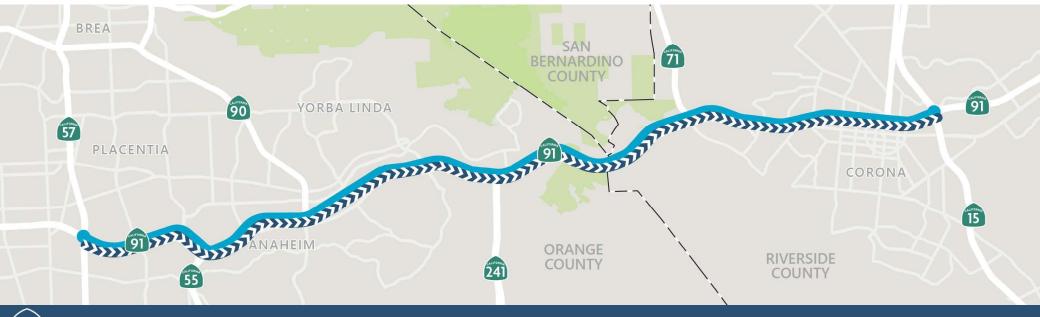
Eastbound Analysis

The EB afternoon traffic analysis indicates that for the year 2030 forecasts, peak hour travel times are anticipated to increase (by about 4 minutes) in Riverside County and decrease (by about 33 minutes) in Orange County. With the decrease of total travel time (by about 29 minutes) required to travel through the corridor, the vehicle hours of delay will also decrease (by about 38 percent) and the number of vehicles served by the system will increase (by about 3 percent). With the inclusion of the EB Corridor Operations Project, the congestion at the county line will be reduced. The improved conditions at the county line increases the amount of vehicles able to travel downstream and increases the bottleneck near the Main Street and I-15 area in Riverside County. Improvement

projects near I-15 in the future should help to alleviate congestion in those areas.

For the year 2045 forecasts, travel times are anticipated to decrease (by about 14 minutes) in Riverside County and increase in Orange County (by about 28 minutes) when compared to 2030. Overall vehicle hours of delay will increase (by about 54 percent) and the number of vehicles the system is serving will be greater (by about 3 percent). The main bottleneck will occur at the county line as existing conditions.

Express Lanes in the eastbound direction operate satisfactorily in all the analysis years.









Eastbound Analysis

Figures 1-3 and 1-4 below summarize the eastbound corridor vehicle hours of delay and systemwide served vehicles, respectively.

Figure 1-3 – Eastbound SR-91 from SR-57 to I-15 P.M.

Peak Period Corridor Vehicle Hours of Delay

12,000

10,000

8,000

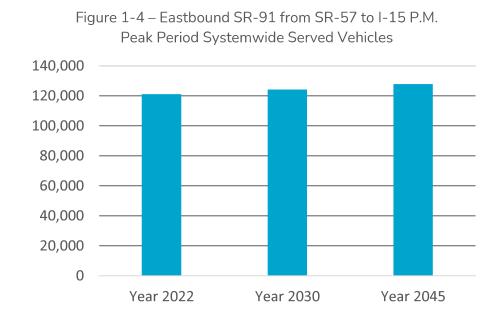
4,000

2,000

Year 2022

Year 2030

Year 2045



Section 2: Implementation Plan





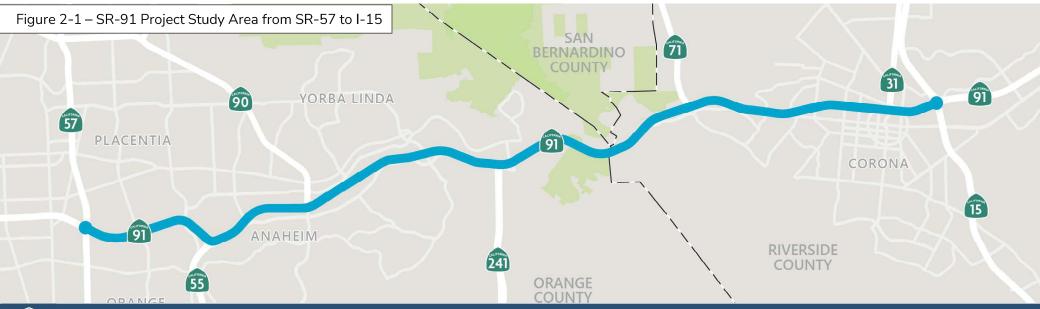
OVERVIEW

The 2025 Plan describes projects, key considerations, benefits, current status, schedule, and costs (in 2025 dollars, or as noted) for major projects and concepts. The projects are grouped as follows: Orange County Projects, Riverside County Projects, and Bi-County Projects.

The intent of the Implementation Plan is to present a list of projects and studies along the SR-91 corridor and highlight coordination between OCTA, RCTC, and Caltrans to improve the corridor.

As part of the project development process, detailed operational analysis will need to be conducted to evaluate operational issues associated with each project. The project development phases are discussed in the status updates and are defined as follows:

- Conceptual Engineering = Conceptual planning and engineering for project scoping and feasibility prior to initiating the preliminary engineering of planning phase.
- Preliminary Engineering or Planning = Conceptual planning and engineering phase that allows for programming of funds.
- Environmental = Project Approval/Environmental Document (PA/ED) The detailed concept design that provides environmental clearance for the project and programs for final design and right of way acquisition. The duration for this phase is typically 2 to 3 years.
- Design = Plans, Specifications, and Estimates (PS&E) Provide detailed design to contractors for construction bidding and implementation.
- Construction = The project has completed construction and will provide congestion relief to motorists.





State Route 91 Implementation Plan







Orange County Projects

The Orange County set of projects includes three improvements at a total cost of more than \$814 million (in 2025 dollars, or as noted). The projects include: SR-91 improvements between SR-57 and SR-55, Placentia Metrolink rail station, and Metrolink Improvements.

| Orange County Project Summary | Cost (Millions) |
|--|--------------------|
| SR-91 Improvements between SR-57 and SR-55 | \$779 |
| Placentia Metrolink Rail Station | \$34.8 |
| Metrolink Improvements | TBD |
| SUBTOTAL | \$814+ |



SR-91 Improvements between SR-57 and SR-55





Project Description



The project will add a general-purpose (GP) lane in the eastbound (EB) direction between La Palma Avenue and SR-55 and provide westbound (WB) operational improvements between Acacia Street and La Palma Avenue and between SR-55 and Lakeview Avenue. The project will be implemented in three segments as follows:

Segment 1 will realign the existing WB SR-91 Lakeview Avenue on- and off-ramps to direct traffic to WB SR-91 and add a new drop on-ramp from the reconstructed Lakeview overcrossing bridge that connects directly to southbound SR-55.

Segment 2 includes the addition of a GP lane in the EB direction between La Palma Avenue and SR-55. bridge widening over the Santa Ana River and reconstruction of the Glassell Street/Kraemer Boulevard and Tustin Avenue interchanges.

Segment 3 includes WB operational improvements between Acacia Street and La Palma Avenue. upgrades at the WB State College Boulevard interchange, and reconstruction of the La Palma Avenue overcrossing bridge. An Orangethorpe bypass ramp to allow NB SR-57 traffic to exit prior to multiple connector merges will also be included.

Key Considerations

The proposed project improvements on WB and EB SR-91 may require partial right-of-way acquisition and Temporary Construction Easements (TCEs). In some areas, a non-standard geometric cross-section is proposed to reduce the right-of-way impacts.

Benefits I



The proposed project improvements on WB and EB SR-91 between SR-57 and SR-55 include, among other features, adding one EB general purpose lane to achieve lane balancing and interchange improvements. Project improvements will improve safety, reduce congestion, and delay and reduce weaving.

Schedule and Cost

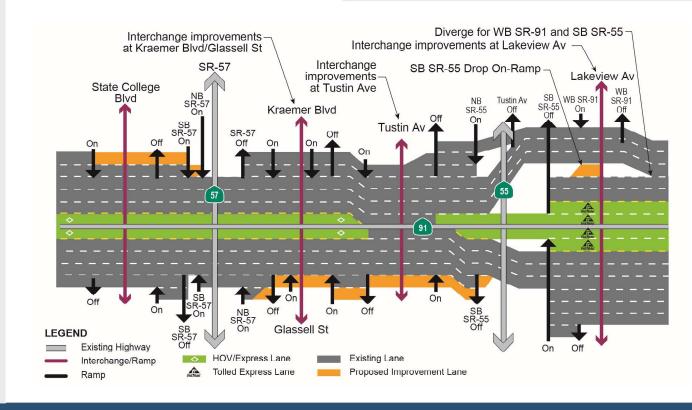


Construction is anticipated to be completed in 2030, and the total project cost is estimated to be approximately \$779,000,000.

Current Status



The project improvements were originally studied in the SR-91 Feasibility Study, which was completed in June 2009. The Project Study Report was completed in 2014, and the Project Approval/Environmental Document (PA/ED) was completed in 2020. This project was then split into three separate segments and the Plans Specifications and Estimate (PS&E) phase began in 2020 for all three segments. Segment 1 will start construction in April 2025, and Segment 2 and Segment 3 are in 100% design phase. The proposed improvements are included in the Measure M program.





Placentia Metrolink Rail Station





Project Description



The new Placentia Metrolink Station will serve the Metrolink 91/Perris Valley Line, providing commuter rail service between Perris and Los Angeles, via Riverside and Orange counties. The project includes construction of a parking structure, OCTA bus access, an area for passenger pick-up and drop-off, and two station platforms.

Benefits I



The station will meet the current transit demand and foster train ridership growth in the region, contributing to congestion relief on SR-91.

Schedule and Cost



Plans are 100 percent complete, however, the construction contract cannot be advertised until a Construction and Maintenance Agreement is in place with BNSF Railway, the right-of-way owner. The project will be advertised for bids once an agreement is in place. The total project cost is estimated to be \$34.8 million.

Current Status



The City of Placentia is the lead on right-of-way and environmental clearance, and OCTA is the lead agency for design and construction of the project. Funding for the project is programmed to use 91 Toll Revenues, M2 (OC Go) and the City of Placentia funds for the construction phase. State Transportation Improvement Program (STIP), Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), OC Go and City funds are programmed for the design and right-of-way costs. Project is currently on hold.



Image source: www.placentia.org/Placentia-Metrolink-Site-Plan (Wildan Engineering)



Metrolink Service Improvements





Project Description



There are 18 daily trains that run on the Inland Empire-Orange County (IEOC) Line and 14 trains running on the 91/Perris Valley (91/PV) line for a total of 32 daily trains. The Perris Valley portion of the 91/PV Line extends Metrolink service southeast by 25 miles, from Riverside to Perris via Moreno Valley. Metrolink is conducting a plan that would look at optimizing service and realize cost efficiencies throughout the region.

Key Considerations



Construction of the new Placentia Metrolink station will improve passenger access along the 91/PV Line by creating a station between Fullerton and Corona.

Benefits I

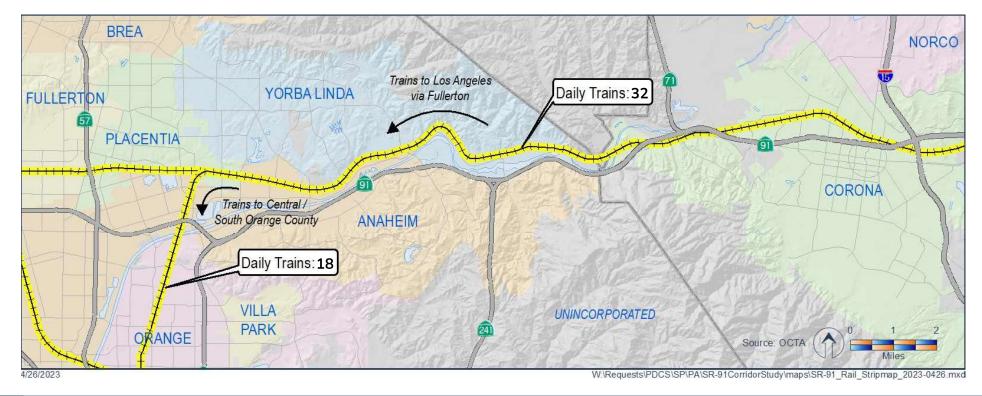


Enables development of Metrolink service, improved efficiency, and fosters train ridership growth in the region, contributing to congestion relief on the SR-91.

Current Status



In October 2024, Metrolink implemented the service optimization plan, which is helping to realize cost efficiencies related to crews and scheduling.





State Route 91 Implementation Plan







Riverside County Projects

The Riverside County set of projects includes five improvements: the 15/91 Express Transit Connector, Green River Road Bike Lane Gap Closure, Santa Ana River Trail, the SR-71/SR-91 Interchange Improvements, and SR-91 Improvements east of I-15. Projects for implementation in Riverside County are anticipated to cost more than \$394 million (in 2025 dollars, or as noted).

| Riverside County Project Summary | Cost (Millions) |
|--|--------------------|
| 15/91 Express Transit Connector | \$220 |
| Green River Road Bike Lane Gap Closure | \$.014 |
| Santa Ana River Trail | \$36.5+ |
| SR-71/SR-91 Interchange Improvements | \$137 |
| Improvements East of I-15 | TBD |
| SUBTOTAL | \$393.5+ |



15/91 Express Transit Connector





Project Description



The project consists of a transit and HOV connector between the on SRexpress lanes 91 and the transit and HOV facilities at North Main in the City of Corona, specifically the North Main Metrolink Station, the Corona Transit Center, and the Caltrans park-n-ride facility.

Key Considerations



The project is in the PSR-PDS phase to develop the purpose and need and project alternatives.

Depending on the alternative that is chosen, this project may have impacts to freeway and local street right-of-way, freeway operations, and transit operations.

Schedule and Cost



A PSR-PDS is underway. Preliminary alternatives are being developed, but construction is not yet approved or funded. Project cost is estimated at \$220 million. This project may be partially funded by 91 Express Lanes surplus toll revenues.

Benefits

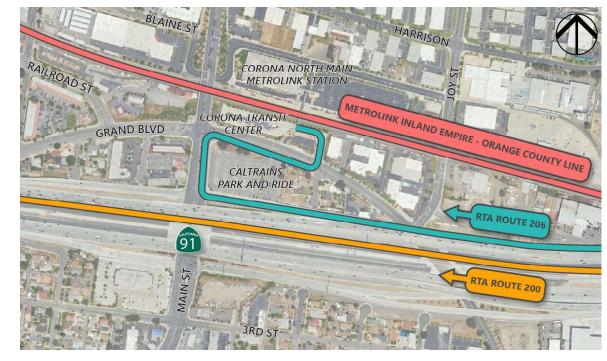
The 15/91 Express Transit Connector would improve transit and HOV connectivity between the SR-91/I-15 Express Lanes and the North Main Metrolink, bus, and HOV facilities, creating a regional transportation Connecting hub. this missing link would vield both local and regional benefits such as improved transit access, increased HOV ridership, and reduced vehicle miles traveled.

Current Status



project The team is currently developing alternatives preliminary and a PSR-PDS document.







Green River Road Bike Lane Gap Closure





Project Description



The project consists of adding bike lanes along Green River Road between the Eastbound SR-91 Ramp intersection and Crestridge Drive intersection.

Key Considerations



The project proposes to restripe the existing roadway to provide bike lanes in both directions along Green River Road between the Eastbound SR-91 Ramp intersection and Crestridge Drive intersection.

Benefits |



The project will provide bike lane connectivity between the existing Green River Road bike lanes to the east and the Santa Ana River Trail to the west, closing the existing bike lane gap along Green River Road. These lanes will provide regional bike lane connectivity until the Santa Ana River Trail is completed.

Schedule and Cost



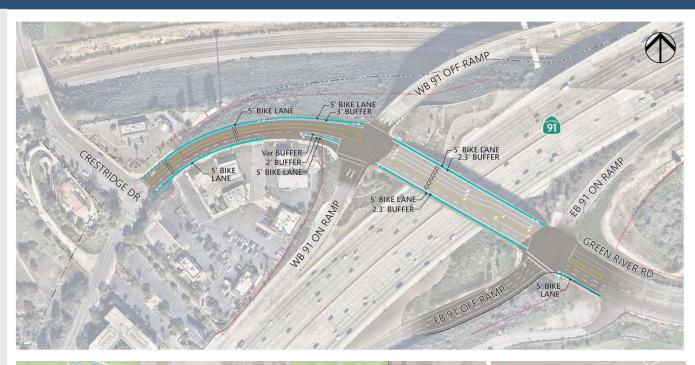
Bids are anticipated in May 2025 with award expected in July.

Cost is estimated to be \$14,000.

Current Status



This work is part of a citywide pavement project. The Green River area will be prioritized and is expected to be completed by late 2025.







Santa Ana River Trail





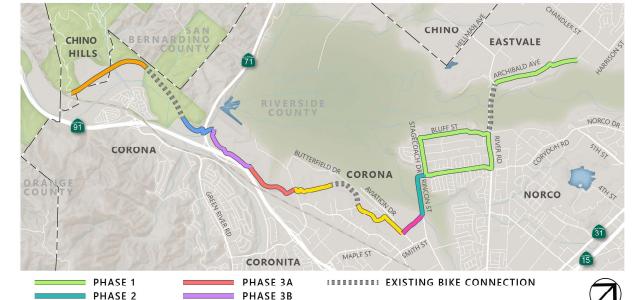
Project Description



The Santa Ana River Trail is a multi-use trail complex that runs alongside the Santa Ana River. When completed, it will be the longest multi-use trail in Southern California, spanning over 100 miles between San Bernardino and Orange counties. As envisioned, the trail connecting San Bernardino, Riverside, and Orange counties would be a dual-track trail consisting of 1) paved Class I and Class II Bikeways for bicyclists and pedestrians and 2) decomposed granite (DG) surfaced riding and hiking trail for equestrians, mountain bicyclists, and hikers. The Santa Ana River Trail is currently 60 percent complete. When finished it will extend from the San Bernardino County National Forest to the Pacific Ocean at Huntington Beach where the trail ends. There are currently two gaps in the trail: from Green River in Orange County to Hidden Valley Wildlife area in Riverside County; and from Waterman Avenue in San Bernardino to the National Forest boundary line near unincorporated Mentone.

This project addresses the gap from Green River to the Hidden Valley Wildlife area and involves installing multiuse trails along local streets and in the Santa Ana River Trail (SART) located within the Prado Dam Flood Control Basin area of the Santa Ana River for the easterly portion of the trail and the Green River Golf Club for the westerly portion of the trail.

| Phase | Schedule | Cost | Status |
|---------|---|---------------------------------|---|
| 1 | TBD | unknown | On hold pending funding |
| 2,2A,3A | Env and Design complete summer 2025 | \$9 million – Phases 2/2A/3A | No construction funding |
| 3B | Env and Design complete spring 2025, construction by 2028 | \$1 million | Funded and incorporated into USACE spillway project |
| 3 | TBD | unknown | On hold pending funding |
| 4 | Complete | \$1.5 million | Complete |
| 6 | Complete by 2026 | \$25 million | Funded |



PHASE 3

PHASE 6



PHASE 4 PHASE 2A

SR-71/SR-91 Interchange Improvements



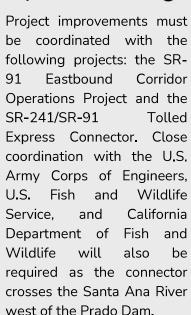


Project Description



The current project includes new two-lane direct connector from eastbound (EB) SR-91 to northbound (NB) SR-71 and realignment of the existing Green River Road SR-91 EB on-ramp to provide connection to NB SR-71 and EB SR-91.

Key Considerations



Benefits I



The project will provide a new direct connector improvement from EB SR-91 to NB SR-71, replacing the geometric choke point created by the existing loop connector. The project will also improve traffic operations and operational efficiency by eliminating or minimizing weaving conflicts through the use of auxiliary lanes.

Schedule and Cost

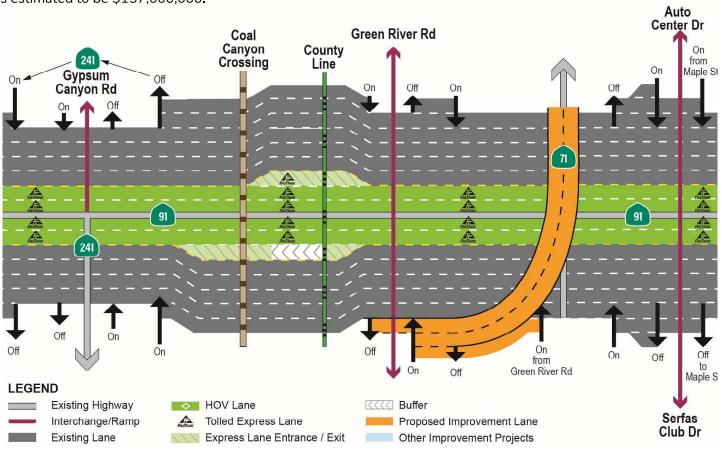


Construction is planned for completion in late 2025. Construction cost is estimated to be \$137,000,000.

Current Status



The environmental phase was completed in 2011 and final design in 2015. An environmental revalidation and update to the final design was completed in 2022. The project started construction in January 2023.





SR-91 Improvements East of I-15





Project Description



The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction. the addition of auxiliary lanes at various locations, the addition of collectordistributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (completed as part of RCTC I-15 Express Lanes Project), and improvements east of I-15. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 Improvements East of I-15, which includes extending an Express Lane east of McKinley Street and adding a generalpurpose lane from I-15 to Pierce Street in each direction (the subject project), is a component of the SR-91 CIP that was not constructed with the Initial Phase.

Key Considerations



Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, the SR-241/SR-91 Tolled Express Connector, the 15/91 Express Transit Connector, and the SR-91 Westbound Auxiliary Lane.

Benefits |



The SR-91 Improvements East of I-15 will reduce congestion and delays by providing additional operational improvements on SR-91 from I-15 to Pierce Street.

Schedule and Cost



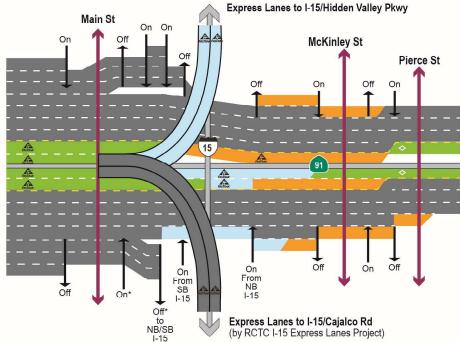
Anticipated project completion and cost are to be determined. This project may be partially funded by 91 Express Lanes surplus toll revenues.

Current Status



Preliminary engineering is complete but is currently being revisited. The SR-91 Improvements East of I-15 is currently included in the SR-91 CIP environmental document for the SR-91 that was completed in 2012.







State Route 91 Implementation Plan





RCTC Bi-County Projects OCTA

There are three Bi-County improvement projects that will benefit both Orange and Riverside Counties. These projects include: the SR-241/SR-91 Tolled Express Connector, 91 Eastbound Corridor Operations Project (SR-241 to SR-71), and 91 Westbound Improvements (SR-241 to SR-71). The total cost for the projects is expected to be more than \$674 million (in 2025 dollars, or as noted).

| Bi-County Project Summary | Cost (Millions) |
|--|--------------------|
| SR-241/SR-91 Tolled Express Connector | \$524 |
| 91 Eastbound Corridor Operations Project (SR-241 to SR-71) | \$150 |
| 91 Westbound Improvements (SR-241 to SR-71) | TBD |
| SUBTOTAL | \$674+ |



SR-241/SR-91 Tolled Express Connector





Project Description



The SR-241/SR-91 Tolled Express Connector will consist of a direct connector between the 241 Toll Road and 91 Express Lanes, carrying northbound 241 Toll Road traffic to the eastbound 91 Express Lanes and westbound 91 Express Lanes traffic to the southbound 241 Toll Road.

Key Considerations

The project is part of the planned build out of the Eastern Transportation Corridor as approved in 1994. The purpose of the project is to improve traffic operations on the Northbound 241 Toll Road and SR 91 Corridor by providing a new route choice, reducing weaving and merging that causes congestion, and ensure free-flow speeds within the 91 Express Lanes. A key consideration is for the 241/91 EC to use dynamic pricing and progressive demand management tools to manage demand, while maximizing system performance and meeting performance metrics. The project will require widening of SR-91 to accommodate the direct connector and associated Express Auxiliary Lanes in the median. The project's planned construction considers and aligns with the implementation of other planned improvements in the area including the SR-91 Eastbound Corridor Operations Project and SR-71/SR-91 Interchange Improvements. Coordination between TCA, OCTA, RCTC, and Caltrans continues to ensure operations and maintenance considerations are addressed prior to and during operations. Coordination will also continue with local agencies including the city of Anaheim to ensure consistency with existing transportation plans.

Schedule and Cost



Final Design is expected to be completed in 2025. Construction is anticipated to last approximately 36 months beginning in 2025 with project opening in 2028. These milestones are contingent upon approval of interagency agreements between F/ETCA, Caltrans, RCTC, and OCTA on such matters as a Master Agreement, Operations Agreement, and F/ETCA receiving tolling authority approval from the California Transportation Commission (CTC). The total cost of the project will be approximately \$524,000,000.

Benefits |



The project will provide a direct connection between the 91 Express Lanes and the 241 Toll Road, therefore providing benefits such as a new route choice, improving regional mobility, enhanced traffic operations on the 91 and 241 corridors resulting in travel time savings depending on direction, day and time of travel. The project will also reduce carbon emissions, fuel consumption, and improve air quality.

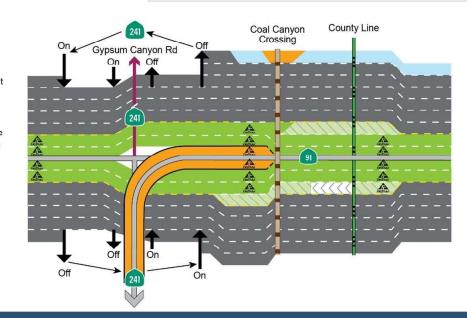
Current Status



Caltrans approved the Project Approval and Supplemental Environmental Document with Record of Decision in March 2020. The project is currently completing Final Design. In addition, OCTA, RCTC, and Caltrans are working collaboratively with TCA to complete negotiations and execute the Master and Operating Agreements. TCA is also progressing through the tolling authority process with the CTC.

LEGEND

Existing Highway Interchange/Ramp **HOV Lane** Express Lane Entrance / Exit Tolled Express Lane **Existing Lane** Proposed Improvement Lane Other Improvement Projects





91 Eastbound Corridor Operations Project (SR-241 to SR-71)





Project Description



The Project Approval and Environmental Document (PA/ED) for SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15. the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange to I-15/Cajalco southerly Road (completed as part of RCTC I-15 Express Lanes Project), and improvements east of I-15. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 Eastbound Corridor Operations Project between SR-241 and SR-71 (the subject project) is a component of the SR-91 CIP that was not constructed with the Initial Phase.

Key Considerations



Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange and the SR-241/SR-91 Tolled Express Connector.

Benefits I



The 91 Eastbound Corridor Operations Project will reduce congestion and providing additional delays bν operational improvements on SR-91 from SR-241 to SR-71.

Schedule and Cost

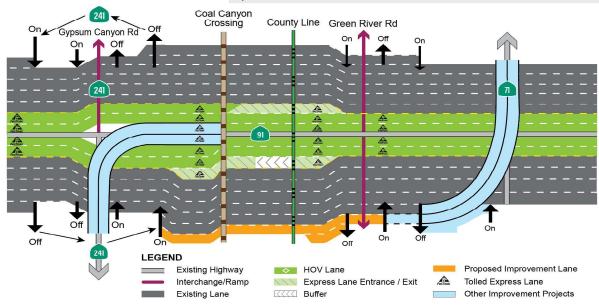


With an estimated cost of \$150,000,000, the project is anticipated to be completed by 2030. This project may be partially funded by 91 Express Lanes surplus toll revenues.

Current Status



The 91 Eastbound Corridor Operations Project is included in the SR-91 CIP environmental document that was completed in 2012. An alternatives analysis to evaluate potential improvement options in the eastbound direction was initiated in 2020 and completed in 2022. Efforts to determine final scope and prepare an environmental revalidation began in 2023 and is expected to be completed in 2025 followed by initiation of the Final Design phase.





91 Westbound Improvements (SR-241 to SR-71)





Project Description



The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15. the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange to I-15/Cajalco southerly Road (completed as part of RCTC I-15 Express Lanes Project), and improvements east of I-15. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to completed later. The Westbound Improvements between SR-241 SR-71 and (the subject project) are a component of the SR-91 CIP that was not constructed with the Initial Phase.

Key Considerations



Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange and the SR-241/SR-91 Tolled Express Connector.

Benefits |



The 91 Westbound Improvements will reduce congestion and delays by providing additional operational improvements on SR-91 from SR-241 to SR-71.

Schedule and Cost

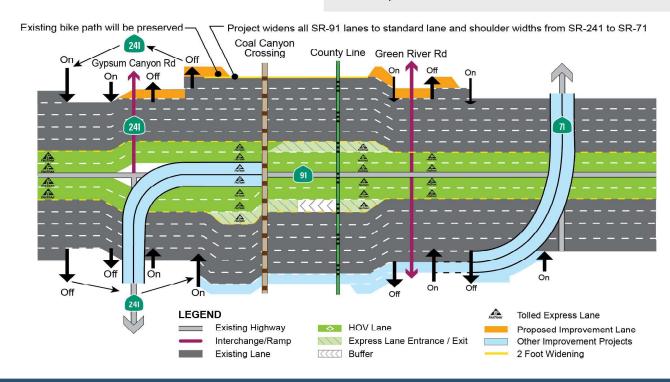


Anticipated project completion and cost are to be determined. This project may be partially funded by 91 Express Lanes surplus toll revenues.

Current Status



Preliminary engineering is complete but will need to be revisited at a future date. The 91 Westbound Improvements are Included in the SR-91 CIP environmental document that was completed in 2012.



Appendix A - Post-2035 and Conceptual Projects









Post-2035 and Conceptual Projects

potential Post-2035 **Concepts** for implementation focus on longer-lead time projects. This multi-billion dollar program may include: a westbound auxiliary lane, an elevated 4-lane facility (MIS Corridor A) from SR-241 to I-15; Westbound SR-91 to Southbound SR-55 Connector Improvements, Eastbound SR-91 Fifth Lane Addition at SR-241, and Fairmont Boulevard Improvements. These potential concepts include significant environmental constraints and right of way requirements in addition to requiring a significant amount of planning, design, and future policy and public input.

| Concept Summary | Cost (Millions) |
|---|---------------------------|
| SR-91 Westbound Auxiliary Lane | \$40 |
| Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15 | \$2,720 |
| Westbound SR-91 to Southbound SR-55 Connector Improvements | \$75-\$150 |
| Eastbound SR-91 Fifth Lane Addition at SR-241 | \$31 |
| Fairmont Boulevard Improvements | \$76.8 |
| SUBTOTAL | \$2,902.8 - \$2,977.8+ |



SR-91 Westbound Auxiliary Lane





Concept Description



The concept scope is to construct an auxiliary (less than one lane mile) on westbound SR-91 Pierce from Street onramp to McKinley Street offramp.

Key Considerations



coordination Project with the 91 Improvements East of I-15 will be needed.

Benefits |

Reduce weaving and conflicts to merging operational improve efficiency and traffic safety on this segment of westbound SR-91.

Schedule and Cost

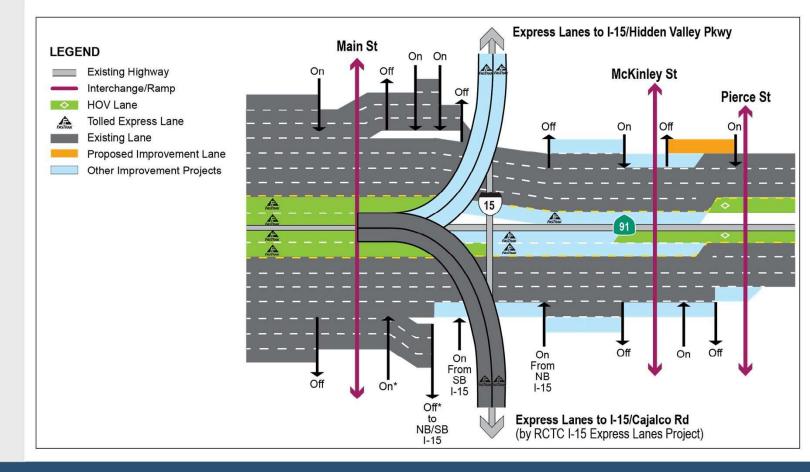


The estimated cost concept is approximately \$40 million and could be complete in 2033.

Current Status |



Caltrans is currently developing a Project Initiation Document.





Elevated 4-Lane Facility from SR-241 to I-15 (MIS Corridor A)





Concept Description



The improvements primarily consist of constructing a new 4-lane elevated expressway near or within the Santa Ana Canyon with freeway-to-freeway connectors at SR-241 and I-15. The facility may include managed lanes and potential reversible operations.

Key Considerations



Choice of alignment will be key to determining net capacity increase. Extensive right-of-way (R/W) will be required to implement the improvements if the alignment is not in the SR-91 corridor. When median connector projects or HOV/HOT projects are constructed and this 4-lane elevated facility is proposed within the median of SR-91 through Corona, then extensive managed lane closures would be required during construction (thus temporarily reducing SR-91 capacity during construction).

An alternative could be studied for the median Corridor A viaduct with reduced along SR-91 geometric standards to minimize R/W impacts.

Also, direct connectors (such as for High Occupancy Vehicle (HOV) / High Occupancy Toll (HOT) at I-15/SR-91) to/from the median could be precluded by Maglev columns located within the same median area. Caltrans and Maglev highway R/W, maintenance, safety, and operations considerations would need to be analyzed if shared use with a Maglev facility were pursued. Additional mitigation costs may be required for improvements to SR-241 and SR-133 as a result of additional Corridor traffic volumes. With Corridor A as managed lanes, and the extension of 91 Express Lanes to I-15, this project concept may affect traffic distribution due to "parallel" tolled facilities.

Benefits I



The concept would provide significant congestion relief by allowing vehicles to bypass the at-grade freeway lanes and local arterial interchanges between SR-241 and I-15. Connections are proposed directly between SR-91, SR-241, and I-15.

Schedule and Cost

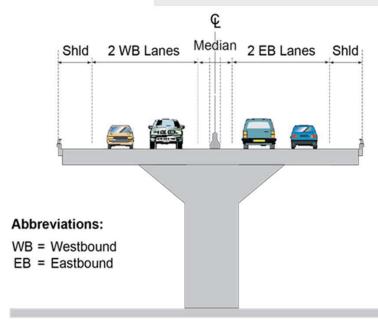


This concept is identified in the Riverside County - Orange County Major Investment Study (MIS) as part of the Locally Preferred Strategy to improve mobility between Riverside County and Orange County. No project development work is planned at this time.

Current Status



Anticipated project completion is post-2035 and construction cost is estimated to be \$2,720,000,000 (2005 dollars).



Elevated 4-Lane Facility (MIS Corridor A) Cross-Section



Westbound SR-91 to Southbound SR-55 Connector Improvements





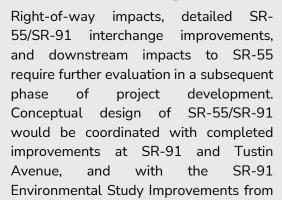
Concept Description



The project consists of operational improvements by modifying the connector to SB SR-55 from WB SR-91. The improvements would extend to Lakeview Avenue to the east and would include a new connector from WB SR-91 to SB SR-55 as a potential right-hand exit.

Key Considerations

SR-57 to SR-55.



Operational enhancements between SR-55 and Lakeview Avenue will provide some benefit for SR-55/SR-91 by addressing WB SR-91 weaving issues. In addition, the proposed WB drop-ramp from Lakeview Avenue has been designed to accommodate three WB through lanes on either side to reduce throwaway costs in the future should the SR-91 be shifted to accommodate a right-hand exit for SB SR-55.

Benefits I



Interchange improvements are anticipated to provide congestion relief for WB SR-91 traffic and potentially improve the connection from WB SR-91 to SB SR-55.

Schedule and Cost



SR-55/SR-91 project information was derived from the Final Alternatives Evaluation and Refinement Report, December 2005, by the Riverside County - Orange County Major Investment Study (MIS). Focused SR-91/SR-55 conceptual engineering needs to be scheduled. However, initial conceptual engineering was also studied as part of the SR-91 Feasibility Study Between State Route 57 and State Route 55 Interchange Areas in June 2009, and as part of the SR-91 Environmental Study Improvements from SR-57 to SR-55.

Current Status



Anticipated project completion is post-2035 and construction cost is estimated to be from \$75,000,000 to \$150,000,000 (2014 dollars).





Eastbound Fifth Lane Addition at SR-241





Concept Description



The location of the proposed EB SR-91 fifth general purpose (GP) lane addition (The Segment) is on EB SR-91 from Weir Canyon Road to the NB SR-241 Connector. The Segment consists of four GP lanes and two managed lanes (91 Express Lanes).

Upstream (westerly) from The Segment the EB SR-91 has 5 GP lanes and the 5th lane drops to the SB SR-241 Connector as some traffic volume exits to the SB SR-241. Downstream from The Segment the EB SR-91 gains the 5th lane back as the NB SR-241 Connector merges with SR-91 in a dedicated lane addition. This 5th lane continues beyond the Riverside County line providing enhanced mobility.

Key Considerations

This segment with four GP lanes might be creating a traffic choke point due to the decrease of capacity, potentially contributing to significant traffic delays passing through this segment along with other traffic issues such as queue jumping, weaving, merging and operational speed differential. However, additional traffic from NB SR-241 to EB SR-91 and Gypsum Canyon Rd on-ramp suggest balancing the number of lanes should be carefully examined. As such, additional capacity will enhance EB freeway operations along this Segment.

Benefits I



- Extends the existing 5th EB GP lane easterly and ties it to the existing 5th lane downstream. This could provide capacity enhancement and may result in removing an existing choke point, Significant delay savings is anticipated.
- Potentially eliminate queue jumping in this area from EB SR-91 as well as Weir Canyon Rd.
- Potentially reduce speed differential between through lanes, thus creating a more balanced flow.
- Potentially provide balanced lane utilization at high traffic demand area.

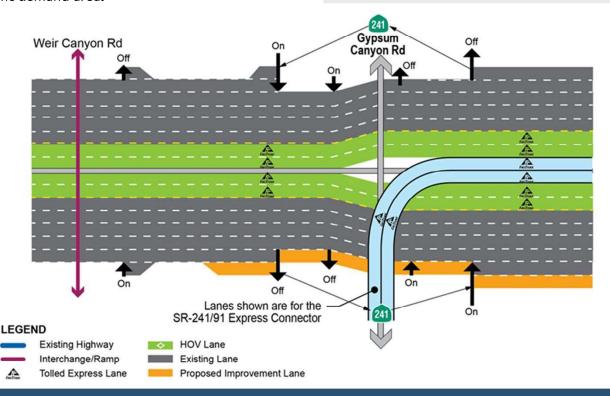
Schedule and Cost

Additional traffic analysis and study is required to confirm the benefits to EB SR-91 by the proposed improvements. This location was identified by Caltrans as a high congestion location in the County. The concept is intended to improve the choke point that exists due to the presence of a 4-lane segment between 5lane freeway segments.

Current Status



Total project cost, based on Caltrans' estimate, is \$31.25 million. Project schedule has not been determined.





Fairmont Boulevard Improvements



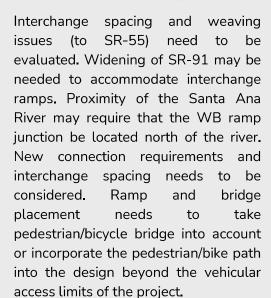


Concept Description



The project would provide a new interchange with SR-91 at Fairmont Boulevard. On and off ramps will connect Fairmont Boulevard from the north to eastbound (EB) and westbound (WB) SR-91. The proposed interchange does not include a vehicular Fairmont Boulevard connection to Santa Ana Canyon Road to the south. A pedestrian/bicycle connection is also proposed between La Palma Avenue and Santa Ana Canyon Road. This bridge and pathway will allow for direct Santa Ana River Trail access from both Anaheim south of SR-91 and from Yorba Linda.

Key Considerations



Schedule and Cost



The City of Anaheim completed a conceptual engineering study in December 2009 for the interchange. Multiple alternatives have been developed as part of the conceptual engineering study. Bicycle/pedestrian bridge is currently in initial planning stages. Project development is pending funding identification. On July 24, 2017, OCTA staff along with a senior staff member of WSP presented the findings of a 91 Express Lanes intermediate access study. The study provided various alternatives, traffic modeling, and financial impacts of the additional access. At the conclusion of the discussion, the OCTA Board of Directors did not authorize additional analysis for the intermediate access.

Benefits II

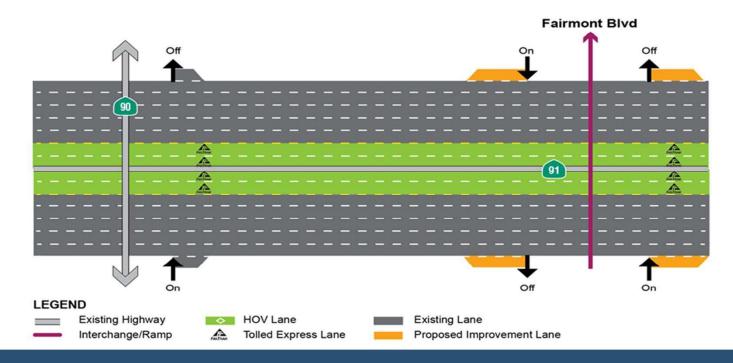


The interchange is expected to relieve congestion at Imperial Highway (SR-90), Lakeview Avenue, and Weir Canyon Road Interchanges. Preliminary traffic modeling shows a 10-15% decrease in volumes at Weir Canyon and SR-90 interchanges with the interchange alternative.

Current Status



Anticipated project completion is post 2035 and construction cost is estimated to be \$76,800,000 (costs from 2009) Feasibility Study). R/W cost is undetermined. Cost excludes any potential impact to Santa Ana River.





Appendix B - Completed Project Exhibits









Completed Projects

The following exhibits represent completed projects from previous Plans since 2006 and are intended to be used as a reference to illustrate the progress made since the inception of the Plan. Note: some projects listed in the Plan as completed (see Section 1, Project Accomplishments) are not included herein since there was no exhibit created or necessary for use with prior Plans (such as for restriping projects, various safety enhancements, minor operational improvements, etc.).

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|---|---------------------|
| Project Improvements | Constructed |
| Green River Road Overcrossing Replacement | March 2009 |
| North Main Street Corona Metrolink Station Parking Structure | June 2009 |
| Eastbound Lane Addition from SR-241 to SR-71 | September 2010 |
| Widen SR-91 between SR-55 and SR-241 by Adding a 5th GP Lane in Each Direction | December 2012 |
| SR-91 WB Lane at Tustin Avenue | April 2016 |
| Metrolink Service Improvements | June 2016 |
| Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements | July 2017 |
| Express Bus Service | 2019 |
| La Sierra Metrolink Parking Improvements | February 2019 |
| SR-91 Corridor Operations Project | February 2022 |
| Anaheim Canyon Metrolink Station Improvements | January 2023 |
| 15/91 Express Lanes Connector | November 2023 |
| Eastbound 91 Express Lane Extension | November 2023 |



Green River Road Overcrossing Replacement





Project Description



Improvements primarily consist of replacing the existing Green River Road overcrossing with a new six-lane wide, 4 span overcrossing to accommodate future widening of SR-91. The interior spans will accommodate up to eight mainline lanes in each direction including two HOV lanes. The exterior spans can accommodate two lanes, either for Auxiliary lanes or collector distributor roads. Entrance and exit ramps will be realigned and widened to accommodate the new bridge, yet the interchange will retain its current configuration. New Signals will be installed at the ramp intersections. Ramp and bridge improvements will be constructed within the existing right of way.

Key Considerations



Design interface is required with the Eastbound Lane Addition from SR-241 to SR-71. SR-71/SR-91 Interchange Improvements, SR-91 Corridor Improvement Project, and SR-241/SR-91 HOV/HOT Connector.

Current Status



The project began construction in March 2007 and was completed in March 2009.

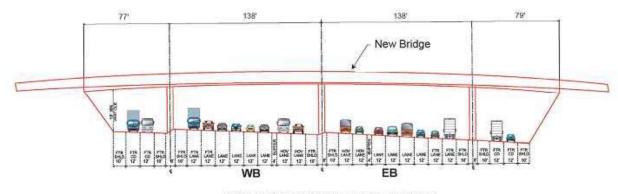
Benefits I



The project will improve the level of service at ramp and local street intersections at the interchange. Improvements will reduce ramp queues that extend into the freeway's general-purpose lanes, thus contributing to congestion relief on SR-91.

| Project Costs | \$ |
|--------------------|--------------|
| Capital Cost | \$21,000,000 |
| Support Cost | \$3,000,000 |
| Right of Way Cost | \$301,000 |
| Total Project Cost | \$24,301,000 |

| Project Schedule | Status |
|-------------------------|-----------|
| Preliminary Engineering | Completed |
| Environmental | Completed |
| Design | Completed |
| Construction | Completed |



GREEN RIVER BRIDGE CROSS-SECTION



North Main Street Corona Metrolink Station Parking Structure





Project Description



The project provides a six level parking structure with 1,065 parking stalls. The construction is within the existing North Main Street Metrolink station property in Corona.

Key Considerations



Proposed improvements were constructed within existing right of way. Currently there are 700 users of the facility, 200 more that were previously able to accommodate. Additionally, RCTC has opened up the lot to park and ride carpools and vanpools and has issued over 120 permits for carpoolers to use the expanded station. This shows an added benefit of supporting carpooling as well as transit to offset congestion on SR-91.

Benefits II



Demand for parking currently exceeds the capacity at the North Main Street Corona station. New parking capacity will allow Metrolink ridership to increase thereby diverting vehicle trips from SR-91.

Current Status



Construction was initiated in January 2008 and was completed in June 2009. The Project was funded with Federal Congestion Management and Air Quality (CMAQ) funds.

| Project Costs | \$ |
|--------------------|--------------|
| Capital Cost | \$20,000,000 |
| Support Cost | \$5,000,000 |
| Right of Way Cost | \$0 |
| Total Project Cost | \$25,000,000 |

| Project Schedule | Status |
|-------------------------|-----------|
| Preliminary Engineering | Completed |
| Environmental | Completed |
| Design | Completed |
| Construction | Completed |





Eastbound Lane Addition from SR-241 to SR-71





Project Description



The project will provide an additional eastbound (EB) lane from the SR-91/SR-241 interchange to the SR-71/SR-91 interchange and will widen all EB lanes and shoulders to standard widths.

Key Considerations



Coordination with the SR-91 Corridor Improvement Projects will be required. Staged construction would be required for all ramp reconstruction and freeway widening. Freeway operations would most likely be affected by this project, however, freeway lane closures are not anticipated. An EB concrete shoulder will be constructed with a 12-foot width to provide for future widening.

Benefits |

The lane addition would help alleviate the weaving condition between SR-241 and SR-71, as well as remove vehicles from the SR-91 mainline that would be exiting at Green River Road and SR-71.

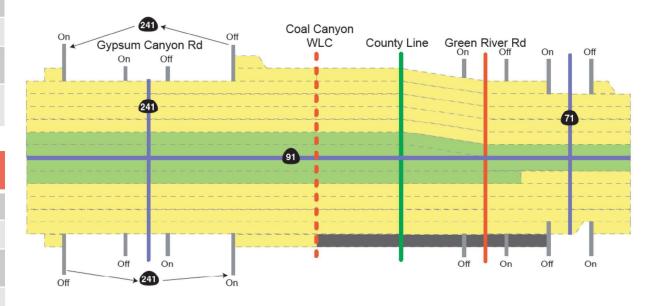
Current Status



Funding is from the American Recovery and Reinvestment Act (ARRA) with \$71.44M approved, and the balance of project costs are from other sources. Construction began in late 2009 and was completed in September 2010.

| Project Costs | \$ |
|--------------------|--------------|
| Capital Cost | \$41,000,000 |
| Support Cost | \$8,000,000 |
| Right of Way Cost | \$2,200,000 |
| Total Project Cost | \$51,200,000 |

| Project Schedule | Status |
|-------------------------|-----------|
| Preliminary Engineering | Completed |
| Environmental | Completed |
| Design | Completed |
| Construction | Completed |





SR-91 WB Lane at Tustin Avenue





Project Description



The project will add a westbound (WB) auxiliary lane on SR-91 beginning at the northbound (NB) SR-55 to WB SR-91 connector through the Tustin Avenue interchange. This project includes approximately 1.1 lane miles.

Key Considerations



Build alternative 3 was selected from the Project Study Report (PSR). On Westbound (WB) SR-91 Auxiliary Lane from the Northbound (NB) SR-55/WB SR-91 Connector to the Tustin Avenue Interchange and requires additional right-of-way. City of Anaheim utilities are within proximity of the proposed widening section. Widening of the Santa Ana River Bridge is required. Coordination with the City of Anaheim occurred for widening of Tustin Avenue and the WB SR-91 Off-Ramp that was completed early 2011.

| | | ı |
|-----------|--|---|
| Benefits | | |
| Dellell(S | | |

The project would reduce or eliminate operational problems and deficiencies on this section of WB SR-91 including weaving and merging maneuvers. This project would also address choke-point conditions, which are caused primarily by extensive weaving between the NB SR-55 to WB SR-91 connector and the WB SR-91 off-ramp to Tustin Avenue.

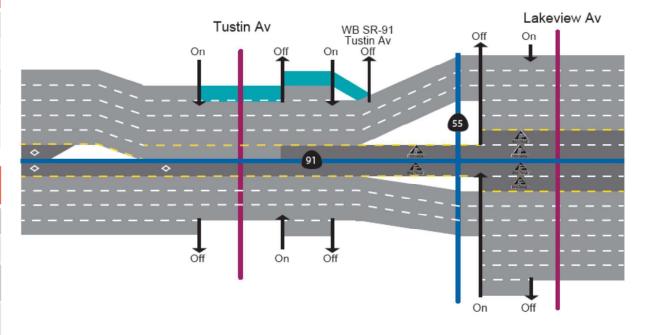
Current Status



Preliminary engineering was completed and approved by Caltrans. The environmental phases was completed in November 2010, and design was completed mid-2013. Construction was initiated in February 2014. The project received \$14M from the proposition 1B State-Local Partnership Program (SLPP), \$14M from Measure M, with the balance from Regional Improvement Program (RIP) funds. Contract acceptance and open to traffic in May 2016.

| Project Costs | \$ |
|--------------------|--------------|
| Capital Cost | \$22,218,000 |
| Support Cost | \$16,382,000 |
| Right of Way Cost | \$4,682,000 |
| Total Project Cost | \$43,282,000 |

| Project Schedule | Status |
|-------------------------|-----------|
| Preliminary Engineering | Completed |
| Environmental | Completed |
| Design | Completed |
| Construction | Completed |





Metrolink Service Improvements





Project Description



There are sixteen daily trains that run on the IEOC Line and nine trains running on the Los Angeles to Riverside portion of 91/Perris Valley (91/PV) Line for a total of 25 daily trains. The Long-term service improvements will include 24 IEOC trains by 2030.

The Perris Valley portion of the 91 Line extends Metrolink service southeast by 25 miles, from Riverside to Perris. The project is located within the right of way of the existing San Jacinto Branch Line through Riverside, Moreno Valley and Perris. Construction began in October 2013. Cost approximately \$248 million, and the extension opened to the public in June 2016. The inaugural schedule (December 2015) includes nine trains through to Los Angeles and 12 between Perris and Riverside.

Key Considerations



Construction of the new Placentia Metrolink station will improve passenger access to the 91/PV Line, by creating a station between Fullerton and Corona. Improvements at the Anaheim Canyon station are designed to account for the future expansion of the IEOC rail service.

Benefits

Enables development of expanded Metrolink service, improved efficiency, and fosters train ridership growth in the region, which will contribute to congestion relief on SR-91.

Current Status



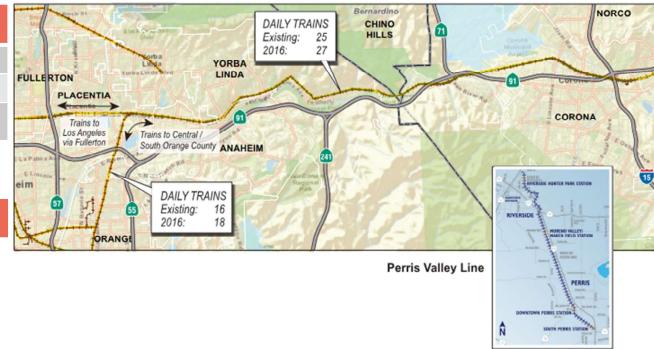
Two additional IEOC Line roundtrips were added in late 2015, and in Mid-2016, nine trains began service on the Perris Valley Extension to the 91/PV Line.

| Project Costs Estimates | \$ |
|-------------------------|---------------|
| IEOC Service Cost | \$1,160,000 |
| Perris Valley Line Cost | \$248,000,000 |
| Right of Way Cost | \$249,160,000 |

Costs from OCTA and RCTC (in 2015 dollars)

Project Schedule

Completed 2016









Project Description

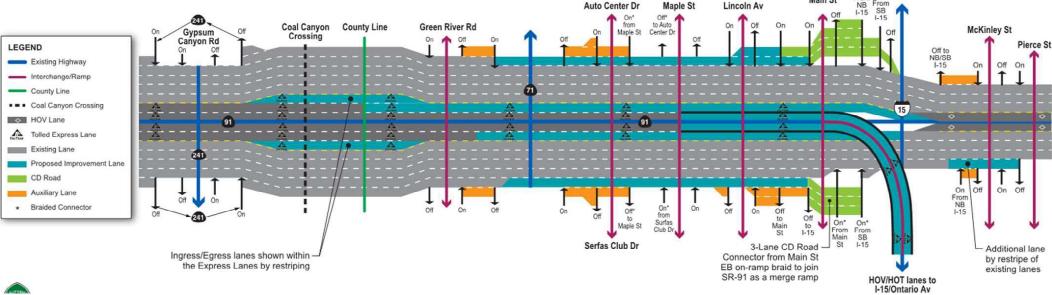


The approved Project Study Report (PSR) for the SR-91 Corridor Improvements Project (CIP), from SR-241 to Pierce Street, includes the addition of a 5th general purpose lane in each direction, the addition of auxiliary lanes at various locations, additional lanes at the SR-71/SR-91 interchange (Project #5), and collector-distributor (CD) lanes at the I-15/SR-91 interchange. Subsequently, the Riverside County Transportation Commission's (RCTC) 10 year Delivery Plan recommended the following addition to the PSR recommended improvements: the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of SR-91 (EB/WB)/I-15 (SB/NB) Express Lanes median direct connectors, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road, and northerly to I-15/ Hidden Valley Parkway. An Express Lane ingress/egress lane is also planned near the county Line. Due to economic conditions, a Project Phasing Plan was developed to allow an Initial Phase with reduced improvements to move forward as scheduled, with the remaining ultimate improvements to be completed later. The following is a summary of the deferred ultimate improvements: I-15/SR-91 median North Direct Connector, and I-15 Express Lanes to Hidden Valley Parkway (Project #9): general purpose lanes to Express Lanes from I-15 to Pierce Street; and general purpose lanes from SR-241 to SR-71. The I-15 Express Lanes to be extended from Ontario Avenue to Cajalco Road are included in RCTC's I-15 Express Lane Project with an anticipated completion in 2020.

Key Considerations



Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with a differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 Interchange, the SR-241/91 Express Connector, and RCTC's I-15 Express Lane Project.









(Continued)

Current Status



The environmental phase was completed in Fall 2012. A Design-Build contractor was selected in May 2013 and construction activities began in early 2014 for the Initial Phase. The project is anticipated to open to traffic in Spring 2017 with final project acceptance anticipated at the end of 2017.

Benefits |

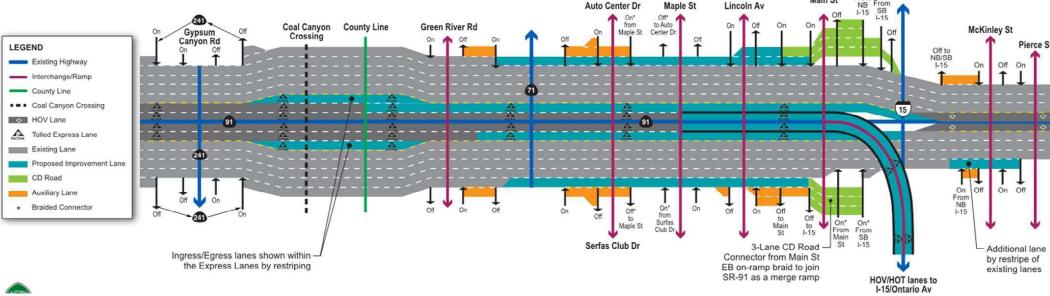


The Initial Phase and Ultimate CIP projects will reduce congestion and delays by providing additional SR-91 capacity from SR-241 to Pierce Street, along I-15 from SR-91 to Cajalco Road to the south, and to Hidden Valley Parkway to the North. Traffic operations will improve by eliminating or reducing weaving conflicts along SR-91 and I-15 by the use of CD roads and auxiliary lanes. The project will provide motorists a choice to use Express Lanes for a fee in exchange for time savings.

| Project Costs* | \$ |
|--------------------|-----------------|
| Capital Cost | \$1,161,000,000 |
| Support Cost | \$246,000,000 |
| Total Project Cost | \$1,407,000,000 |

| Project Schedule** | Status |
|-------------------------|---|
| Preliminary Engineering | Completed |
| Environmental | Completed |
| Design/Construction | 2013-2017 |
| × 0 | *************************************** |

^{*} Cost obtained for Initial Phase is from RCTC (2014 dollars)





^{**} Schedule for Initial Phase; subsequent Phase for Ultimate Project anticipated in 2035

Express Bus Service





Project Description



Orange County Transportation Authority (OCTA), working with the Riverside County Transportation Commission (RCTC) and the Riverside Transit Agency (RTA), operate Express Bus service between Riverside and Orange counties. Commuters lack direct transit connections to some Orange County employment centers not served Metrolink. The Express Bus service provides this connection.

Existing Service



OCTA has operated Route 794 since 2006 from Riverside County to Hutton Centre and South Coast Metro (shown in orange above). On Route 794, OCTA removed trips to Corona in February 2018 based on low ridership. OCTA currently operates six morning westbound trips and five afternoon eastbound trips to/from the La Sierra Metrolink Station. Two new Express Bus routes were implemented by RTA in January 2018 between Riverside County and Orange County including RTA Route 200 (shown in blue above) from San Bernardino/Riverside to the Anaheim Resort. The route provides hourly service on weekdays and 90 to 120 minute service on weekends with a fleet of six buses. RTA Route 205 (shown in green above) from Lake Elsinore/Temecula/ Corona to the Village at Orange includes three AM and three PM roundtrips with 3 buses.

New Service



The Express Bus Routes have been fully implemented as of FY19 and there are no planned service additions. Changes to routes may be made in the future based on available funding and ridership demand.

Key Considerations



Intercounty Express Bus service is effective between locations where transit travel times by Express Bus would be more competitive than Metrolink and connecting rail feeder buses.

Benefits |



The Express Bus Routes have been fully implemented as of FY19 and there are no planned service additions. Changes to routes may be made in the future based on available funding and ridership demand.

Schedule and Cost



The Express Bus Routes have been fully implemented as of FY19. Ongoing operating costs average \$4,892,000 per year and capital costs average \$1,174,000 per year (2019 dollars). The annual capital cost was increased in 2019 to reflect the future cost of complying with the new Innovative Clean Transit regulation.

Current Status



Since completion of the 91 Express Lanes, RTA more than doubled its Express Bus service on SR-91. Currently, OCTA operates 11 bus trips per day on SR-91. RTA now operates 47 trips on weekdays (up from 18 trips that Route 216 provided weekdays) and 18 trips on weekends (up from 8 trips provided by Route 216) on SR-91 Express Lanes. Service hours for this expansion is an extra 21,445 hours per year and is being served by five new coaches added to the RTA fleet.





La Sierra Metrolink Parking Improvements





Project Description



There are currently 1,000 spaces available. RCTC is implementing a parking lot expansion to include an additional 496 spaces and six bus bays to accommodate RTA Express Lane Service 200 that originates at Metrolink San Bernardino Transit Center with stops along Riverside Downtown Metrolink Station, Metrolink La Sierra, the Village at Orange, ARTIC, Disneyland, and Anaheim Convention Center, as well as other potential bus routes for the future.

Schedule and Cost



Construction was completed in February 2019. The project cost is estimated to be \$6,260,000.

Current Status



Construction and project implementation has begun.

Benefits I

The 496 parking spaces will provide for existing and future demand. The parking lot expansion will provide for ADA parking. RTA express service, commuter rail, and vanpool.





SR-91 Corridor Operations Project





Project Description



The Riverside County portion of the 91 Express Lanes began operation in March 2017. Throughout the first year of operation, RCTC made minor operational improvements to improve the SR-91 corridor travel between State Route 241 (SR-241) and McKinley Street. In November 2018, RCTC implemented additional striping and signage improvements to westbound SR-91 at the McKinley entrance to the 91 Express Lanes as well as the County Line access location to further enhance efficiency along the westbound SR-91 corridor between McKinley Street and SR-241. In December 2018. **RCTC** Commission the authorized its staff to proceed with a project to construct an additional westbound lane along SR-91 between Green River Road and SR-241 (the subject of this project). This new project is now known as the SR-91 Corridor Operations Project (91 COP).

Key Considerations



The goal of this project is to implement a substantial operational improvement that is cost effective and timely to address the peak period bottleneck conditions along westbound SR-91 near the County Line. Key considerations include reducing impacts to adjacent land and local streets using retaining walls and minimizing throw-away costs with future projects. Specifically, the project improvements need to be coordinated with the SR-241/SR-91 Tolled Express Connector and the SR-91 Sixth GP Lane Addition projects.

Benefits

The 91 COP will reduce congestion and delays along westbound SR-91 between McKinley Street and SR-241.

Schedule and Cost

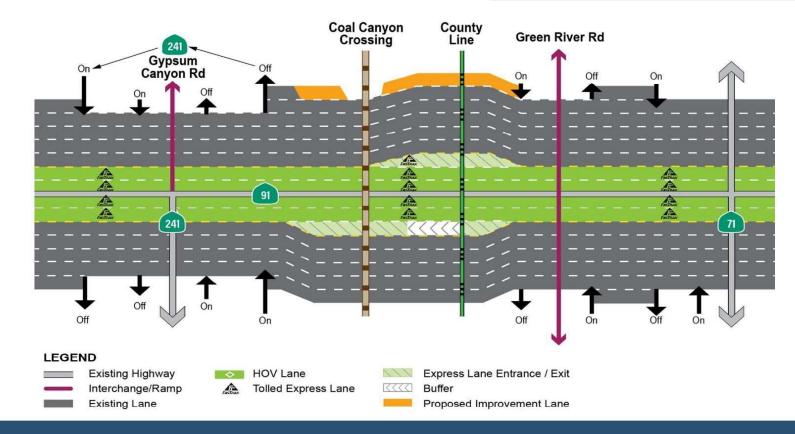


Construction is planned for completion in 2022. The total project cost is estimated to be \$38,000,000.

Current Status



This project is within the footprint of the SR-91 Sixth GP Lane Addition project that was an element of the SR-91 CIP environmental document approved in 2012. environmental revalidation for the 91 COP 2020. completed in Spring Construction began in November 2020.





Anaheim Canyon Metrolink Station Improvements





Project Description



The Anaheim Canyon Metrolink Station Improvement Project will include the addition of approximately 3,400 linear feet of secondary track; a second platform; extending the existing platform; improvements at two at-grade railroad crossings located at Tustin and La Palma; as well as new shade structures, benches, and ticket vending machines. These project improvements will accommodate planned future train service and will enhance on time service and safety.

Schedule and Cost

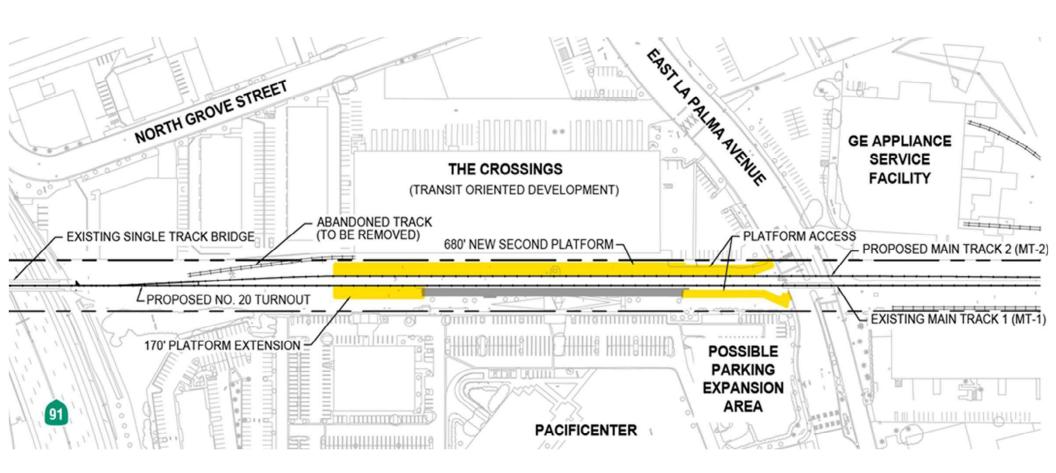


The plans were completed, and the project was advertised for bid in October 2020. Construction began in May 2021 and is anticipated to be completed in November 2022. The total project cost is estimated to be \$34.2 million.

Benefits |



The project will enable future Metrolink service expansion, improve train service efficiency, and foster train ridership growth in the region, which will contribute to congestion relief on SR-91.





15/91 Express Lanes Connector





Project Description



The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North (15/91 Express Lanes Connector, the subject project), and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (completed as part of RCTC I-15 Express Lanes Project), and easterly to east of McKinley Street. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. Subsequently, the proposed 15/91 Express Lanes Connector improvements (the subject of this project) have been pulled out from the CIP as a standalone project.

Key Considerations



Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, the SR-241/SR-91 Tolled Express Connector, and the Eastbound 91 Express Lane Extension.

Benefits |



The 15/91 Express Lanes Connector project will reduce congestion and operational delays by providing direct median-to-median access between the SR-91 Express Lanes and I-15 Express Lanes. Traffic operations will improve by eliminating weaving conflicts and out-of-direction travel along SR-91 and I-15 by the use of the direct connectors. The project will provide motorists a choice to use the 15/91 Express Lanes Connector for a fee in exchange for time savings.

Schedule and Cost

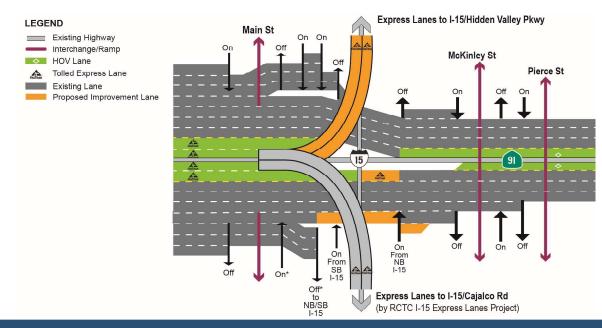


Construction is planned to be completed in late 2023. The total project cost is estimated to be \$270,000,000.

Current Status



15/91 The Express Lanes Connector is currently discussed in the environmental document for the SR-91 CIP that was completed in 2012. An environmental revalidation was completed in 2019. A Design-Build contract was awarded in Spring 2020 and the project is currently under construction.





Eastbound 91 Express Lane Extension



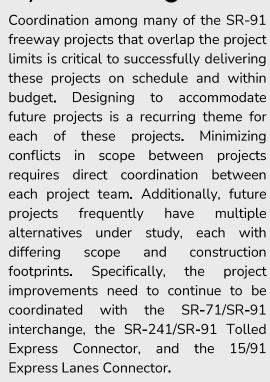


Project Description



Eastbound 91 Express Lane Extension is a new project that was initiated in 2022. The scope of the project is to extend a second eastbound toll express lane from the exit to the express lane connectors (just east of the Main Street Undercrossing) to the beginning of the SR-91 HOV lane just of Promenade east Avenue Overcrossing.

Key Considerations



Benefits I



The Eastbound 91 Express Lane Extension will reduce congestion and improve operations in the express lanes and general-purpose lanes by providing a gap closure lane between the existing express lanes and HOV lane reducing merging and weaving on eastbound 91 within the existing bottleneck of the I-15 interchange area.

Schedule and Cost

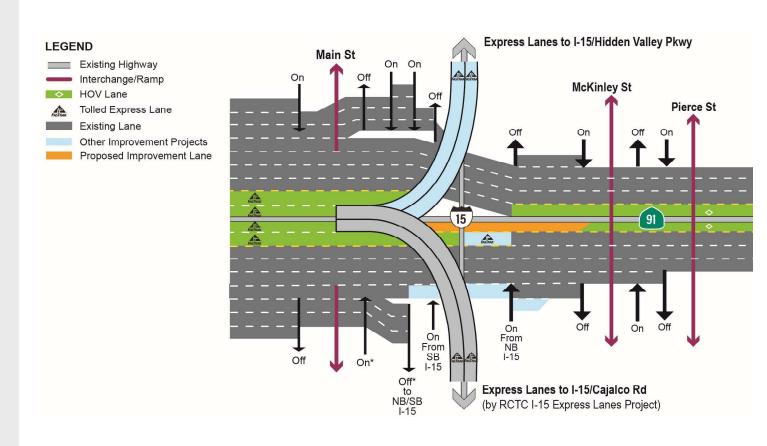


Construction is planned to be completed in late 2023. The total project cost is estimated to be \$10,000,000.

Current Status



The Project Approval and Environmental Document (PA/ED) phase is currently underway.





Appendix C - References





The following documents and resources were used in the development of the Plan. Data was provided by OCTA, RCTC, Caltrans Districts 8 and 12, Transportation Corridor Agencies (TCA), other agencies, and online resources.

Measure M Next 10 Delivery Plan (Next 10 Plan), November 2024

Riverside Transit Agency, Ten-Year Transit Network Plan, January 22, 2015

PSR-PDS on Route 91 Between SR-57 and SR-55, October 2014

PS&E for "Westbound State Route 91 Auxiliary Lane from the NB SR-55/WB SR-91 Connector to the Tustin Avenue Interchange", 2014

PS&E for Initial SR-91 CIP Project, 2014

California Transportation Commission, Corridor Mobility Improvement Account (CMIA), Amended December 2012

M2020 Plan (Measure M), September 2012

PSR-PDS for SR-241/SR-91 Tolled Express Connector, January 2012

Project Report and Environmental Document (EIR/EIS) for SR-91 CIP from SR-241 to Pierce Street Project, October 2012

PS&E "On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County", April 2011

Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report, August 2010

Project Study Report/Project Report "Right of Way Relinquishment on Westbound State Route 91 Between Weir Canyon Road and Coal Canyon", May 2010

SR-91/Fairmont Boulevard Feasibility Study, December 2009

Feasibility Evaluation Report for Irvine-Corona Expressway Tunnels, December 2009

Plans, Specifications and Estimates (PS&E) for Eastbound SR-91 lane addition from SR-241 to SR-71, May 2009

PSR "On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County", April 2009

91 Express Lanes Extension and State Route 241 Connector Feasibility Study, March 2009

PSR/PR "On Gypsum Canyon Road Between the Gypsum Canyon Road/SR-91 Westbound Off-Ramp (PM 16.4) and the Gypsum Canyon Road/SR-91 Eastbound Direct On-Ramp (PM 16.4)", June 2008

Orange County Transportation Authority Renewed Measure M Transportation Investment Plan, November 2006

Riverside County-Orange County Major Investment Study (MIS) – Final Project Report: Locally Preferred Strategy Report, January 2006

Route Concept Reports for SR-91, Caltrans Districts 8 and 12

Various Preliminary Drawings and Cross Sections, Caltrans Districts 8 and 12







June 9, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Contracted Fixed-Route Services, Internal Audit Report

No. 25-510

Finance and Administration Committee Meeting of May 28, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento,

and Tettemer

Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

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



May 28, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Janet Sutter, Executive Director

Internal Audit Department

Subject: Contracted Fixed-Route Services, Internal Audit Report

No. 25-510

Overview

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

Recommendation

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

Background

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

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

Discussion

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

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

Summary

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

Attachment

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

Prepared by:

Serena Ng

Senior Manager, Internal Audit

714-560-5938

Approved by:

Janet Sutter

Executive Director, Internal Audit

714-560-5591

ORANGE COUNTY TRANSPORTATION AUTHORITY INTERNAL AUDIT DEPARTMENT



Contracted Fixed-Route Services

Internal Audit Report No. 25-510

May 14, 2025



Performed by Serena Ng, CPA, Senior Manager

Serena K. Na

Janet Sutter, CIA, Executive Director

Distributed to: Johnny Dunning, Chief Operating Officer

Andrew Oftelie, Chief Financial Officer

Cliff Thorne, Pia Veesapen, Sean Murdock, Sergio Hernandez,

Kim Tucker, Victor Velasquez, Georgia Martinez, Eileen Bruggeman,

Robert Fernandez, Mandy Chiu, Michael Jackson

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| Audit Comments, Recommendations, and Management Responses | 4 |
| Contract Performance Standards and Other Requirements | 4 |
| Bond and Insurance Requirements | 5 |

Conclusion

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

Background

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

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

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

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

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

Objectives, Scope, and Methodology

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

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

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

We conducted this performance audit in accordance with Generally Accepted Government Auditing Standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

Audit Comments, Recommendations, and Management Responses

Contract Performance Standards and Other Requirements

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

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

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

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

Recommendation 1:

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

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

Management Response (Contracted Services):

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

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

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

Management Response (FP&A):

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

Bond and Insurance Requirements

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

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

Recommendation 2:

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

Management Response (Contracts Administration and Materials Management Department):

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

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





June 9, 2025

To: Members of the Board of Directors

Andrea West, Clerk of the Board From:

Subject: Amendment to Construction and Maintenance Agreement with the

Union Pacific Railroad and the California Department of

Transportation for the Interstate 405 Improvement Project

Regional Transportation Planning Committee Meeting of June 2, 2025

Present: Directors Federico, Go, Harper, Klopfenstein, Stephens, and

Tavoularis

Absent: **Director Foley**

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Construction and Maintenance Agreement No. C-9-1793 between the Orange County Transportation Authority, Union Pacific Railroad, and the California Department of Transportation in the amount of \$331,000, for additional design and construction parameters, flagging, inspection, temporary easement, and permanent property rights to widen the Bolsa Avenue overhead freeway bridge over the railroad facility as part of the Interstate 405 Improvement Project. This will increase the maximum obligation of the agreement to a total value of \$1,123,055.



June 2, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Construction and Maintenance Agreement with the

Union Pacific Railroad and the California Department of

Transportation for the Interstate 405 Improvement Project

Overview

On February 10, 2020, the Orange County Transportation Authority entered into a construction and maintenance agreement with the Union Pacific Railroad and the California Department of Transportation to widen the Bolsa Avenue overhead freeway bridge over the railroad facility as part of the Interstate 405 Improvement Project. An amendment to the construction and maintenance agreement is needed for additional funding to complete project closeout activities.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Construction and Maintenance Agreement No. C-9-1793 between the Orange County Transportation Authority, Union Pacific Railroad, and the California Department of Transportation in the amount of \$331,000, for additional design and construction parameters, flagging, inspection, temporary easement, and permanent property rights to widen the Bolsa Avenue overhead freeway bridge over the railroad facility as part of the Interstate 405 Improvement Project. This will increase the maximum obligation of the agreement to a total value of \$1,123,055.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), has implemented the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project provided one general purpose lane from Euclid Street to I-605, consistent with Measure M2 (M2) Project K, and established the 405 Express Lanes on I-405 from SR-73 to I-605. The Project will widen the Bolsa Avenue overhead (OH) freeway bridge over the Union

Pacific Railroad (UPRR) facility, which is located between the Goldenwest Street and Beach Boulevard interchanges.

On February 10, 2020, OCTA entered into Construction and Maintenance Agreement No. C-9-1793 (Agreement) with UPRR and Caltrans to define the specific terms, conditions, and funding responsibilities for the construction and maintenance, including design and construction parameters, flagging, inspection, temporary easement, and permanent property rights for the Project (Attachment A).

In accordance with Section 6 of the Agreement, OCTA agrees to pay UPRR for all actual and necessary costs and expenses incurred by UPRR in connection with the Bolsa OH, including, but not limited to, all actual costs of preliminary engineering review, construction, inspection, procurement of materials, equipment rental, manpower and deliveries to the job site, flagging, and all direct and indirect OH labor/construction costs.

At this time, the actual costs and expenses incurred by UPRR will exceed the total value of the original Agreement. The original Agreement value was \$792,055. UPRR is requesting an additional \$331,000, for a total amount of \$1,123,055, to pay for all actual and necessary costs and expenses to close out the Agreement with OCTA and Caltrans for the widening of the Bolsa OH freeway bridge over the railroad facility, as part of the Project. OCTA staff agrees that the additional amount is appropriate and needed to complete UPRR's services.

Fiscal Impact

Funding for this amendment is included in the OCTA Fiscal Year 2024-25 Budget, Capital Programs Division, account nos. 0017-9084-FK101-0I2 and 0037-9017-A9510-0I2, and is funded with a combination of federal, state, and local funds.

Summary

Board approval is requested to authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement, between OCTA, UPRR, and Caltrans, in the amount of \$331,000, for additional design and construction parameters, flagging, inspection, temporary easement, and permanent property rights for the widening of the Bolsa Avenue OH freeway bridge over the railroad facility. This will increase the maximum obligation of the Agreement to a total value of \$1,123,055.

Amendment to Construction and Maintenance Agreement with the Union Pacific Railroad and the California Department of Transportation for the Interstate 405 Improvement Project

Page 3

Attachment

A. Union Pacific Railroad and California Department of Transportation, Construction and Maintenance Agreement No. C-9-1793 Fact Sheet

Prepared by:

Jeff Mills, P.E.

Director, Capital Project Delivery

(714) 560-5925

Approved by:

James G. Beil, P.E.

Executive Director, Capital Programs

(714) 560-5646

Union Pacific Railroad and California Department of Transportation Construction and Maintenance Agreement No. C-9-1793 Fact Sheet

- 1. February 10, 2020, Construction and Maintenance Agreement No. C-9-1793, \$792,055, approved by the Board of Directors (Board).
 - To define the specific terms, conditions, and funding responsibilities for construction and maintenance, including design and construction parameters, flagging, inspection, temporary construction easement, and permanent property rights for the Interstate 405 Improvement Project.
- 2. June 9, 2025, Amendment No. 1 to Construction and Maintenance Agreement No. C-9-1793, \$331,000, pending Board approval.
 - To pay Union Pacific Railroad for additional design and construction parameters, flagging, inspection, temporary easement, and permanent property rights to widen the Bolsa overhead freeway bridge over the railroad facility as part of the Interstate 405 Improvement Project.

Total construction and maintenance agreement amount after approval of Amendment No. 1 to Construction and Maintenance Agreement No. C-9-1793: \$1,123,055.





June 9, 2025

To: Members of the Board of Directors

Andrea West, Clerk of the Board From:

Subject: Amendment to Cooperative Agreement with the California

Department of Transportation for the Interstate 605/Katella Avenue

Interchange Improvement Project

Regional Transportation Planning Committee Meeting of June 2, 2025

Present: Directors Federico, Go, Harper, Klopfenstein, Stephens, and

Tavoularis

Absent: **Director Foley**

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3740 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$287,000, for additional right-of-way support services for the Interstate 605/Katella Avenue Improvement Project. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$3,317,800.



June 2, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreement with the California

Department of Transportation for the Interstate 605/Katella Avenue

Interchange Improvement Project

Overview

On October 11, 2021, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation for right-of-way support services, right-of-way acquisition, and utility relocation for the Interstate 605/Katella Avenue Interchange Improvement Project. Board of Directors' approval is requested to amend the cooperative agreement for additional funding for right-of-way support services, including utility relocation coordination.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3740 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$287,000, for additional right-of-way support services for the Interstate 605/Katella Avenue Improvement Project. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$3,317,800.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is implementing the Interstate 605/Katella Avenue Interchange Improvement Project (Project). The Project is Project M in the Measure M2 (M2) freeway program. In the updated Next 10 Delivery Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2024, the Project is listed as one of the M2 freeway projects with design and right-of-way (ROW) phases completed and nearing construction.

The Project will modify interchange ramps and provide operational improvements along Katella Avenue between Coyote Creek Channel and Epson Way in the City of Los Alamitos.

On October 11, 2021, the Board authorized Cooperative Agreement No. C-1-3740 between OCTA and Caltrans for ROW support services, ROW acquisition, and utility relocation for the Project.

On April 1, 2024, the Board authorized Amendment No. 1, in the amount of \$510,600, for additional ROW capital and increased the total contract value to \$3,030,800.

Caltrans is the implementing agency for ROW activities on the Project, including utility relocations. Additional coordination with utility owners, including Golden State Water, Charter Communications, and Southern California Edison, is necessary to finalize utility relocations within the project limits. Caltrans' ROW support will coordinate revised notices to owners and updated Caltrans encroachment permits. Although the previous amendment included additional funding for ROW and utility relocation capital costs, it did not include additional funding for ROW support services. Therefore, additional funding, in the amount of \$287,000, for additional ROW support services is required.

Fiscal Impact

As part of this cooperative agreement, funding for Caltrans services for ROW support is included in the proposed OCTA Fiscal Year (FY) 2025-26 Budget, Capital Programs Division, Account No. 0017-9082-FM003-105, and will be funded through M2 funding.

Summary

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3740 between OCTA and Caltrans, to increase the funds, in the amount of \$287,000, for additional ROW support services. This will increase the maximum obligation of the cooperative agreement to a total contract value of \$3,317,800. Staff is requesting authorization for the use of up to \$287,000 in additional M2 funds for the Project.

Attachment

A. California Department of Transportation, Cooperative Agreement No. C-1-3740 Fact Sheet

Prepared by:

Josue Vaglienty, P.E. Sr. Project Manager (714) 560-5852

Approved by:

James G. Beil, P.E. Executive Director, Capital Programs (714) 560-5646

California Department of Transportation Cooperative Agreement No. C-1-3740 Fact Sheet

- 1. October 11, 2021, Cooperative Agreement No. C-1-3740, \$2,520,200, approved by the Board of Directors (Board).
 - Define the terms, conditions, and funding responsibilities between the Orange County Transportation Authority and the California Department of Transportation (Caltrans) and provide right-of-way (ROW) support services, ROW acquisition, and utility relocation.
- 2. April 1, 2024, Amendment No. 1 to Cooperative Agreement No. C-1-3740, \$510,600, approved by the Board.
 - To add \$510,600 in Measure M2 (M2) funds for additional ROW capital. Increased the total contract value to \$3,030,800.
- 3. June 9, 2025, Amendment No. 2 to Cooperative Agreement No. C-1-3740, \$287,000, pending Board approval.
 - To add \$287,000 in M2 funds for additional ROW support services.

Total committed to Caltrans after approval of Amendment No. 2 to Cooperative Agreement No. C-1-3740: \$3,317,800.





June 9, 2025

To: Members of the Board of Directors

Andrea West, Clerk of the Board From:

Subject: Amendment to Agreement for Construction Management

Consultant Services for the Interstate 405 Improvement Project

Between State Route 73 and Interstate 605

Regional Transportation Planning Committee Meeting of June 2, 2025

Present: Directors Federico, Go, Harper, Klopfenstein, Stephens, and

Tavoularis

Absent: **Director Foley**

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 17 to Agreement No. C-4-1447 between the Orange County Transportation Authority and Jacobs Project Management Co., in the amount of \$2,948,765, for additional construction management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605, and to extend the agreement term through June 30, 2026. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$55,134,407.



June 2, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Construction Management

Consultant Services for the Interstate 405 Improvement Project

Between State Route 73 and Interstate 605

Overview

On June 8, 2015, the Orange County Transportation Authority Board of Directors selected Jacobs Project Management Co. to provide construction management consultant services for the design-build delivery of the Interstate 405 Improvement Project between State Route 73 and Interstate 605. An amendment to the existing agreement is needed to provide additional services through the completion and closeout of the Interstate 405 Improvement Project.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 17 to Agreement No. C-4-1447 between the Orange County Transportation Authority and Jacobs Project Management Co., in the amount of \$2,948,765, for additional construction management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605, and to extend the agreement term through June 30, 2026. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$55,134,407.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans) and the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, has implemented the Interstate 405 (I-405) Improvement Project from State Route 73 (SR-73) to Interstate 605 (I-605) (Project). The Project added one general purpose lane in each direction from Euclid Street to I-605, consistent with Measure M2 Project K, and established the 405 Explress Lanes between SR-73 and I-605.

On June 29, 2016, OCTA entered into an agreement with Jacobs Project Management Co. (Jacobs) to provide construction management consultant (CMC) services. The CMC supplements the program management consultant (PMC) in the management of the construction phase of the design-build (DB) contract. The scope of services of the CMC includes administration of the construction contract, assuring compliance between the DB contractor's design and construction activities, performance of quality assurance inspections, which includes surveying, management of independent quality assurance testing, preparation of daily construction activity reports, and environmental mitigation monitoring. Other services include coordination and communications between the DB contractor and all other project participants, processing, collecting, and maintaining project communications and records, managing the recommendation of DB contractor progress payments, and processing of change orders and claims.

Additional CMC support is needed to ensure the DB contractor, OC405 Partners (OC405), is compliant with project contract requirements, the construction quality management plan, and various agency standards and permits, including with Caltrans, the corridor cities, and environmental resource agencies. The following describes the specific efforts needed:

- to support work that was required to meet Caltrans and corridor cities' requirements. Work includes civil improvements such as bridge lighting, grading, drainage, paving, landscaping, toll systems related work, bridge deck and pavement repairs, repairs of damage to electrical and safety devices caused by third party accidents, and homeless encampment cleanup and repairs.
- to coordinate with OC405, Caltrans, and the corridor cities to resolve and obtain punchlist concurrence and relief of maintenance as the level of effort required has been higher than anticipated.
- to review the large volume of required construction quality closeout documentation for materials installed on the Project and as-built plans submitted by OC405.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for architectural and engineering services, which conform to both state and federal laws. On June 8, 2015, the Board approved an agreement with Jacobs for a term of six and a half years. The contract was issued with a maximum obligation of \$34,056,297. This agreement has been previously amended as shown in Attachment A.

OCTA staff and Jacobs reviewed and agreed to the level of effort for the additional CMC services. Staff found Jacobs' cost proposal, in the amount of \$2,948,765, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by the OCTA project management team. Proposed Amendment No. 17 to Agreement No. C-4-1447, in the amount of \$2,948,765, will bring the total contract value to \$55,134,407 and extend the term for an additional six months through June 30, 2026.

Fiscal Impact

Funding for this amendment is included in OCTA's Fiscal Year 2025-26 Budget, Capital Programs Division, account nos. 0017-9085-FK101-0DY and 0037-9018-A9510-0DY, and funded with a combination of federal, state, and local funds. The costs for this amendment are funded from project contingency and are not anticipated to increase the total project estimate of \$2.16 billion.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 17 to Agreement No. C-4-1447 between the Orange County Transportation Authority and Jacobs Project Management Co., in the amount of \$2,948,765, for additional construction management consultant services and extend the term of the agreement through June 30, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$55,134,407.

Attachment

Jacobs Project Management Co., Agreement No. C-4-1447 Fact Sheet A.

Prepared by:

Jeff Mills, P.E.

Director, Capital Project Delivery

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Pia Veesapen

Director, Contracts Administration and

Materials Management

(714) 560-5619

Approved by:

James G. Beil, P.E.

Executive Director, Capital Programs

(714) 560-5646

Jacobs Project Management Co. Agreement No. C-4-1447 Fact Sheet

- 1. June 8, 2015, Agreement No. C-4-1447, \$34,056,297, approved by the Board of Directors (Board).
 - Agreement was executed June 29, 2016, with Jacobs Project Management Co. (Prime) to provide construction management consulting services for the design-build Interstate 405 Improvement Project (Project).
- 2. August 23, 2018, Amendment No. 1 to Agreement No. C-4-1447, \$0, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - To revise key personnel for Prime and subconsultants Harris & Associates and MTGL, Inc.
- 3. March 25, 2019, Amendment No. 2 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To revise key personnel for Prime.
- 4. April 1, 2019, Amendment No. 3 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To revise other direct costs schedule for subconsultant Fountainhead Consulting Corporation (Fountainhead).
- 5. August 14, 2019, Amendment No. 4 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To revise key personnel for Prime.
- 6. October 25, 2019, Amendment No. 5 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To revise key personnel for Prime.
 - To add new personnel for subconsultants Harris & Associates and MTGL, Inc.
- 7. November 14, 2019, Amendment No. 6 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To add new personnel for Prime.

- 8. February 12, 2020, Amendment No. 7 to Agreement No. C-4-1447, \$174,000, approved by the CAMM Department.
 - To add subconsultant Kizh Nation Resources Management to monitor archaeological discoveries on the Project.
- 9. April 2, 2020, Amendment No. 8 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To add new personnel for Prime.
- 10. May 28, 2020, Amendment No. 9 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To add new personnel to subconsultant Harris & Associates.
- 11. September 9, 2020, Amendment No. 10 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To revise key personnel for Prime.
- 12. March 7, 2022, Amendment No. 11 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To add personnel for Prime and subconsultants Fountainhead, MTGL, Inc., and Wagner Engineering and Survey.
- 13. May 9, 2022, Amendment No. 12 to Agreement No. C-4-1447, \$13,584,158, approved by the Board.
 - To provide additional construction management consulting services through completion and closeout of Project.
 - To extend term of agreement by 17 months through May 31, 2024.
- 14. July 21, 2023, Amendment No. 13 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To add new personnel for Prime.

- 15. April 8, 2024, Amendment No. 14 to Agreement No. C-4-1447, \$1,772,422 approved by the Board.
 - To provide additional construction management consulting services through completion and closeout of the Project.
 - To extend the term of agreement by 13 months through June 30, 2025.
- 16. November 12, 2024, Amendment No. 15 to Agreement No. C-4-1447, \$2,598,765, approved by the Board.
 - To provide additional construction management consulting services through completion and closeout of the Project.
- 17. May 6, 2025, Amendment No. 16 to Agreement No. C-4-1447, \$0, pending approval by the CAMM Department.
 - To extend the term of agreement by six months through December 31, 2025.
- 18. June 9, 2025, Amendment No. 17 to Agreement No. C-4-1447, \$2,948,765, pending approval of the Board.
 - To provide additional construction management consulting services through completion and closeout of the Project and to extend the term of agreement by six months through June 30, 2026.

Total funds committed to Jacobs Project Management Co., after approval of Amendment No. 18 to Agreement No.C-4-1447: \$55,134,407.





June 9, 2025

Members of the Board of Directors To:

Andrea West, Clerk of the Board From:

Subject: Contract Change Order for the Interstate 405 Improvement Project

Between State Route 73 and Interstate 605

Regional Transportation Planning Committee Meeting of June 2, 2025

Present: Directors Federico, Go, Harper, Klopfenstein, Stephens, and

Tavoularis

Director Foley Absent:

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 173 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$7,117,306, increasing the contract value to \$1,516,575,830 for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605.



June 2, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Contract Change Order for the Interstate 405 Improvement Project

Between State Route 73 and Interstate 605

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project Between State Route 73 and Interstate 605. A contract change order is required for additional directed work necessary for the completion and closeout of the Interstate 405 Improvement Project.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 173 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$7,117,306, increasing the contract value to \$1,516,575,830 for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), has implemented the Interstate 405 (I-405) Improvement Project from State Route 73 (SR-73) to Interstate 605 (I-605) (Project). The Project added one general purpose lane from Euclid Street to I-605, consistent with Measure M2 (M2) Project K, and 405 Express Lanes between SR-73 and I-605.

On November 14, 2016, the OCTA Board of Directors (Board) approved Agreement No. C-5-3843 with OC 405 Partners (OC405), a joint venture, for the design and construction of the Project. The contract was executed and Notice to Proceed (NTP) No. 1 was issued to OC405 on January 31, 2017. On July 27, 2017, NTP No. 2 was issued to OC405 for the full design and construction of the Project.

As OCTA and our contractor worked with our partners and stakeholders to close out the Project, additional work directed by OCTA was required to meet all applicable obligations. The additional directed work is described in more detail below.

Additional Civil Improvements

Additional civil improvements were necessary for the Project. This work included the installation of decorative bridge lighting requested by the cities of Huntington Beach and Westminster, reconnection of traffic loops at the State Route 22/I-405/I-605 interchange to ensure that Caltrans' Transportation Management System (TMS) is fully functional, and replacement of a Caltrans changeable message sign (CMS) that was beyond repair. Additional grading work was also performed at the Ward Street overcrossing to address right-of-way encroachment issues and at a slope near Bolsa Chica Road to complete utility relocation work. Grading and paving work was also performed at the Brookhurst Channel to provide access and an appropriate area to turn trucks around as required by the City of Fountain Valley. In addition, channelizers were added at the electronic toll and traffic management (ETTM) collection read sites and security fencing and gates were added at ETTM pad sites to protect those sites from ongoing vandalism. Finally, the inside shoulder of the 405 Express Lanes was rehabilitated during construction to minimize future maintenance and distruptions during express lanes operations. The implementation of these improvements required additional coordination, management, and overhead costs that were not anticipated in the original scope. The amount for the addtional civil improvements necessary for the Project is \$4,700,000.

Additional Landscape Improvements

Additional landscape areas were identified for the Project. Working with Caltrans and the corridor cities during construction, it was determined that additional landscape areas were needed to provide more logical limits of landscaping. This effort expanded the overall areas to be landscaped, which resulted in additional costs. The amount for additional landscape improvements is \$2,000,000.

Support for Toll Systems Contractor

OC405 coordinated and provided support to OCTA's toll lanes systems integrator, Kapsch TrafficCom USA (Kapsch), during commissioning of the 405 Express Lanes. During Kapsch's installation of its tolling systems, it was determined that modifications to the OC405 constructed civil work was necessary due to the addition of numerous ETTM cabinets utlized by Kapsch. The addition of the ETTM cabinets required OC405 to modify the freeway center median barrier and other previously built elements to accommodate the

additional ETTM cabinets. These modifications were not anticipated in the orignal scope. The amount for additional support for the toll systems contractor is \$2,000,000.

Bridge Deck and City Pavement Repairs

During construction, OC405 performed extensive repairs of the existing freeway mainline bridge deck over Beach Boulevard to address safety concerns for the traveling public. Improvements to the bridge over Beach Boulevard were not a part of the contractual scope of work. The damage was due to long-term use of the concrete bridge structure and the repair was not anticipated in the original scope of work. In addition, OC405 performed numerous pavement repairs of city streets, including Harbor Boulevard. The pavement repairs were necessciated by detour and construction traffic implemented to mitigate earlier schedule delays. The extent of the pavement repairs was not anticipated in the original scope of work. The amount for the bridge deck and pavement repairs is \$1,800,000.

Various Electrical Equipment Repairs

OC405 performed various electrical-related repairs in order to maintain safe operations within the project limits. This included addressing damages caused by third-party traffic accidents to streetlight fixtures and traffic signals, guardrail systems, and bridge barrier. OC405 also replaced failed Caltrans/city-supplied electrical equipment, and stolen materials such as copper wiring within the project limits. OC405 implemented multiple security and safety measures to protect these facilities and minimize repair costs. The amount for the various equipment repairs is \$1,100,000.

Hazardous Materials and Unhoused Encampment Clean Up and Removal

OC405 performed work to remove unhoused encampments and illegal dumping throughout the project limits. This effort included the use of subcontractors specializing in removal of hazardous materials and included work to repair damaged gates and fencing. Often times, the removal and repairs to damaged gates and fencing caused by unhoused individuals occured multiple times at the same location. The amount for hazardous materials and unhoused encampment clean up and removal was \$1,500,000.

Additional Coordination with Corridor Cities and Caltrans

Given the large size and scope of the Project, OC405 was required to perform multiple punchlist walks with each stakeholder, including corridor cities and Caltrans, to review new directed work in addition to the punchlist walks to review completed contract work. The punchlist coordination for the additional scope of work extended both duration and resources by OC405. Also, OC405 received comments beyond the scope of the contract that extended resource needs for review and verification. This additional effort was not anticipated by contract and resulted in additional costs for construction. The amount of the additional efforts is \$1,900,000.

The proposed Contract Change Order (CCO) is considered full and final and includes language that OC405 agrees to waive any and all rights to future claims against OCTA.

Procurement Approach

The procurement was handled in accordance with the best-value selection process authorized by AB 401 (Chapter 586, Statutes of 2013) for design-build (DB) projects and with OCTA's Board-approved procedures for public works projects, which conform to both federal and state requirements. On November 14, 2016, the Board authorized Agreement No. C-5-3843 with OC405, in the amount of \$1,217,065,000, for the design and construction of the Project through a DB contract.

The proposed CCO No. 173, will provide compensation to OC405 for the additional directed work required for the Project.

The contract contains line items for over excavation and pavement rehabilitation allowance funds that are part of the contract price but were not all used to date. Contract allowance work is complete, and no further work is anticipated. While the aggregate amount for the proposed CCO is \$15,000,000, this amount will effectively be reduced by the reallocation of \$7,882,694 in unused allowance funds, and application towards this CCO, resulting in the proposed CCO's net amount of \$7,117,306.

As such, a CCO will be issued in the amount of \$7,117,306, which will increase the total contract value to \$1,516,575,830.

Attachment A lists the CCOs that have been executed to date, and the CCOs that are pending execution with OC405.

Fiscal Impact

Funding for this work is proposed in OCTA's Fiscal Year 2024-25 Budget, Capital Programs Division, account nos. 0017-9084-FK101-0GM and 0037-9017-A9510-0GM, and is funded with a combination of federal, state, and local funds. The costs of CCO No. 173 are funded from unused reallocated

Contract Change Order for the Interstate 405 Improvement Page 5 Project Between State Route 73 and Interstate 605

Contract Appendix 20 Allowance funds and project contingency and are not anticipated to increase the total project estimate of \$2.16 billion.

Summary

Staff recommends the Board authorize the Chief Executive Officer to negotiate and execute CCO No. 173 to Agreement No. C-5-3843 with OC405, in the amount of \$7,117,306, for additional directed work necessary for the completion and closeout of the Project.

Attachment

A. OC 405 Partners, Agreement No. C-5-3843, Contract Change Order Log

Prepared by:

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Director, Capital Project Delivery

(714) 560-5925

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(714) 560-5619

Approved by:

James G. Beil, P.E.

An SPRI

Executive Director, Capital Programs

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OC 405 Partners Agreement No. C-5-3843 Contract Change Order Log

| Contract | | | . | |
|------------------------|--|----------|------------------|--------------|
| Change Order (CCO) No. | Title | Status | Date Executed | Cost |
| 001 | Technical Provisions – Execution Version | Approved | 6/14/2017 | \$0.00 |
| 002 | Notice to Proceed No. 1 Payment Cap Increase and Substantial Completion Deadline Modifications | Approved | 6/21/2017 | \$0.00 |
| 003 | Extra Maintenance Work (Provisional Sum) | Approved | 7/28/2017 | \$200,000.00 |
| 003.1 | Amendment to Change Order to Add Additional Funds for Extra Maintenance Work | Approved | 10/2/2018 | \$200,000.00 |
| 003.1.1 | Provisional Sum for Extra Maintenance Work - Unilateral | Approved | 10/10/2019 | \$400,000.00 |
| 003.1.2 | Supplemental Extra Maintenance Work | Approved | 1/16/2020 | \$350,000.00 |
| 003.1.3 | Supplemental Extra Maintenance Work | Approved | 8/4/2020 | \$350,000.00 |
| 003.2 | Additional Extra Maintenance Work | Approved | 12/22/2020 | \$500,000.00 |
| 003.2.1 | Supplemental Extra Maintenance Work | Approved | 3/19/2021 | \$500,000.00 |
| 003.2.2 | Supplemental Extra Maintenance Work | Approved | 6/7/2021 | \$500,000.00 |
| 003.2.3 | Supplemental Technical Provisions Section 21.4 - Extra Maintenance Work | Approved | 11/15/2021 | \$500,000.00 |
| 003.2.4 | Technical Provisions Section 21.4-Extra Maintenance Work (Provisional Sum) | Approved | 3/30/2022 | \$200,000.00 |
| 003.3 | Additional Extra Maintenance Work | Approved | 7/14/2022 | \$500,000.00 |
| 003.3.1 | Technical Provisions Section 21.4 - Extra Maintenance (Provisional Sum) | Approved | 12/5/2023 | \$500,000.00 |
| 003.3.2 | Technical Provisions Section 21.4 - Extra Maintenance (Provisional Sum) | Approved | 3/9/2023 | \$500,000.00 |
| 003.3.3 | Technical Provisions Section 21.4 - Extra Maintenance (Provisional Sum) | Approved | 6/6/2023 | \$500,000.00 |
| 003.3.4 | Technical Provisions Section 21.4 - Extra Maintenance (Provisional Sum) | Approved | 8/302023 | \$500,000.00 |
| 004 | Design-Builder Personnel Changes (Appendices 7 and 23) | Approved | 12/20/2017 | \$0.00 |
| 005 | Dispute Review Board (Provisional Sum) | Approved | 9/13/2017 | \$50,000.00 |

| Contract | | | | |
|---------------------------|--|----------|------------------|---------------|
| Change Order (CCO) No. | Title | Status | Date Executed | Cost |
| 005.1 | Increase in Provisional Sum per Contract Section 19.4 Disputes Board | Approved | 7/1/2019 | \$50,000.00 |
| 005.2 | Increase in Provisional Sum per Contract Section 19.4 Disputes Board | Approved | 8/21/2023 | \$5,000.00 |
| 006 | Allowance for 50 Percent of Costs of Partnering Facilitation Events (Provisional Sum) | Approved | 9/13/2017 | \$50,000.00 |
| 006.1 | Partnering per Contract Section 19.1 | Approved | 7/1/2019 | \$50,000.00 |
| 006.2 | Partnering per Contract Section 19.1 | Approved | 8/30/2023 | \$75,000.00 |
| 007 | Implementation of California Department of Transportation (Caltrans) Guidance on Six-Inch Wide Longitudinal Traffic Lines and Non-Reflective Raised Pavement Markers | Approved | 3/15/2018 | \$0.00 |
| 800 | Collection and Disposal of Unknown Hazardous Materials (Provisional Sum) | Approved | 9/13/2018 | \$100,000.00 |
| 008.1 | Supplemental Unknown Hazardous Materials | Approved | 9/11/2019 | \$100,000.00 |
| 008.2 | Supplemental Unknown Hazardous Materials | Approved | 11/25/2019 | \$250,000.00 |
| 008.2.1 | Supplemental Unknown Hazardous Materials | Approved | 3/11/2020 | \$150,000.00 |
| 008.3 | Supplemental Unknown Hazardous Materials | Approved | 5/4/2020 | \$500,000.00 |
| 008.3.1 | Supplemental for Additional Collection and Disposal of Unknown Hazardous Materials | Approved | 11/2/2020 | \$500,000.00 |
| 008.3.2 | Supplemental Collection and Disposal of Unknown Hazardous Materials | Approved | 12/7/2021 | \$500,000.00 |
| 008.3.3 | Collection and Disposal of Unknown Hazardous Materials (Provisional Sum) | Approved | 8/30/2022 | \$400,000.00 |
| 009 | Repair of Caltrans' Fiber Optic Line | Approved | 5/16/2018 | \$31,753.69 |
| 010 | Five Project Funding Identification Signs (Provisional Sum) | Approved | 7/2/2018 | \$32,644.25 |
| 011 | Revised Right-of-Way (ROW) Availability Date of Caltrans Parcel No. 102919 Used by Mike Thompson's RV Super Store | Approved | 6/28/2018 | \$0.00 |
| 012 | Credit to Orange County Transportation Authority (OCTA) for Elimination of the Street Widening Improvements Along Eastbound Edinger Avenue | Approved | 9/13/2018 | -\$237,982.39 |

| Contract Change Order | Title | Status | Date Executed | Cost |
|--------------------------|--|----------|------------------|----------------|
| (CCO) No. | | | Executed | |
| 013 | Additional Design and Construction Cost Compensation Related to: City Bridge Width; Construction Changes to Minimize ROW Impacts; Revised Design Concept at Ellis Avenue On-Ramp to Southbound (SB) Interstate 405 (I-405); State Route 73 Overhead Sign Structures; Sendero Apartments Left- Turn Pocket on Magnolia Street; Newland Street Waterline Extension; and Signal Improvements at Ellis Avenue/Bushard Street | Approved | 2/25/2019 | \$8,560,555.00 |
| 013.1 | Permanent Traffic Signal at the Intersection of Warner Avenue and Greenleaf Street | Approved | 12/5/2019 | \$460,327.00 |
| 014 | Thrust Blocks for the City of Fountain Valley Water Lines | Approved | 10/29/2018 | \$88,021.00 |
| 015 | Slater Bridge Construction Shuttle Services | Approved | 12/4/2018 | \$175,000.00 |
| 016 | Construction Zone Speed Reduction | Approved | 12/3/2018 | \$70,000.00 |
| 016.1 | Additional Speed Reduction Signs | Approved | 12/31/2019 | \$4,512.00 |
| 017 | Relocation of Water Lines for the City of Fountain Valley | Approved | 3/8/2019 | \$800,000.00 |
| 018 | Enhanced Gawk Screen at Bolsa Chica Road | Approved | 1/25/2019 | \$56,395.00 |
| 019 | Brookhurst Street Overhead Sign Location Redesign | Approved | 1/25/2019 | \$11,484.00 |
| 020 | Differing Site Conditions - Pavement Thickness at Magnolia | Approved | 1/29/2019 | \$4,095.00 |
| 021 | Polymer Fibers in All Concrete Bridge Decks | Approved | 3/19/2019 | \$1,463,020.00 |
| 022 | Temporary Construction Easement Reduction at La Quinta | Approved | 3/19/2019 | \$85,573.00 |
| 023 | Updated FasTrak Logos (Unilateral) | Approved | 2/21/2019 | \$20,532.00 |
| 024 | Express Lanes Channelizers | Approved | 3/12/2019 | \$122,778.00 |
| 025 | Stainless Steel Inserts at Fairview Road Overcrossing | Approved | 3/12/2019 | -\$9,293.00 |
| 026 | OCTA PlanGrid Software Licenses | Approved | 3/28/2019 | \$35,994.00 |
| 026.1 | OCTA PlanGrid Software Licenses Supplemental | Approved | 9/11/2019 | \$8,570.00 |
| 026.2 | OCTA PlanGrid Software Licenses Supplemental | Approved | 3/8/2021 | \$46,278.00 |

| Contract | | | _ | |
|------------------------|---|----------|------------------|----------------|
| Change Order (CCO) No. | Title | Status | Date Executed | Cost |
| 026.3 | OCTA PlanGrid Software Licenses Supplemental | Approved | 2/5/2023 | \$27,000.00 |
| 026.4 | OCTA PlanGrid Software Licenses Supplemental | Approved | 5/7/2024 | \$6,500.00 |
| 027 | Utility potholing on Milton Avenue | Approved | 9/12/2019 | \$61,731.87 |
| 027.1 | Electrical Infrastructure Work at Milton Avenue | Approved | 1/16/2020 | \$278,282.28 |
| 028 | Mesa Water District 12-inch Water Line (Conflict Number 1127) | Approved | 5/7/2019 | \$208,600.00 |
| 029 | Magnolia Loop Ramp Changeable Message Sign (CMS) Deletion | Approved | 5/15/2019 | -\$74,319.00 |
| 030 | Motel 6 Soundwall 791 Elimination | Approved | 5/15/2019 | -\$130,000.00 |
| 031 | Soundwall 956 Reduction | Approved | 5/22/2019 | -\$30,000.00 |
| 033 | Edinger Channel Pavement Rehabilitation | Approved | 7/30/2019 | \$176,465.00 |
| 034 | Chevron and Crimson Utility Relocation at Goldenwest Crossing | Approved | 8/2/2019 | \$75,000.00 |
| 034.1 | Chevron and Crimson Utility Relocation Support | Approved | 12/31/2019 | \$12,018.00 |
| 034.2 | Chevron and Crimson Goldenwest Relocation Assistance | Approved | 2/18/2020 | \$110,000.00 |
| 034.3 | Chevron and Crimson Goldenwest Relocation Assistance | Approved | 8/4/2020 | \$10,982.00 |
| 034.4 | Chevron and Crimson Goldenwest Relocation Assistance | Approved | 9/21/2020 | \$300,000.00 |
| 035 | Incompatible Specifications – Adjacent to Continuously Reinforced Concrete Pavement | Approved | 6/26/2019 | \$2,900,557.00 |
| 036 | Minor Construction Support for Dry Utilities | Approved | 5/11/2020 | \$100,000.00 |
| 036.1 | Minor Construction Support for Dry Utility Relocations (Provisional Sum) | Approved | 4/04/2022 | \$100,000.00 |
| 037 | Soundwall 375 Protect in Place | Approved | 6/4/2019 | \$200,000.00 |
| 040 | High-Density Polyethylene in Lieu of Reinforced Concrete Pipe | Approved | 7/9/2019 | -\$7,418.68 |
| 041 | Emergency Vehicle Preemption Devices at Fairview Road | Approved | 7/9/2019 | \$44,147.00 |
| 042 | Executed Utility Agreements (Unilateral) | Approved | 11/4/2019 | \$0.00 |
| 043 | Early Partial Removal of Soundwall 328 | Approved | 9/16/2019 | \$14,414.18 |

| Contract | | | | |
|---------------------------------|---|----------|------------------|---------------|
| Contract Change Order (CCO) No. | Title | Status | Date Executed | Cost |
| 044 | Field survey for Frontier at Westminster Avenue | Approved | 1/7/2020 | \$12,908.42 |
| 045 | Water Line Betterments (Conflict Number 1012 and 6044) at Warner Avenue | Approved | 10/12/2019 | \$256,244.00 |
| 046 | Additional Water Lines at Brookhurst Street and Talbert Avenue in the City of Fountain Valley | Approved | 12/5/2019 | \$389,878.00 |
| 047 | Additional Water Line Valves for the City of Fountain Valley | Approved | 12/5/2019 | \$266,828.00 |
| 048 | Temporary Construction Easement Reduction at Sit n' Sleep (Caltrans Parcel Number 103026) | Approved | 10/17/2019 | \$129,243.00 |
| 049 | Beach Boulevard Lane Widths Reduction (Necessary Basic Configuration Change) | Approved | 10/17/2019 | \$160,000.00 |
| 050 | Vibration Sensitive Receptors (McFadden Avenue Overcrossing Abutment 3) | Approved | 10/17/2019 | \$59,383.87 |
| 051 | Exercising Water Valves for the City of Fountain Valley | Approved | 1/16/2020 | \$50,000.00 |
| 052 | McFadden Avenue Interconnect Between Beach Boulevard and Sugar Drive | Approved | 11/14/2019 | \$0.00 |
| 053 | Traffic Signal Modification at Beach Boulevard and McFadden Avenue | Approved | 11/14/2019 | -\$128,118.00 |
| 054 | Differing Site Conditions Pavement Against Median K-Rail | Approved | 12/31/2019 | \$11,133.00 |
| 055 | LA Fitness at Retaining Wall 717 | Approved | 12/31/2019 | \$8,428.29 |
| 056 | Additional Speed Reduction Signs and Radar Packages | Approved | 12/31/2019 | \$148,397.00 |
| 057 | Archaeological Treatment Plan | Approved | 6/4/2020 | \$200,000.00 |
| 057.1 | Archaeological Treatment Plan | Approved | 7/9/2020 | \$500,000.00 |
| 057.1.1 | Archaeological and Native American Monitors at Goldenwest Street and Bolsa Avenue (Supplemental) | Approved | 8/27/2020 | \$500,000.00 |
| 057.1.2 | Supplemental Environmental Monitoring at Bolsa Avenue Overcrossing | Approved | 10/30/2020 | \$300,000.00 |
| 057.2 | Archaeological Treatment Plan and Native American Monitoring | Approved | 3/4/2021 | \$500,000.00 |
| 057.2.1 | Additional Archaeological and Native American Monitoring Treatment Plan | Approved | 7/12/2021 | \$500,000.00 |
| 057.2.2 | Archaeological and Native American Monitors at Goldenwest Street and Bolsa Avenue (Supplemental) (Unilateral) | Approved | 3/23/2022 | \$500,000.00 |
| 057.2.3 | Archaeological and Native American Monitors at Goldenwest Street and Bolsa Avenue | Approved | 7/14/2022 | \$500,000.00 |
| 057.2.4 | Archaeological and Native American Monitors at Goldenwest Street and Bolsa Supplemental (Unilateral) | Approved | 1/11/2023 | \$500,000.00 |

| 0 1 1 | | | | |
|---------------------------------|--|----------|------------------|----------------|
| Contract Change Order (CCO) No. | Title | Status | Date Executed | Cost |
| 058 | Biological Monitoring Naval Weapons Station Seal Beach (Unilateral) | Approved | 6/29/2020 | \$50,000.00 |
| 058.1 | Biological Monitor at Naval Weapons Station Seal Beach | Approved | 12/10/2021 | \$50,000.00 |
| 059 | Pavement Limits for Beach Boulevard and Edinger Avenue | Approved | 2/18/2020 | \$33,573.00 |
| 060 | Heil Pedestrian Overcrossing and Switchback Ramp (Unilateral) | Approved | 2/25/2020 | \$1,044,927.00 |
| 061 | Plant Establishment Period | Approved | 2/26/2020 | \$1,600,000.00 |
| 062 | SB 1 (Chapter 5, Statutes of 2017): Diesel Fuel Sales Tax Rate Increase | Approved | 3/9/2020 | \$1,764,164.64 |
| 063 | Bracing for Southern California Edison (SCE) Power Poles at Conflict Number 2012 | Approved | 3/5/2020 | \$169,770.00 |
| 064 | City Sales and Use Tax Increases (Unilateral) | Approved | 4/22/2020 | \$28,657.00 |
| 065 | Traffic Studies to Analyze Schedule Mitigation | Approved | 4/22/2020 | \$70,854.00 |
| 066 | Combined OCTA-Accepted Extra Work | Approved | 5/14/2020 | \$18,826.00 |
| 067 | SCE Conduit at Heil Avenue | Approved | 5/14/2020 | \$109,219.00 |
| 068 | Archaeological Monitoring for all Ground Disturbing Activities at Naval Weapons Station Seal Beach | Approved | 8/27/2020 | \$100,000.00 |
| 068.1 | Archaeological and Native American Monitors at Naval Weapons Station Seal Beach | Approved | 12/10/2021 | \$100,000.00 |
| 068.2 | Lighting Management System Specifications | Approved | 5/26/2021 | \$75,000.00 |
| 068.3 | Supplemental Archaeological and Native American Monitors at Naval Weapons Station Seal Beach | Approved | 11/18/2021 | \$155,000.00 |
| 069 | Drainage System 757 Access | Approved | 5/14/2020 | \$60,374.00 |
| 070 | Amendments to Contract Sections 19.3.4 and 19.5.2 No Cost | Approved | 5/19/2020 | \$0.00 |
| 071 | Union Pacific Railroad Flagging Costs | Approved | 6/13/2020 | \$200,000.00 |
| 072 | SCE and Frontier Electrical Infrastructure Work at Almond Avenue | Approved | 5/19/2020 | \$1,843,329.00 |
| 072.1 | Groundwater Removal/Permit Fees for SCE/Frontier Infrastructure Work at Almond Avenue | Approved | 6/7/2021 | \$124,878.24 |
| 073 | Shadow Striping on Portland Cement Concrete Pavement | Approved | 4/19/2021 | \$200,000.00 |
| 074 | Combined OCTA-Accepted Extra Work (Proposed Change Orders (PCO) 169 and 122G) | Approved | 7/7/2020 | \$6,965.39 |

| Contract | | | | _ |
|---------------------------|--|----------|------------------|------------------|
| Change Order (CCO) No. | Title | Status | Date Executed | Cost |
| 075 | Bushard Street Pile Conflict with Existing Piles | Approved | 7/21/2020 | \$28,867.00 |
| 076 | Combined OCTA-Accepted Extra Work (PCOs 180 and 183) | Approved | 9/16/2020 | \$12,981.02 |
| 077 | Toll Rate Changeable Message Sign CMS | Approved | 9/8/2020 | \$146,031.00 |
| 078 | Parking Lot Improvements at United States Postal Service Property | Approved | 10/27/2020 | \$537,436.00 |
| 079 | Extension of the Third Westbound Lane on Talbert Avenue to Cashew Street | Approved | 12/2/2020 | \$270,528.00 |
| 080 | Temporary Bypass Waterline for the Goldenwest Street Bridge Phase 2 | Approved | 10/30/2020 | \$579,604.00 |
| 081 | Oceanview Channel Damaged Existing Reinforced Concrete Box | Approved | 11/5/2020 | \$59,806.16 |
| 082 | Existing Buried Shoring Removal at Bella Terra Near Retaining Wall 895 (Unilateral) | Approved | 11/10/2020 | \$19,637.23 |
| 083 | Combined OCTA-Accepted Extra Work No. 4 (PCOs 237 and 258) | Approved | 12/23/2020 | \$7,963.82 |
| 084 | Revised K-Rail Placement at Bolsa Chica Boulevard | Approved | 12/23/2020 | \$74,185.84 |
| 085 | Modified Pavement Overlay for the City of Fountain Valley | Approved | 12/15/2021 | \$107,180.00 |
| 086 | Global Settlement | Approved | 12/17/2021 | \$157,000,000.00 |
| 087 | ROW 906 SCE Pole at Sugar Drive | Approved | 3/30/2021 | \$133,159.89 |
| 088 | Valves at Corta Bella Apartments | Approved | 3/17/2021 | \$18,310.07 |
| 089 | Unavailable Electrical Specifications | Approved | 5/12/2021 | \$578,348.00 |
| 090 | Bolsa Chica Boulevard Community Wall | Approved | 5/12/2021 | \$867,349.00 |
| 091 | Traffic Signal Equipment at Multiple Intersections | Approved | 5/12/2021 | \$418,620.00 |
| 092 | Protect Existing Facilities at Senior Center | Approved | 5/12/2021 | \$995,000.00 |
| 093 | Shell Driveway at Brookhurst Street and Talbert Avenue | Approved | 4/26/2021 | \$4,489.12 |
| 094 | Shiffer Park Fence Replacement | Approved | 4/27/2021 | \$54,818.00 |
| 094.1 | Shiffer Park Tree Removal | Approved | 6/16/2021 | \$18,000.00 |
| 095 | Archaeological and Native American Monitoring at Naval Weapons Station in the City of Seal Beach | Approved | 6/23/2021 | \$25,000.00 |
| 095.1 | Archaeological and Native American Monitors Frontier Relocation (CN-6008 and CN-4080) | Approved | 4/1/2022 | \$25,000.00 |

| Contract | | | | |
|---------------------------|---|----------|------------------|--------------|
| Change Order (CCO) No. | Title | Status | Date Executed | Cost |
| 095.2 | Additional Archaeological and Native American Monitors for Frontier Relocation. | Approved | 9/28/2022 | \$25,000.00 |
| 095.3 | Additional Archaeological and Native American Monitors for Frontier Relocation. | Approved | 7/3/2023 | \$25,000.00 |
| 96 | Partial Soundwall Removal for SCE Relocation at Heil Avenue | Approved | 6/7/2021 | \$17,148.25 |
| 097 | Combined OCTA-Accepted Extra Work (PCOs 263 and 274) | Approved | 5/26/2021 | \$43,898.43 |
| 098 | Drainage System 387 and 356 Maintenance Access | Approved | 5/26/2021 | \$125,000.00 |
| 099 | State Route 22 and Garden Grove Boulevard Intersection Improvements | Approved | 7/12/2021 | \$470,000.00 |
| 100 | Cultural Discoveries at Bixby Channel | Approved | 7/7/2021 | \$200,000.00 |
| 100.1 | Bixby Channel Monitoring Inefficiency and Cost Impacts (Supplemental) | Approved | 9/14/2021 | \$0.00 |
| 101 | Sit 'n Sleep Overhang Removal | Approved | 9/16/2021 | \$230,838.00 |
| 102 | City of Fountain Valley Additional Traffic Signal Cabinet and Controller | Approved | 7/1/2021 | \$52,252.00 |
| 103 | Leaking Sewer Line at North Gate Road in the City of Seal Beach | Approved | 8/17/2021 | \$110,000.00 |
| 104 | Additional Sidewalk at Bushard Street for City of Fountain Valley | Approved | 8/16/2021 | \$57,462.52 |
| 105 | Combined OCTA-Accepted Extra Work (PCOs 246, 267, 273, 273B,276, 276B, and 281-284) | Approved | 8/9/2021 | \$145,000.00 |
| 106 | Bridge Lighting on Seven Overcrossing Bridges | Approved | 9/29/2021 | \$925,000.00 |
| 107 | Conduit Extensions and Pull Boxes for Future Bridge Lighting on Nine Overcrossing Bridges | Approved | 10/18/2021 | \$420,000.00 |
| 108 | Installation of Polymer Blocks at Brookhurst Street | Approved | 9/9/2021 | \$51,948.00 |
| 109 | Harbor Northbound (NB) On-Ramp Pavement Limits | Approved | 9/16/2021 | \$410,000.00 |
| 110 | Talbert Pavement Replacement | Approved | 8/23/2021 | \$21,000.00 |
| 111 | 99 Cents Only Store Parking Lot Repair | Approved | 8/24/2021 | \$23,000.00 |
| 112 | Motel 6 and In-n-Out Driveway Improvements | Approved | 9/14/2021 | \$92,453.00 |
| 113 | Corte Bella Apartment Parking Lot Improvements | Approved | 9/27/2021 | \$28,150.00 |
| 114 | Ramp Meter Modifications for the Euclid Street SB Interstate 405 (I-405) On-ramp (Unilateral) | Approved | 10/18/2021 | \$187,910.00 |
| 115 | Additional Fencing and Landscaping between I-405 and Lampson Avenue | Approved | 12/6/2021 | \$550,000.00 |

| Contract Change Order (CCO) No. | Title | Status | Date Executed | Cost |
|---------------------------------|--|----------|------------------|----------------|
| 116 | Electronic Toll and Traffic Management Generator Pad Revisions (Unilateral) | Approved | 12/28/2021 | \$10,437.00 |
| 117 | Combined OCTA-Accepted Extra Work (PCOs 286, 292, 292B, 292C, 314, 315, 316) | Approved | 12/15/2021 | \$94,250.00 |
| 118 | Combined OCTA-Accepted Extra Work (PCOs 307 and 331) | Approved | 12/20/2021 | \$16,500.18 |
| 119 | Lighting for Service Road Undercrossing at the Santa Ana River Trail (Unilateral) | Approved | 12/15/2021 | \$39,672.00 |
| 120 | Electrical Facility at Bolsa Avenue SB On-Ramp | Approved | 12/15/2021 | \$4,761.52 |
| 121 | Soundwall Restoration at CPN 103264 | Approved | 1/25/2022 | \$88,000.00 |
| 122 | Buried Shoring at Retaining Wall 551 | Approved | 12/16/2021 | \$5,045.92 |
| 123 | Contaminated Utility Pipes at Goldenwest Street | Approved | 5/2/2022 | \$1,755,000.00 |
| 124 | Additional Landscaping in the City of Fountain Valley | Approved | 5/2/2022 | \$1,009,585.00 |
| 125 | Bridge Safety and Aesthetic Fencing Details | Approved | 5/2/2022 | \$540,767.00 |
| 126 | Traffic Signal Elimination at Magnolia Street and Slater Avenue | Approved | 1/26/2022 | -\$357,768.00 |
| 127 | City of Fountain Valley Waterline Leak at CN 1018 Ward Avenue | Approved | 1/26/2022 | \$23,825.69 |
| 128 | Unknown Buried Shoring at East Garden Grove Channel | Approved | 2/14/2022 | \$15,177.23 |
| 129 | Temporary Block-out Fence and Temporary Wall Demolition | Approved | 6/10/2022 | \$32,534.49 |
| 130 | Thick Pavement at SB I-405 Euclid Street On-Ramp | Approved | 9/28/2022 | \$64,282.53 |
| 131 | Buried Concrete in I-405 Median Between Harbor Boulevard and Ward Street | Approved | 6/10/2022 | \$8,450.16 |
| 132 | Transite Pipes at NB Brookhurst Street | Approved | 7/12/2022 | \$19,787.66 |
| 133 | Additional Landscaping at Various Bridges in the City of Westminster | Approved | 8/15/2022 | \$509,431.00 |
| 134 | City of Fountain Valley Additional Pipe at Euclid Street and Ellis Avenue (Unilateral) | Approved | 9/14/2022 | \$23,073.32 |
| 135 | Replace Vault with Double Check Detector at Magnolia Avenue Near Sit n' Sleep. | Approved | 7/25/2022 | \$31,631.00 |
| 136 | Additional Two Valves for the City of Westminster | Approved | 7/26/2022 | \$53,375.60 |
| 137 | Buried Concrete Block at Warner Avenue Abutment 1, in the City of Fountain Valley | Approved | 9/28/2022 | \$6,171.45 |
| 138 | Combined OCTA-Accepted Extra Work | Approved | 10/16/2022 | \$12,246.29 |
| 139 | Type 60c Barrier for Cabinet Relocation | Approved | 10/16/2022 | \$23,782.71 |

| Contract Change Order (CCO) No. | Title | Status | Date Executed | Cost |
|---------------------------------------|--|----------|------------------|-----------------|
| 140 | Talbert Detour Rehabilitation (Unilateral) | Approved | 11/7/2022 | \$209,998.00 |
| 141 | Cleaning Illegal Encampment (PCOs 295N and 295Q) | Approved | 4/12/2023 | \$62,252.65 |
| 142 | Safety Review Committee Enhancements | Approved | 1/17/2023 | \$200,000.00 |
| 143 | Bolsa Avenue Resequencing and Restaging of Certain Pavement Activities (Bolsa Phase 2 Mitigation) | Approved | 1/17/2023 | \$5,100,000.00 |
| 144 | Buried Man Made Object at Traffic Signal on Beach Boulevard and Edinger Avenue | Approved | 1/20/2023 | \$82,232.98 |
| 145 | Soundwall Overlaps at Retaining Wall Soundwall 822 and Soundwall 1077 (Unilateral) | Approved | 2/27/2023 | \$278,249.00 |
| 147 | Combined Authority Accepted Extra Work (PCOs 346, 391, 395, and 398) (Unilateral) | Approved | 3/31/2023 | \$74,673.32 |
| 148 | Asbestos Removal Near I-405 and SR-73 Connector (Unilateral) | Approved | 4/5/2023 | \$15,147.09 |
| 149 | Buried Concrete Block at Station 603.50 Near Wall 601 (Unilateral) | Approved | 3/21/2023 | \$5,010.05 |
| 150 | Unavailable Right-of-Way at Goldenwest Street (Unilateral) | Approved | 3/21/2023 | \$25,475.00 |
| 151 | Combined Authority Accepted Extra Work (PCOs 295D1, 295K, 295O, and 295P) | Approved | 4/28/2023 | \$20,002.37 |
| 152 | Seal Beach Boulevard and Lampson Avenue Traffic Signal Cabinets (Unilateral) | Approved | 3/27/2023 | \$98,829.00 |
| 153 | Global Settlement 2 | Approved | 5/4/2023 | \$77,000,000.00 |
| 154 | Unknown Obstruction at Newland Avenue | Approved | 4/5/2023 | \$2,625.52 |
| 155 | Cleaning Illegal Encampment No. 2 (PCOs 295R and 295S) | Approved | 8/4/2023 | \$50,248.13 |
| 156 | Chain Link Fence Removal and Metal Security Fencing at Cascade and RS 906 | Approved | 5/26/2023 | \$151,458.00 |
| 157 | Cleaning Illegal Encampment No. 3 (PCO 295T) | Approved | 6/6/2023 | \$6,178.28 |
| 158 | Asbestos Abatement (Fairview Road, Spencer Avenue, and Westminster Channel) | Approved | 6/14/2023 | \$2,577.30 |
| 159 | Cleaning Illegal Encampment No. 4 (PCO 295U) | Approved | 7/24/2023 | \$15,185.53 |
| 160 | Asbestos Abatement No. 2 (Euclid Street, Brookhurst Street, Seal Beach Boulevard, and Westminster Avenue Abutment No. 1) | Approved | 7/24/2023 | \$18,004.21 |
| 161 | Asbestos Abatement No. 3 (Goldenwest Street, Bolsa Avenue, and Fairview Street Abutment No. 1) | Approved | 8/30/2023 | \$14,053.95 |
| 162 | Clearing Illegal Encampment No. 5 (PCO No. 295W) | Approved | 8/28/2023 | \$30,313.60 |
| 163 | Asbestos Abatement No. 4 (Ward Street) | Approved | 10/25/2023 | \$1,044.45 |

| Contract Change Order (CCO) No. | Title | Status | Date Executed | Cost |
|---------------------------------------|---|----------|------------------|----------------|
| 164 | Clearing Illegal Encampment No. 6 (PCO 295Y) | Approved | 8/29/2023 | \$24,905.22 |
| 165 | Substantial Completion Requirements Modifications | Approved | 9/28/2023 | \$0.00 |
| 166 | Asbestos Abatement No. 5 (Bolsa Avenue) | Approved | 12/11/2023 | \$1,000.45 |
| 167 | Fence Repairs at Illegal Encampments (PCO 295AA) | Approved | 12/8/2023 | \$1,151.56 |
| 168 | Combined Authority Accepted Work (PCOs 433 and 435) | Approved | 12/8/2023 | \$145,061.75 |
| 169 | Montecito Channel Waterline Repair – Utility Conflict Number 4291 | Approved | 3/1/2024 | \$86,472.19 |
| 170 | Project Completion and Final Acceptance Deadline Modifications | Approved | 1/31/2024 | \$0.00 |
| 171 | Project Core Office Lease Extension | Approved | 4/24/2024 | \$83,901.12 |
| 172 | Final Acceptance Deadline Modification | Approved | 6/6/2024 | \$0.00 |
| 173 | Additional Directed Work | Pending | | \$7,117,306.00 |

| Original Contract Price Contingency Fund Total Contract Allotment | \$1,217,065,000.00 \$321,725,101.00 \$1,538,790,101.00 |
|---|---|
| Subtotal Approved CCOs Subtotal Pending CCOs Total CCOs | \$292,393,523.87 <u>\$7,117,306.00</u> \$299,510,829.87 |
| Proposed Revised Contract Price Remaining Contingency Fund | \$1,516,575,829.87 \$22,214,271.13 |





June 9, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Resolution to Establish the Orange County Local Transportation

Authority/Measure M2 Apprropriations Limit for Fiscal Year

2025-26

Finance and Administration Committee Meeting of May 28, 2025

Present: Directors Federico, Go, Harper, Hennessey, Leon, Sarmiento,

and Tettemer

Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

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



May 28, 2025

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Resolution to Establish the Orange County Local

Transportation Authority/Measure M2 Appropriations Limit for

Fiscal Year 2025-26

Overview

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

Recommendation

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

Background

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

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

Discussion

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

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

Summary

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

Attachments

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

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

Prepared by:

Sam Kaur

Department Manager, Revenue Administration

(714) 560-5889

Approved by:

Andrew Oftelie

Chief Financial Officer.

Finance and Administration

(714) 560-5649

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

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

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

NOW, THEREFORE, BE IT RESOLVED as follows:

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

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

| Andrea West Clerk of the Board | Doug Chaffee, Chair Orange County Local Transportation Authority |
|-----------------------------------|--|
| ATTEST: | |
| | |
| ABSENT: | |
| NOES: | |
| AYES: | |

OCLTA Resolution No. 2025-030

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

GANN FACTOR

| PER CAPITA CHANGE ¹ California per capita personal income change | % 6.44% | | RATIO 1.0644 | GANN FACTOR |
|---|-------------------|---|---------------------|-------------|
| POPULATION CHANGE ² County of Orange | 0.17% | | 1.0017 | |
| GANN FACTOR | 1.0644 | x | 1.0017 | = 1.0662 |

FY 2025-26 APPROPRIATION LIMIT

| | \$ | 2.449.984.516 |
|---------------------------------|----|---------------|
| GANN Factor (Rounded) | X | 1.0662 |
| Prior Year Appropriations Limit | \$ | 2,297,865,800 |

ITEMS SUBJECT TO GANN LIMIT³

| Line Item | Amount |
|---------------------------------|-------------------|
| 1/2 cent sales tax (Measure M2) | \$ 427,776,391 |
| CDTFA Fees | \$ 4,277,764 |
| Interest Revenue | \$ 29,096,843 |
| | \$ 461.150.998 |

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

Note

CDTFA - California Department of Tax and Fee Administration

^{1,2}Price Factor and Population Information provided by the Department of Finance.

³Items subject to GANN Limit provided from proposed FY 2025-26 budget.





June 9, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board Andrea West,

Subject: Measure M2 Quarterly Progress Report for the Period of January

2025 through March 2025

Executive Committee Meeting of June 2, 2025

Present: Chair Chaffee, Vice Chair Federico, Directors Jung, Klopfenstein,

Tam Nguyen, and Wagner

Absent: Director Hennessey

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Receive and file as an information item.



June 2, 2025

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Quarterly Progress Report for the Period of

January 2025 through March 2025

Overview

Staff has prepared the Measure M2 Quarterly Progress Report for the third quarter of fiscal year 2024-25 as information for the Orange County Transportation Authority Board of Directors. This progress report highlights the delivery of Measure M2 projects and programs as promised to voters and the monitoring of external challenges. The full report will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, Orange County voters, by nearly 70 percent, approved the Renewed Measure M (M2) Transportation Investment Plan (Plan), a one half-cent sales tax for transportation improvements. Effective in 2011, the Plan provides a 30-year program of investments across a broad range of transportation and environmental initiatives and a governing ordinance, Ordinance No. 3 (M2 Ordinance), that defines the requirements for implementing the Plan. The M2 Ordinance designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring that OCTA's contract with the voters is followed. The M2 Ordinance also charges OCTA to provide for a number of transparency measures and safeguards to uphold and reciprocate the public's trust in OCTA.

OCTA is committed to fulfilling the promises made to secure voter approval of the M2 initiative. This means completing the projects described in the Plan and adhering to numerous specific requirements, safeguards, and transparency provisions identified in the M2 Ordinance. One such requirement is the publication of quarterly status reports on the projects detailed in the Plan and its presentation to the Board of Directors (Board).

This report is built on individual project and program-level staff reports that are regularly presented to the Board, covering the status of various activities in the Plan.

Discussion

This quarterly report, provided as Attachment A, reflects activities and progress across all M2 programs for the period of January 1, 2025, through March 31, 2025. The quarterly report also includes project budget and schedule information as provided in the Capital Action Plan reports to the Board. Additionally, information on the Local Fair Share and Senior Mobility Program payments made to cities during the quarter is also included.

OCTA has established the Program Management Office, charged with providing unified oversight to ensure compliance, fiscal responsibility, transparency, and accountability as laid out in the M2 Ordinance and Plan. Attachment A also includes a summary of the Program Management Office (PMO) activities.

The following provides highlights of M2 accomplishments during the quarter by mode, notable items under the PMO activities, and key challenges that OCTA is monitoring and working to address.

Freeway Program

The M2 Freeway Program consists of 30 project segments to be delivered by 2041. To date, 15 project segments are complete, and another 12 are underway and expected to be completed by 2030. The 12 project segments that are underway include four projects that are in construction, seven that are in final design, and a joint project with the Riverside County Transportation Commission that is in environmental revalidation. The joint project will improve State Route 91 (SR-91) between State Route 241 and State Route 71. Completing these 12 projects would bring the total number of completed projects to 27 by 2030, equating to approximately 90 percent of the M2 Freeway Program. The remaining three project segments are in various stages of project development. On March 10, 2025, a presentation was provided to the Board highlighting upcoming freeway construction projects. Construction of these projects is anticipated to begin in phases starting in early 2025 through 2027. Notable freeway program highlights that occurred during the quarter are below.

• Interstate 5 (I-5) between Interstate 405 and State Route 55 (SR-55) – This project is comprised of two segments. On February 10, 2025, a project update on the latest progress and upcoming milestones was presented to the Board. On March 24, 2025, the Board selected a consultant to provide public outreach services for the pre-construction

and construction phases for both segments. Both segments are anticipated to be advertised for construction in summer 2025. (Project B)

- I-5 between State Route 73 and El Toro Road This project is comprised of three segments and includes two interchange improvements at Avery Parkway and La Paz Road. On January 13, 2025, a project update on the latest progress and upcoming milestones was presented to the Board. The middle segment (Oso Parkway to Alicia Parkway) was completed in December 2024. The remaining segments are anticipated to complete construction by mid-2025. (Projects C and D)
- SR-91 between SR-55 and State Route 57 This project was split into three segments for the design and construction phases. The California Department of Transportation advertised the easterly segment (SR-55 to Lakeview Avenue) for construction on June 24, 2024, opened bids on October 16, 2024, and awarded the contract on January 3, 2025, followed by its approval on February 18, 2025. In addition, on January 13, 2025, a project update on the latest progress and upcoming milestones for all three segments was presented to the Board. A groundbreaking event was held on March 7, 2025, marking the start of construction in the corridor. The remaining two segments are anticipated to be advertised for construction by the end of 2025. (Project I)

Streets and Roads

Since 2011, more than \$1.2 billion^{1,2} has been allocated to local jurisdictions for transportation improvements through M2 streets and roads programs, which include two competitive and one formula-based funding program. In addition, OCTA was able to leverage nearly \$53.9 million in external funding to support these programs. To date, 486 project phases have been allocated through M2 competitive streets and roads funding programs, of which 353 phases, or approximately 72 percent, have been completed. Notable streets and roads highlights that occurred during the quarter are below.

• Applications for the 15th call for projects for the Regional Capacity Program and Regional Traffic Signal Synchronization Program were received on October 24, 2024, and are under review. Based upon project selection criteria as specified in the Comprehensive Transportation

² On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance; the Board reconsidered the matter on May 12, 2025.

¹ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

Funding Program guidelines, programming recommendations are anticipated to be presented for Board consideration in mid-2025. (Projects O and P)

• Through the Local Fair Share Program, 18 percent of M2 net revenues are allocated by formula to eligible local jurisdictions. During the quarter, approximately \$24.7 million was disbursed, bringing the total provided through March 2025 to nearly \$784.6 million^{3,4}. (Project Q)

Transit

The M2 transit mode includes several programs designed to provide expanded transportation options. M2 is the primary funding source for Southern California Regional Rail Authority (Metrolink) commuter rail service in Orange County and includes funding for rail projects to improve operations and transit connections to extend the reach of the service. On October 21, 2024, Metrolink implemented a pilot optimized service schedule that aims to adjust the focus from commuter rail to regional rail by addressing service gaps and making the most efficient use of equipment and crews. As such, the three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 58 weekday trains, a 29 percent increase from the 45 trains previously serving Orange County. Compared to the same quarter last year, ridership levels on all three lines have increased by 26 percent. Additional Metrolink challenges are discussed in the Challenges section of this report.

Since 2011, M2 has provided competitive multi-year transit funding commitments for bus and station van services connecting to Metrolink (\$483,133 to date), community-based transit circulators (\$80.5 million to date), and bus stop improvements (\$2.9 million to date). In addition, M2 provides a set amount of funding to support three programs (Senior Mobility Program, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program), intended to expand mobility options for seniors and persons with disabilities (\$144.4 million^{3,4} to date). Other notable transit program activities from the quarter are highlighted below.

Emergency Coastal Rail Projects Update and Planning for the Future –
On February 10, 2025, the Board received an update on the Coastal Rail
Stabilization Priority Project, including providing direction to advance

³ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

⁴ On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance; the Board reconsidered the matter on May 12, 2025.

engineering and environmental work for four reinforcement areas in south Orange County. The Board also received an update on the Coastal Rail Resiliency Study, which is evaluating short- and mid-term strategies for maintaining coastal rail service and developing conceptual alternatives for stakeholder input. (Project R)

- OC Streetcar A quarterly update was presented to the Board on January 27, 2025, providing information on the status of construction activities, vehicle manufacturing, and public outreach. During the quarter, the Maintenance and Storage Facility (MSF) was declared ready to receive vehicles and received a temporary certificate of occupancy. The vehicles are anticipated to be delivered to the MSF from the contractor's storage facility over the next several months, with the first vehicle arriving in spring 2025. (Project S)
- Community-Based Transit Circulators A ridership report covering April 2024 through September 2024 was provided to the Board on January 27, 2025. The report noted that all 17 services in operation during the reporting period met the required cost per boarding and customer satisfaction standards. (Project V)

Environmental Programs

The M2 program includes two innovative programs: the Environmental Cleanup Program (ECP) and the Environmental Mitigation Program (EMP). The ECP improves water quality by addressing transportation-related pollutants, while the EMP offsets the biological habitat impacts of M2 freeway projects.

On March 10, 2025, the Board approved the release of the 15th ECP Tier 1 call for projects, with programming recommendations anticipated in late summer 2025. Since 2011, the ECP has allocated approximately \$69.2 million to local jurisdictions for 216 projects for trash removal devices (Tier 1) and 22 projects for large-scale water quality best management practices projects (Tier 2). It is estimated that 81.5 million gallons of trash have been captured since the inception of the program, which equates to over 14,400 trash truck loads of garbage that could have been deposited in Orange County streams and waters.

Additionally, the Board has authorized \$55 million for the EMP to acquire conservation lands and fund habitat restoration projects. OCTA has acquired more than 1,300 acres and funded 12 projects to restore habitat on 350 acres of open space across Orange County to fulfill the necessary M2 Freeway Program mitigation needs.

The wildlife and habitat on the acquired lands are protected in perpetuity, and long-term management of the properties will be funded by an endowment that is being established. To date, OCTA has made nine deposits of approximately \$2.9 million. As of March 2025, the balance of the endowment was \$32,538,437. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in fiscal year (FY) 2027-28; however, the performance of the fund may affect the timeframe for full funding of the endowment.

PMO

Ten-Year Review - The M2 Ordinance includes a provision to conduct a comprehensive review of all projects and programs under the Plan at least every ten years to evaluate the performance of the overall program. Due to the early initiation of project development activities prior to the start-up of revenue collection in 2011, the first review was completed in 2015. The second effort is underway and is anticipated to be completed in early 2026. Outreach efforts were initiated this quarter with the finalization of collateral materials and branding and the launch of stakeholder engagement activities to guide the development of key findings and recommendations. On March 10, 2025, a presentation was provided to the Board outlining key activities completed to date and previewing upcoming outreach, analysis, and reporting efforts. The PMO continues to facilitate coordination with various OCTA divisions to fulfill the five objectives developed:

- 1. Research and identify external policy and/or regulatory changes at the local, state, and federal level, as well as changes in land use, travel, and growth projections that require consideration.
- 2. Evaluate current project and program cost estimates and the financial capacity of the sales tax revenue through 2041 to confirm Plan delivery.
- Review M2 program and project elements to determine if there are 3. performance issues or constraints to attain the promised delivery.
- Assess public and stakeholder support for the Plan. 4.
- 5. Identify OCTA's and local jurisdictions' progress in implementing the Plan.

M2 Triennial Performance Assessment - The M2 Ordinance requires a performance assessment every three years to evaluate the efficiency, effectiveness, economy, and program results of OCTA's delivery of M2. The sixth assessment, covering the period from July 1, 2021, through June 30, 2024, was presented to the Board on March 10, 2025. The report reflects a positive assessment of OCTA's efficiency and effectiveness in the delivery of M2 projects and programs. While there were no significant findings, four recommendations for enhancement were provided. The report noted that OCTA has implemented two of the four recommendations and continues to actively address the remaining two as necessary on an ongoing basis. Staff will report on implementation progress in future M2 quarterly reports.

Challenges

As with all major programs, challenges arise and need to be monitored and addressed. A few key challenges are highlighted below.

- At the direction of the Board, OCTA contracts with two local economists to receive biannual updates on market conditions and cost risk indicators affecting project delivery. The spring 2025 forecast, presented to staff, indicated that while inflationary pressures may begin to moderate over the next few years, the construction market continues to experience escalation of materials and labor pricing. The California Department of Transportation opened construction bids on January 23, 2025, for the Interstate 605 Katella Avenue Interchange Project. The low bid came in 6.7 percent higher than the engineer's estimate. Additionally, recent wildfires devastated communities in Los Angeles County, which may further impact construction cost pressures. The potential impact of new federal economic and trade policies on material pricing remains uncertain. As multiple M2 freeway projects are anticipated to be advertised for construction in 2025, staff will closely monitor regional bid pricing and update the Board as appropriate.
 - Close monitoring of Metrolink operations and capital rehabilitation projects is necessary to ensure sustainability through 2041. Metrolink ridership recovery continues to struggle, which impacts farebox revenues and cost recovery. The program's funding shortfall is further compounded by a rise in operating costs. The 2024 Next 10 Delivery Plan (Next 10 Plan) cashflow includes the assumption of one-time, state Transit and Intercity Rail Capital Program formula funds to help sustain Metrolink operations. While Metrolink has implemented an optimized service schedule, without changes in ridership growth, operations and rehabilitation costs, or additional external funds, the current service cannot be sustained beyond FY 2037-38. OCTA will continue to engage with Metrolink and the other member agencies to monitor ridership levels and the corresponding financial impacts to M2.
- Over the past several years, coastal storm surges, combined with several other environmental factors, have damaged the Los Angeles San Diego San Luis Obispo (LOSSAN) rail corridor. These events have required increased maintenance and emergency repairs to stabilize the rail infrastructure. The emergency repairs have also led to intermittent service loss and delays. Although the affected portion of the railroad tracks in the City of San Clemente (San Clemente) is located within Orange County, this rail corridor is vital for Metrolink and state-supported intercity rail (Pacific Surfliner), freight connection to the Port of San Diego, and plays a strategic role in the operations of the Marine Corps Base Camp

Pendleton. In partnership with key stakeholders, a comprehensive plan to integrate engineering and sand nourishment solutions is underway to protect the coastal segment of the rail corridor in south Orange County in the immediate timeframe. On December 9, 2024, the Board approved the acceptance of \$305 million from the California Transportation Commission, California State Transportation Agency, and the Federal Railroad Administration, for the design and construction phases of this effort. To address the ongoing threats to a critical link in Southern California's rail network, OCTA submitted an Emergency Coastal Development Permit on March 31, 2025, to the California Coastal Commission to expedite work to stabilize four areas most vulnerable to failure through San Clemente. The application was approved and passenger rail service through San Clemente was suspended beginning April 28, 2025, to allow for crews to safely conduct emergency work to reinforce sections of track at immediate risk from landslides and coastal erosion. Updates will be provided to the Board as appropriate.

- The Coastal Rail Resiliency Study is underway to identify and evaluate potential near- and mid-term solutions to protect the rail line in place while long-term solutions, which may include relocation, to adapt the rail line to the changing environment are developed. OCTA is leading the effort on the near- and mid-term resiliency measures. The State will lead the long-term study, but the lead state agency has not yet been identified; OCTA will be an active participant in the study. As these studies progress, future updates to the Next 10 Plan will incorporate more current information.
- The OC Streetcar project has faced unforeseen utility conflicts and conditions, contaminated soils, construction quality control and contractor non-compliance, oversight and approvals, additional right-of-way acquisition, and several change requests, which affect operation-related milestones such as vehicle delivery and testing. In fall 2024, OCTA collaborated with the Federal Transit Administration on a comprehensive assessment of project risk, cost, and schedule, consistent with achieving 90 percent construction completion. Results of this analysis identified a cost of \$649 million to complete the project and a revenue service date in spring 2026. Staff will continue assessing project risks and make regular reports to the Board on the status of construction and expenditures.

Staff will continue to monitor these challenges to ensure M2 remains deliverable as promised to voters and provide updates to the Board as appropriate.

Summary

A quarterly report covering activities from January 2025 through March 2025, is provided to update progress in implementing the Plan. The above information and the attached details indicate significant progress on the overall M2 Program despite facing challenges. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 Quarterly Progress Report is made available through the OCTA website.

Attachment

A. Measure M2 Quarterly Progress Report, Third Quarter of Fiscal Year 2024 - 25, January 1, 2025 through March 31, 2025

Prepared by:

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MEASURE M2 QUARTERLY PROGRESS REPORT

Third Quarter of Fiscal Year 2024 – 25 January 1, 2025 through March 31, 2025

Third Quarter Highlights:

- Freeway Projects
- Streets and Roads
- Environmental Cleanup & Water Quality
- Freeway Mitigation Program
- Finance Matters
- Program Management Office
- Summary





SUMMARY

On November 7, 2006, Orange County voters, by a margin of nearly 70 percent, approved the Renewed Measure M (M2) Transportation Investment Plan (Plan), a one-half cent sales tax for transportation improvements. Voters originally endorsed Measure M (M1) in 1990 with a sunset in 2011. The renewal of Measure M continues the investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

As required by Ordinance No. 3 (M2 Ordinance), a quarterly report covering activities from January 1, 2025, through March 31, 2025, is provided to update progress in implementing the Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 as OC Go to promote Orange County Transportation Authority's (OCTA) Measure M awareness and to avoid confusion with Measure M in Los Angeles County.

To be cost-effective and to facilitate accessibility and transparency of information to stakeholders and the public, M2 progress reports are available on the OCTA website.



The cover photo is from the groundbreaking event for the State Route 91 Improvement Project, between State Route 57 and State Route 55, that was held on March 7, 2025. This project will be built in three segments and improve mobility and safety in the corridor through the cities of Anaheim, Fullerton, Orange, Placentia, and Yorba Linda. All three segments are anticipated to be complete in 2030.



MEASURE M2 PROGRESS REPORT

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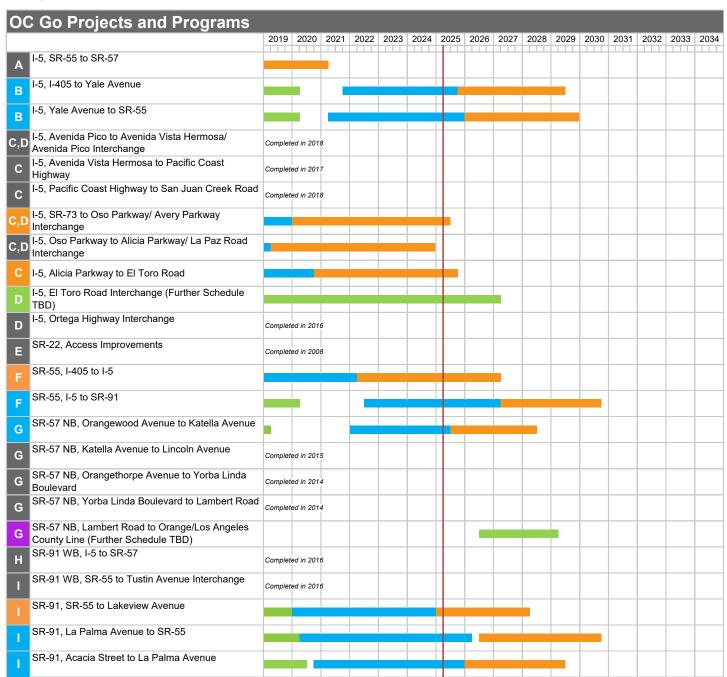
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Design, Advertise, & Award

Design-Build

Construction

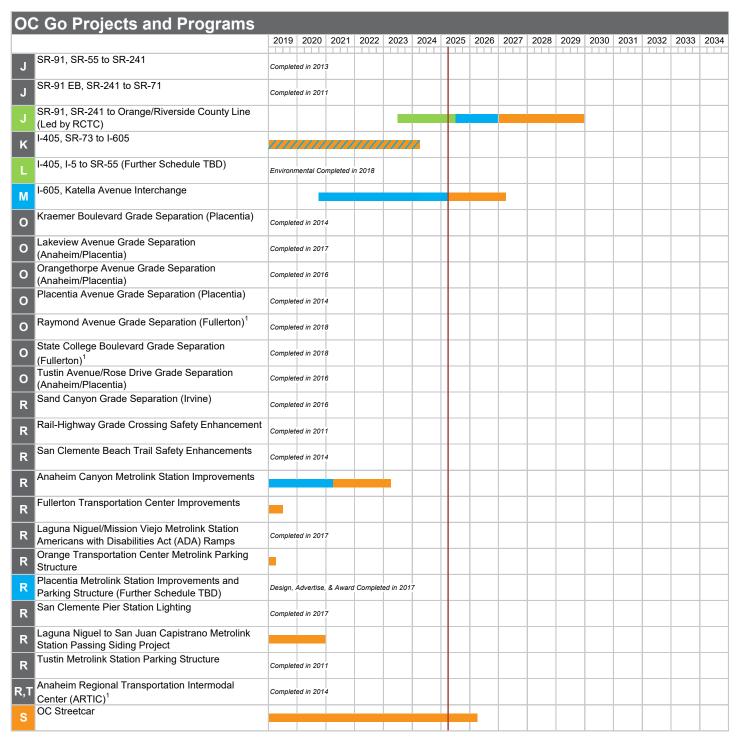
Complete



Project schedules are based on phase start dates. Shown schedules are subject to change.

For full project schedules, see https://octa.net/programs-projects/programs/oc-go-measure-m/
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¹ Projects managed by local agencies



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¹ Projects managed by local agencies



M2 DELIVERY RISK UPDATE ▼

This section discusses the risks and challenges related to Measure M2 and the updated Next 10 Delivery Plan (Next 10 Plan) that the M2 Program Management Office (PMO) is monitoring with associated explanations and proposed actions.

| Del | ivery Risk | Explanation | Proposed Action | |
|-----|---|--|--|--|
| Fin | Financial | | | |
| 1 | by economic conditions. The 2024 M2 revenue forecast is \$14 billion, which is a \$800 million (-5.4 percent) | | | |
| 2 | Reduced external funding opportunities for the M2 freeway program. | State and federal priorities continue to shift and favor projects that reduce automobile travel, which could affect access to currently programmed as well as future external funding opportunities for the M2 freeway projects. | Current external funding commitments are assumed in the M2 cash flow for the 2024 Next 10 Plan, but prospects of future revenues for highway projects are low. | |
| 3 | Potential for an environment of increasing cost for M2 capital projects. | the Next 10 Plan Market Conditions Forecast and Risk Analysis anticipates moderate | | |



| Deli | very Risk | Explanation | Proposed Action |
|------|---|--|---|
| 4 | Schedule and scope changes on capital projects that impact delivery and project costs. | Changes as a result of updated highway standards, new regulatory requirements, or issues identified in the field may impact scope, schedule, and costs substantially. | OCTA will work closely with project partners and project contractors to limit changes in scope and schedules. |
| 5 | Increase Southern California Regional Rail Authority (Metrolink) train service as an alternative to driving within the limits of available revenue. | The coronavirus (COVID-19) altered travel behavior, which has affected ridership and farebox revenues. The cost of Metrolink service continues to grow as contracted rates increase, the system ages, track-sharing arrangements with BNSF Railway Company (BNSF) are revised, and new air quality requirements are implemented. | through the Coronavirus Aid, Relief and Economic Security Act, Coronavirus Response and Relief Supplemental Appropriations Act, and Infrastructure Investment and Jobs Act) has helped alleviate some near-term financial concerns, but increasing operational costs and slow ridership recovery affect long-term sustainability. OCTA will |
| Res | ource | | |
| 6 | Substantial work underway in the region has resulted in significant demand for professional and skilled labor which may impact delivery given the volume of the M2 capital program. | Next 10 Plan Market Conditions Forecast and Risk Analysis reflects an increase in unemployment | and skilled labor needed for project delivery. Expert and timely coordination between OCTA and project partners is imperative to manage |



| Del | ivery Risk | Explanation | Proposed Action | |
|------|--|---|--|--|
| 7 | New operational responsibilities with the OC Streetcar. | With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations. | To ensure the success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases. | |
| Clir | nate | | | |
| 8 | Climate-related hazards could affect M2 investments. | OCTA has experienced hazards affecting M2 investments. Wildfires present a continual risk to the M2 Environmental Mitigation Program (EMP) Preserves and resoration projects that have not been completed and approved by the Wildlife Agencies. In addition, tidal events, ocean currents and waves, storm surges, and slope movement affect OCTA's railroad track in the south Orange County. | Plans (FMP) for the seven properties purchased as part of the M2 Freeway EMP. Additionally, OCTA has initiated a planning study to identify immediate as well as short- and medium- | |
| Reg | gulatory | | | |
| 9 | Changing federal and state directives could affect M2 freeway project approvals. | approval policies place great emphasis on reducing travel by | | |



NEXT 10 DELIVERY PLAN

Contact: Francesca Ching, PMO Manager • (714) 560-5625

The Next 10 Plan sets priorities and funding commitments over a ten-year period, providing guidance to staff on the delivery of M2 projects and programs. Annually, staff reviews the Board-adopted commitments in the Next 10 Plan to ensure it remains deliverable with updated revenues and project costs.

On November 12, 2024, the Board adopted the 2024 Next 10 Plan, which spans fiscal year (FY) 2024-25 through FY 2033-34. The update incorporated the \$14 billion sales tax revenue forecast, revised project estimates and schedules, as well as the fall market conditions forecast and risk analysis. As a result of OCTA's strategic planning to date, the 2024 Next 10 Plan continues to demonstrate that the Plan remains deliverable.

Next 10 Plan Deliverables

Significant progress continues with projects in and advancing towards construction, as well as regular funding allocations to local jurisdictions through local programs.

1. Deliver 13 freeway improvement projects through construction (Projects A-M).

The M2 Freeway Program is currently made up of 30 projects/project segments. This deliverable includes 13 projects to be delivered through construction by FY 2029-30. Of the 13 projects to be delivered, one has been completed, four are in construction, seven are in various stages of design, and a joint project with the Riverside County Transportation Commission (RCTC) is in environmental revalidation. The joint project will improve SR-91 between SR-241 and SR-71. Completion of these projects will bring the total number of completed projects to 27 by 2030, which equates to approximately 90 percent of the M2 Freeway Program. For more details, see <u>pages i-ii</u> (Project Schedules) and the project updates contained in their respective sections.

Upcoming activities:

- I-5, SR-73 to Oso Parkway Complete Construction
- I-605, Katella Avenue Interchange Begin Construction
- SR-57 Northbound, Orangewood Avenue to Katella Avenue Advertise for Construction
- I-5, Alicia Parkway to El Toro Road Complete Construction
- I-5. I-405 to Yale Avenue Advertise for Construction
- I-5, Yale Avenue to SR-55 Advertise for Construction
- SR-91, Acacia Street to La Palma Avenue Advertise for Construction



2. Prepare remaining freeway improvement projects for delivery (Projects A-M).

The three remaining projects (of the 30 total) are environmentally cleared or on track to be environmentally cleared by 2034, making them shelf-ready for further advancement. The remaining projects include Project D (I-5, El Toro Road Interchange), Project G (SR-57 northbound from Lambert Road to Orange/Los Angeles County Line), and Project L (I-405 between I-5 and SR-55). These projects will continue to be reevaluated for earlier delivery as part of the annual Next 10 Plan review. For more details, see pages i-ii (Project Schedules) and the project updates contained in their respective sections.

3. Provide annual competitive funding opportunities for local jurisdictions to address bottlenecks and gaps in the street system (Project O), synchronize signals (Project P), and continue flexible funding to local jurisdictions to support pavement rehabilitation or other transportation needs as appropriate (Project Q).

As of March 2025, OCTA has awarded more than \$556.6 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P) annual calls. Additionally, approximately \$784.6 million^{1,2} in Local Fair Share (LFS) (Project Q) funds have been distributed to local jurisdictions.

On August 12, 2024, the Board authorized the 15th call to support local streets and roads improvement projects throughout Orange County. Applications were received on October 24, 2024. Based upon the project selection criteria in the Comprehensive Transportation Funding Program (CTFP) guidelines, projects will be prioritized for Board consideration in spring 2025. For more details, see the project updates on page 22 and page 24.

Upcoming activities:

• Project O and P – Programming recommendations for the 15th call

4. Maintain Metrolink service (Project R).

Project R provides funding for Metrolink operations and aims to increase rail services within the County and provide additional Metrolink service north of the City of Fullerton to the Los Angeles County Line. The program also provides for track improvements, the addition of trains and parking capacity, upgraded stations, and safety enhancements to allow cities to establish quiet zones along the tracks.

¹ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

² On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.



Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. Metrolink ridership recovery continues to struggle, which impacts farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have also increased. On October 21, 2024, Metrolink implemented a service optimization schedule aimed at addressing service gaps and making the most efficient use of equipment and crews as Metrolink adjusts the focus from commuter rail to regional rail. As such, the three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 58 trains, a 29 percent increase from the 45 weekday trains previously serving Orange County. The 2024 Next 10 Plan cashflow includes the assumption of Transit and Intercity Rail Program (TIRCP) formula funds to help sustain Metrolink operations through FY 2037-38. Without this funding or changes in service levels, ridership growth, or operations and rehabilitation costs, the current service cannot be sustained beyond FY 2031-32. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2. For more details, see project updates on page 27.

Railroad track stabilization efforts in south Orange County have become a major focus area given its importance to continued operation of Metrolink in Orange County. While emergency work has been completed and service has resumed, long-term solutions need to be developed to ensure the ability to provide rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate immediate as well as short- and medium-term solutions with the goal of protecting the rail line in place. A separate study will follow to assess potential long-term solutions, which may include relocation of the rail line. The California State Transportation Agency has committed to lead the long-term study to plan for future investments necessary to ensure a resilient Los Angeles—San Diego—San Luis Obispo (LOSSAN) corridor. As these studies progress, future updates to the Next 10 Plan will incorporate more current information. For more details, see the project updates on page 29.

5. Complete construction, secure vehicles, begin operating the OC Streetcar, and work with local jurisdictions to consider recommendations from planning studies to guide development of future high-quality transit connections (Project S).

The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. During the quarter, construction reached 92 percent completion, highlighted by the Maintenance and Storage Facility (MSF) being declared ready to receive vehicles and receiving a temporary certificate of occupancy. Work continued on wire installation, street repairs, and electrical and interior finishes at the MSF. To date, the contractor has completed major infrastructure work including bridges, tracks, Overhead Contact System (OCS) pole installation, and station platform systems. All eight vehicles have been manufactured and prepared for delivery. System testing, operations planning, and staff training preparation are underway. For more details, see the project updates on page 32.



6. Support expanded mobility choices for seniors and persons with disabilities (Project U).

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, more than \$144 million^{3,4} has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization Program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit. For more details, see the program updates on page 34.

7. Work with local agencies to maintain successful community circulator projects and potentially provide grant opportunities for expanded or new local transit services (Project V).

Since inception, OCTA has approved 49 projects and ten planning studies totaling over \$96.8 million through five calls. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board. Staff continues to work with local jurisdictions through letters of interest requests, workshops, CTFP Guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For more details, see the program updates on page 36.

8. Continue to improve the top 100 busiest transit stops to enhance the customer experience (Project W).

Through three calls, the Board has approved \$3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide improvements such as the installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. For more details, see the program updates on page 37.

³ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

⁴ On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.



9. Ensure the ongoing preservation of purchased open space, which provides comprehensive mitigation of the environmental impacts of freeway improvements and higher-value environmental benefits in exchange for streamlined project approvals (Projects A-M).

The M2 freeway EMP includes seven conservation properties (Preserves) totaling more than 1,300 acres and 12 restoration projects covering nearly 350 acres. In 2017, OCTA received biological resource permits after completing a state and federal Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) for the EMP, allowing streamlined project approvals for the M2 freeway improvement projects. The Conservation Plan also includes a streamlined process for coordination of streambed alteration agreements. In 2018, OCTA secured programmatic permits and assurances for federal and state clean water permitting requirements. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies.

To protect the Preserves in perpetuity, a non-wasting endowment was established. In July 2024, OCTA made its ninth annual deposit of approximately \$2.9 million. The latest balance of the endowment through March 31, 2025, was \$32,538,437. While the performance of the endowment fund will affect the timeframe for full funding, current projections indicate that OCTA is still on track to meet the target of \$46.2 million in FY 2027-28. For more details, see the program updates on page 39.

10. Work with the Environmental Cleanup Allocation Committee (ECAC) to develop the next tiers of water quality programs to prevent the flow of trash, pollutants, and debris into waterways from transportation facilities. In addition, focus on improving water quality on a regional scale that encourages partnerships among the local agencies as part of the Environmental Cleanup Program (ECP {Project X}).

In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since 2011, the Board has awarded more than \$40.2 million in funding for 233 Tier 1 projects through 14 calls and approximately \$34.9 million for 26 Tier 2 projects through three calls. The 15th Tier 1 call was released on March 10, 2025. For more details, see the program updates on page 38.

Upcoming activities:

• Project X Tier 1 – Programming recommendations for the 15th call



PROJECT A

INTERSTATE 5 (I-5) PROJECTS

Segment: I-5, SR-55 to SR-57
Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925



Summary: This project added a second high-occupancy vehicle (HOV) lane (approximately three miles) in both directions along I-5 between SR-55 and SR-57 in the City of Santa Ana. The final Environmental Document (ED) and Project Report (PR) were approved on April 27, 2015. Construction began on December 27, 2019, and the improvements opened to traffic on August 24, 2020. The total cost is measured against an amended baseline cost established in the first quarter of FY 2017-18; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2018-19. The project was officially completed three months ahead of schedule on January 6, 2021, and plant establishment was completed on May 24, 2021.

PROJECT B

I-5, I-405 to SR-55 is one project broken into two segments. The final ED and PR were approved on January 7, 2020.

Segment: I-5, I-405 to Yale Avenue

Status: Design Phase Underway – 95 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between I-405 and Yale Avenue, improve interchanges, and replace and add new auxiliary lanes in the City of Irvine. The forecasted schedule is measured against an amended baseline schedule established in the first quarter of FY 2022-23; the forecasted cost is measured against an amended baseline cost established in the second quarter of FY 2024-25. The design of this project was initiated on October 22, 2021. This quarter, the design team submitted a 100 percent design package to the California Department of Transportation (Caltrans) Office Engineer, which includes features from the Caltrans multi-asset project. The design team also continued to coordinate with various agencies on I-5 bridge improvements over the railroad in the City of Irvine. In addition, the design team continued coordination with agencies on regulatory and construction permits. All right-of-way (ROW) offers have been sent out to property owners along the project corridor and are being negotiated. ROW and utility certifications are also being developed.



Segment: I-5, Yale Avenue to SR-55

Design Phase Underway – 99 Percent Complete Status: Jeff Mills, Capital Projects • (714) 560-5925 Contact:

Summarv: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between Yale Avenue and SR-55, improve interchanges, and replace and add new auxiliary lanes in the cities of Irvine and Tustin. The forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2022-23; the forecasted cost is measured against an amended baseline cost established in the second quarter of FY 2024-25. The design of this project was initiated on May 6, 2021. This quarter, the design team continued to coordinate with the Caltrans Office Engineer on the 100 percent design package, which combined the Caltrans multi-asset and M2 projects. In addition, the design consultant continued to coordinate with Caltrans and various regulatory agencies on construction permit applications and continued to coordinate with the Orange County Flood Control District (OCFCD). All ROW offers were sent out to property owners along the project corridor. ROW coordination with Caltrans and OCFCD is ongoing.

PROJECT C AND

I-5, Avenida Pico to San Juan Creek Road is one project broken into three segments. The final ED and PR were approved on October 26, 2011. All three segments were completed, and the improvements opened to traffic on March 13, 2019.

Segment: I-5, Avenida Pico to Avenida Vista Hermosa/Avenida Pico Interchange

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

This project added a carpool lane (approximately 0.7 miles) in both directions of I-5 between Avenida Pico and Avenida Vista Hermosa in the City of San Clemente, included major improvements through reconstruction of the Avenida Pico Interchange (part of Project D), and added bicycle lanes in both directions on Avenida Pico. Construction began on December 22, 2014, and was officially completed on August 23, 2018. Plant establishment was completed in May 2019. The total cost is measured against an amended baseline cost established in the second quarter of FY 2011-12; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2014-15.

Segment: I-5, Avenida Vista Hermosa to Pacific Coast Highway

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between Summary: Avenida Vista Hermosa and Pacific Coast Highway (PCH) in the City of San Clemente and reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began on July 3, 2014, and was officially completed on July 31, 2017. Plant establishment was completed in May 2018. The total cost is measured against an amended baseline cost established in the second quarter of FY 2011-12; the final schedule is measured against an amended baseline schedule established in the second quarter of 10 FY 2013-14.

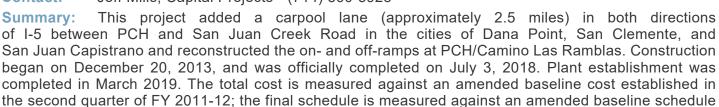


Segment: I-5, Pacific Coast Highway to San Juan Creek Road

PROJECT COMPLETE Status:

Jeff Mills, Capital Projects • (714) 560-5925 Contact:

established in the second quarter of FY 2013-14.



I-5, SR-73 to El Toro Road is one project broken into three segments. The final ED and PR for all three segments were approved on May 6, 2014.

Segment: I-5, SR-73 to Oso Parkway/Avery Parkway Interchange

Status: Construction Underway – 99 Percent Complete Contact: Jeff Mills, Capital Projects • (714) 560-5925

This project will add a general purpose lane (approximately 2.2 miles) in both directions of Summary: I-5 between Avery Parkway and Oso Parkway and reconstruct the Avery Parkway Interchange (part of Project D) in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The forecasted cost is measured against an amended baseline cost established in the third quarter of FY 2014-15; the forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2019-20. Construction began on January 15, 2020. This quarter, the contractor completed work in the I-5 median and final striping of both the southbound and northbound lanes. The construction management team is coordinating with Caltrans to address final punch list items throughout the project limits. In addition, the contractor is preparing to install traffic detection loops in the I-5 mainline.

Segment: I-5, Oso Parkway to Alicia Parkway/La Paz Road Interchange

Status: PROJECT COMPLETE

Jeff Mills, Capital Projects • (714) 560-5925 Contact:

This project added a general purpose lane (approximately 2.6 miles) in both directions along Summary: I-5 between Oso Parkway and Alicia Parkway and reconstructed the La Paz Road Interchange (part of Project D) in the cities of Laguna Hills and Mission Viejo. Construction began on April 4, 2019. This guarter. all construction work was completed and the project received Caltrans' construction contract acceptance on December 19, 2024. The total cost is measured against an amended baseline cost established in the third quarter of FY 2014-15; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2018-19. Administrative work to close out the construction contract is underway and as-built drawings are being submitted for final completion. This quarter, continued work with the contractor on project closeout activities.





Segment: I-5, Alicia Parkway to El Toro Road

Status: Construction Underway – 95 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add a general purpose lane in the southbound direction (approximately 1.7 miles) and extend the second HOV lane (approximately one mile) in both directions along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, Lake Forest, and Mission Viejo. The forecasted cost is measured against an amended baseline cost established in the third quarter of FY 2014-15; the forecasted schedule is measured against an amended baseline schedule established in the first quarter of FY 2020-21. Construction began on October 13, 2020. This quarter, the contractor completed median barrier work, K-rail removal, and final striping. The contractor also completed sidewalk work on Avenida De La Carlota. The construction management team is coordinating with Caltrans to address final punch list items throughout the project limits. In addition, the contractor is preparing to install traffic detection loops in the I-5 mainline.

PROJECT D

This project will update and improve key I-5 interchanges at Avenida Pico, Ortega Highway, Avery Parkway, La Paz, and El Toro Road. Three interchange improvements at La Paz, Avery Parkway, and Avenida Pico are included and discussed as part of the respective segments in Project C.

Segment: I-5, Ortega Highway Interchange

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925



Summary: This project widened and reconstructed the SR-74 Ortega Highway bridge over I-5 and improved local traffic flow along SR-74 and Del Obispo Street in the City of San Juan Capistrano. The final ED and PR were approved on June 1, 2009. Construction began on September 18, 2012, and all lanes on the new bridge opened to traffic on September 4, 2015. The final schedule is measured against an amended baseline scheduled established in the fourth quarter of FY 2011-12. The project was officially completed on January 15, 2016.

Segment: I-5, El Toro Road Interchange

Status: Environmental Phase Two Underway – 55 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: Caltrans is the lead for the environmental phase of this project. The project area includes the cities of Laguna Hills, Laguna Woods, and Lake Forest, which are direct stakeholders of the project improvements. The study began in April 2017 and the draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities were not in consensus on a preferred alternative, and costs identified for the remaining alternatives were significantly higher than the assumed cost in the Next 10 Plan, which created additional challenges. The environmental phase was anticipated to be



completed in late 2019; however, without the cities' consensus, OCTA does not support the finalization of the document. OCTA requested Caltrans put completion of the ED on hold until a consultant, retained by OCTA, provides a further assessment of the alternatives to help facilitate reaching an agreement. The three cities reached a consensus to add two new alternatives from the assessment in addition to the two alternatives previously developed as part of the draft ED into the environmental process. The forecasted cost and schedule are measured against an amended baseline cost and schedule established in the fourth quarter of FY 2022-23. The environmental phase was reinitiated in January 2023 to incorporate feedback from the cities on the proposed alternatives. This quarter, OCTA and Caltrans continued coordination with the cities of Laguna Hills, Laguna Woods, and Lake Forest on the proposed alternatives, traffic analysis, and environmental phase studies. Caltrans completed the final Traffic Operations Analysis Report.

PROJECT E

STATE ROUTE 22 (SR-22) PROJECTS

Segment: SR-22 Access Improvements

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925



Summary: Completed in 2008, this project made improvements at three key SR-22 interchanges (Brookhurst Street, Euclid Street, and Harbor Boulevard) in the City of Garden Grove to reduce freeway and street congestion. This M2 project was completed early as a "bonus project" provided by the original M1.

PROJECT F

STATE ROUTE 55 (SR-55) PROJECTS

Segment: SR-55, I-405 to I-5

Status: Construction Underway – 45 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add a general purpose lane (approximately four miles) and a second HOV lane (approximately four miles) in both directions between I-405 and I-5 in the cities of Irvine, Santa Ana, and Tustin. Auxiliary lanes will be added and extended in some segments within the project limits. The final ED and PR were approved on August 31, 2017. The forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2017-18; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2021-22. Construction began on August 10, 2022. This quarter, work continued with roadway, retaining wall, bridge widening, electrical, and drainage construction activities.



Segment: SR-55, I-5 to SR-91

Status: Design Phase Underway – 82 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 4560-5925

Summary: This project includes the addition of a general purpose lane (approximately two miles) in both directions between I-5 and SR-22 and operational improvements between SR-22 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The project limits span approximately 7.5 miles. The final ED and PR were approved on March 30, 2020. The forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2020-21; the forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2022-23. The design of this project was initiated on August 8, 2022. This quarter, the design team continued to address and resolve outstanding comments on the 95 percent design package submittal. The team worked on ROW maps and necessary documents to initiate ROW appraisal.

PROJECT G

STATE ROUTE 57 (SR-57) PROJECTS

Segment: SR-57 Northbound, Orangewood Avenue to Katella Avenue

Status: Design Phase Underway – 99 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add a new northbound general purpose lane (approximately one mile) on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The new northbound general purpose lane will join the completed Project G segments between Katella Avenue and Lambert Road, which opened to traffic in 2014. The final ED and PR were approved on March 29, 2019. The forecasted cost is measured against an amended baseline cost established in the third quarter of FY 2020-21; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2022-23. The design of this project was initiated on March 28, 2022. This quarter, the design team obtained all necessary permits from applicable public agencies. Coordination continued with Caltrans to obtain ROW Certification and to finalize the 100 percent design package. The project is anticipated to achieve ROW Certification and Ready to List status in spring 2025.

Segment: SR-57 Northbound, Katella Avenue to Lincoln Avenue

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

All I

Summary: This project increased capacity by adding a new general purpose lane (approximately 2.8 miles) and improved on- and off-ramps and soundwalls on northbound SR-57 between Katella Avenue and Lincoln Avenue in the City of Anaheim. Bridges at Katella Avenue and Douglas Road were also widened in the northbound direction. The final ED was approved on September 30, 2009, and the final PR was approved on November 25, 2009. Construction began on November 17, 2011, and the improvements opened to traffic on November 19, 2014. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2011-12. The project was officially completed on April 21, 2015.



Segment: SR-57 Northbound, Orangethorpe Avenue to Yorba Linda Boulevard

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project increased capacity by adding a northbound general purpose lane (approximately 2.4 miles) between Orangethorpe Avenue in the City of Placentia to Yorba Linda Boulevard in the City of Fullerton and improved operations with the reconstruction of northbound on- and off-ramps, widening of seven bridges, and the addition of soundwalls. The final ED and PR were approved on November 30, 2007. Construction began on October 26, 2010, and the improvements opened to traffic on April 28, 2014. The final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2013-14. The project was officially completed on November 6, 2014.

Segment: SR-57 Northbound, Yorba Linda Boulevard to Lambert Road

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project improved capacity, operations, and traffic flow on SR-57 with the addition of a new northbound general purpose lane (approximately 2.5 miles) between Yorba Linda Boulevard in the City of Fullerton and Lambert Road in the City of Brea. Additional project benefits included on- and off-ramp improvements, the widening and seismic retrofit (as required) of six bridges in the northbound direction, and the addition of soundwalls. Existing lanes and shoulders were also widened to standard widths, enhancing safety for motorists. The final ED and PR were approved on November 30, 2007. Construction began on November 2, 2010, and the improvements opened to traffic on September 23, 2013. The total cost is measured against an amended baseline cost established in the second quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2013-14. The project was officially completed on May 2, 2014.

Segment: SR-57 Northbound, Lambert Road to Orange/Los Angeles County Line

Status: Project Study Report-Project Development Support (PSR-PDS) Document Preparation

Underway – 85 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Kristin Tso, Planning • (714) 560-5496

Summary: Caltrans previously completed a PSR in 2001 to add a northbound truck-climbing lane (approximately 2.5 miles) from Lambert Road in the City of Brea to approximately 0.62 miles north of the Orange County/Los Angeles County line. Following discussions with Caltrans in late 2021, it was decided that a new PSR-PDS should be prepared due to the changing conditions on SR-57 since the previous study was completed. The proposed project included mainline and interchange improvements at Lambert Road. Through the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, funds were allocated to construct the interchange improvements at Lambert Road, which complemented and served as the first phase to the improvement project. Construction began in mid-2019, the project opened to traffic in December 2023, and construction was fully completed in early 2024. Preparation of the new PSR-PDS for the second phase began in August 2023, utilizing State Transportation Investment Program









funding, to study potential northbound mainline improvements from Lambert Road to Orange/Los Angeles County Line (up to two miles). This quarter, a second draft PSR-PDS document was circulated for review with Caltrans and the City of Brea and the consultant began preparation of the final PSR-PDS. The final PSR-PDS will include preliminary geometric design, traffic analysis, and programming level assessment on ROW, drainage, structure, geotechnical and environmental impacts, and cost estimates for each of the three proposed project alternatives. The final PSR-PDS is anticipated to be approved by August 2025.

PROJECT H

STATE ROUTE 91 (SR-91) PROJECTS

Segment: SR-91 Westbound, I-5 to SR-57

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

A Partie

Summary: This project increased capacity by adding a general purpose lane (approximately 4.5 miles) in the westbound direction between the cities of Anaheim and Fullerton and provided operational improvements at on- and off-ramps between Brookhurst Street and State College Boulevard. The final ED was approved on May 20, 2010, and the final PR was approved on June 16, 2010. Construction began on February 6, 2013, and the improvements opened to traffic on March 7, 2016. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2012-13. The project was officially completed on June 23, 2016.

PROJECTI

Segment: SR-91, SR-55 to Tustin Avenue Interchange

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925



Summary: This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane (approximately two miles) beginning at northbound SR-55 to the westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project reduced weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The final ED was approved on May 11, 2011, and the final PR was approved on May 19, 2011. Construction began on November 1, 2013, and the improvements opened to traffic on May 14, 2016. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2012-13. The project was officially completed on July 15, 2016.



SR-91, between SR-57 and SR-55 is one project broken into three segments. To augment the decrease in projected M2 revenues, on September 12, 2016, the Board approved to use 91 Express Lanes excess revenue to fund this project. The final ED and PR were approved on June 22, 2020.

Segment: SR-91, SR-55 to Lakeview Avenue

Status: Construction Underway - One Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will provide westbound operational improvements (approximately 2.2 miles), which includes the realignment of the existing westbound SR-91 on- and off-ramps, the addition of a new on-ramp from the Lakeview Avenue overcrossing bridge to connect directly to southbound SR-55, and construction of a barrier to separate westbound SR-91 from SR-55. With the proposed improvements, the existing Lakeview Avenue overcrossing bridge is anticipated to be replaced with a new bridge. The forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2024-25; the forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2023-24. This project was combined with the Caltrans multi-asset project when the 100 percent design package was developed. The project was advertised for construction on June 24, 2024. This quarter, the construction contract was awarded on January 3, 2025, and approved on February 18, 2025. A pre-construction meeting was held on March 11, 2025, and construction is anticipated to begin in April 2025.

Segment: SR-91, La Palma Avenue to SR-55

Status: Design Phase Underway - 92 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will provide an additional eastbound general purpose lane (approximately 2.7 miles), replace the eastbound shoulder, and restore auxiliary lanes as needed throughout the project limits. With the proposed improvements, the existing Kraemer Boulevard and Tustin Avenue overcrossing bridges are anticipated to be replaced with new bridges and the Santa Ana River bridge will be widened. The forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2019-20; the forecasted scheduled is measured against an amended baseline schedule established in the first quarter of FY 2020-21. The design of this project was initiated on June 17, 2020. This project was combined with the Caltrans multi-asset project when the 95 percent design package was developed. However, per Caltrans' request, both projects will be separated and will proceed as independent projects. This quarter, the design team continued to address and resolve outstanding comments on the final design package submittal.



Segment: SR-91, Acacia Street to La Palma Avenue
Status: Design Phase Underway - 94 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will provide westbound operational improvements (approximately 1.8 miles) by adding a fourth general purpose lane along westbound SR-91 from the northbound SR-57 to the westbound SR-91 connector, extending the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange, tying into the existing westbound SR-91 auxiliary lane west of State College Boulevard, and reconfiguring the westbound SR-91 to SR-57 connector to provide dedicated exits to SR-57. With the proposed improvements, the existing La Palma Avenue overcrossing bridge will be replaced with a new bridge. The forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2020-21; the forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2023-24. The design of this project was initiated on November 30, 2020. This project was combined with the Caltrans multi-asset project when the 95 percent design package was developed. This quarter, the design team continued to address and resolved outstanding comments on the combined 100 percent roadway design package submittal, technical reports, and additional design changes, and addressed comments from Caltrans Office Engineer to achieve Ready to List status. In addition, the ROW acquisition process was completed and ROW certification was approved.

PROJECT J

Segment: SR-91, SR-55 to SR-241
Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

FY 2010-11. The project was officially completed on March 5, 2013.

Summary: This project added a general purpose lane (approximately six miles) in both directions of SR-91 between SR-55 and SR-241 in the cities of Anaheim and Yorba Linda. In addition to adding 12 lane miles to SR-91, the project also delivered a second eastbound exit lane at Lakeview Avenue, Imperial Highway, and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, lane striping, and soundwalls. The final ED and PR were approved on April 24, 2009. Construction began on May 27, 2011, and opened to traffic in December 2012. The final schedule is measured against an amended baseline schedule established in the fourth quarter of



Segment: SR-91 Eastbound, SR-241 to SR-71

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project improved mobility and operations by adding an eastbound lane (approximately six miles) through a key stretch of SR-91 between Orange County's SR-241 and Riverside County's SR-71, widened existing eastbound lanes and shoulders, and reduced traffic weaving as a result of traffic exiting at SR-71 and Green River Road. The final ED and PR were approved on December 28, 2007. Construction began on September 16, 2009, and the improvements opened to traffic on December 2, 2010. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2010-11. The project was officially completed on January 31, 2011. Because this project was shovel-ready, OCTA was able to obtain American Recovery and Reinvestment Act funding for this M2 project, saving M2 revenues for future projects.

Segment: SR-91, SR-241 to Orange/Riverside County Line

Status: RCTC's Westbound Corridor Operation Project – Completed in January 2022; Eastbound

Corridor Operation Project Environmental Phase Underway – 65 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: Since the SR-91 corridor is one of the busiest in the region, implementation of this project requires coordinating and constructing the improvements in multiple segments and capitalizing on available funding. Freeway improvements that cross county lines require close coordination to maintain seamless travel. This project plans to add a general purpose lane on SR-91 between SR-241 and SR-71. While the portion of this project between SR-241 and the Orange/Riverside County Line is part of OCTA's M2 Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The sixth lane addition requires joint implementation to ensure smooth delivery of the project. With significant SR-91 freeway improvements taking place as a result of both counties' sales tax measures, the construction timing of the additional general purpose lane between SR-241 and SR-71 was anticipated to take place post-2035. However, RCTC requested OCTA's support to accelerate a portion of the ultimate project in the westbound direction (in Orange County) to address a bottleneck issue affecting the City of Corona. With OCTA's support, RCTC developed the 91 Westbound Corridor Operation Project, which began construction in late 2020 and was completed in January 2022.

In addition, OCTA and RCTC conducted a feasibility study to determine how best to implement the sixth general purpose lane while minimizing environmental and construction impacts in the eastbound direction between SR-241 and SR-71. The final alternatives analysis report was completed in April 2022. RCTC is leading the effort to proceed with the environmental phase of the project, to be referred to as the 91 Eastbound Corridor Operation Project. This effort began in June 2023 and is anticipated to be completed by mid-2025. This quarter, the project team continued working on preliminary engineering for build alternatives, developing cost estimates, and updating environmental technical studies and a Supplemental Project Report.



PROJECT K

INTERSTATE 405 (I-405) PROJECTS

Segment: I-405, SR-73 to I-605 Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925



Summary: This project added a general purpose lane (approximately 16 miles) between Euclid Street and I-605 in both directions and a second HOV lane (approximately 14 miles) combined with the existing HOV lane to provide dual express lanes in both directions of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes. Additional improvements included reconstruction of local interchanges and enhancements to freeway entrances and exits along the corridor from SR-73 to I-605 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. The final ED and PR were approved on June 15, 2015. Construction activities began on January 31, 2017, and the project fully opened to traffic on December 1, 2023. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2020-21; the total cost is measured against an amended baseline cost established in the fourth quarter of FY 2022-23. Final acceptance and relief of maintenance is expected in mid/late-2025. During the quarter, work continued on remaining miscellaneous construction activities including landscaping and punch-list items.

PROJECT L

Segment: I-405, I-5 to SR-55

Status: Environmental Phase Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project studied potential improvements along approximately 8.5 miles of I-405 between I-5 and SR-55 in the City of Irvine. The project development team reviewed the alternatives and public comments received during public circulation, and as a result of the effort, recommended adding one general purpose lane in both directions. The forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2015-16. The final ED and PR were approved on August 31, 2018. The design phase is anticipated to begin in 2030 and will be constructed beyond the Next 10 Plan timeframe.

⁵ The general purpose lane portion of the project is an M2 project and was funded by a combination of local, state, and federal funds. The express lanes portion of the project was financed and will be paid for by those who choose to pay a toll and use the 405 Express Lanes.



PROJECT M

<u>INTERSTATE 605 (I-605) PROJECTS</u>

Segment: I-605, Katella Avenue Interchange Improvements

Status: Design Phase - 99 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will make enhancements to the on- and off-ramps and operational improvements on Katella Avenue at the I-605 Interchange in the City of Los Alamitos. In addition, pedestrian and bicycle improvements will incorporate complete streets components, including enhanced safety for all modes of travel. The final ED and PR were approved on October 3, 2018. The forecasted cost is measured against an amended baseline cost established in the third quarter of FY 2019-20; the forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2021-22. The design of this project was initiated on December 28, 2020. The project was advertised for construction on November 18, 2024, and bids were opened on January 23, 2025. The project is anticipated to be awarded in April 2025. This quarter, the construction management team secured a field office and coordinated logistics with Caltrans. The design team continued to coordinate with Caltrans and the construction management team on timing of utility relocations and third-party coordination for the project. In addition, the outreach team held coordination meetings with the City of Los Alamitos and continued to update public outreach materials.

PROJECT N

FREEWAY SERVICE PATROL

Status: Service Ongoing

Contact: Patrick Sampson, Motorist Services • (714) 560-5435

Summary: The Freeway Service Patrol (FSP) assists motorists whose vehicles become disabled along Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 15,776 services.⁶ Since June 2012, FSP has provided 843,042 services⁶ on the Orange County freeway system.

⁶ Service calculations are based on all services provided as FSP is funded by M2 and external sources.



PROJECT O

REGIONAL CAPACITY PROGRAM

Status: 15th Call Applications Under Review

Contact: Charvalen Alacar, Planning • (714) 560-5401

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, through 14 calls, the Board has awarded 186 projects (226 project phases) totaling more than \$406 million, including \$24.3 million in external funding. To date, 152 project phases have been completed, 48 are in various stages of implementation, and 26 have been cancelled by the awarded local jurisdictions. On August 12, 2024, the Board approved the release of the 15th call. Applications were received on October 24, 2024, and are under review. Based upon the project selection criteria in the CTFP guidelines, programming recommendations are anticipated to be presented to the Board in spring 2025.

OC Bridges Railroad Program

This program built seven grade separations (either under or overpasses) where high-volume streets are impacted by freight trains along the BNSF railroad in north Orange County. On September 13, 2021, the Board approved program closeout and budget adjustment to approximately \$666.55 million for all the OC Bridges grade separation projects, of which \$152.6 million was committed M2 and \$513.9 million in leveraged external funding. Funding reimbursement and closeout for all seven grade separation projects have been completed.

Segment: Kraemer Boulevard Grade Separation

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the cities of Anaheim and Placentia. Construction began on November 9, 2012, and the improvements opened to traffic on June 28, 2014. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2011-12. Construction acceptance was obtained in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or claims identified. Funding reimbursement and closeout have been completed.

Segment: Lakeview Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing and reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue in the cities of Anaheim and Placentia. Construction began on March 3, 2014, and





the improvements opened to traffic on June 6, 2017. The final schedule is measured against an amended baseline schedule established in the first quarter of FY 2013-14. Construction acceptance was obtained in June 2018. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to July 2019 for some minor repair items. The Board approved a final claim resolution in July 2019. Funding reimbursement and closeout have been completed.

Segment: Orangethorpe Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing in the cities of Anaheim and Placentia. Construction began on April 25, 2013, and the improvements opened to traffic on June 23, 2016. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2012-13. Construction acceptance was obtained in October 2016. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to June 2019 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.

Segment: Placentia Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Placentia. Construction began on October 5, 2011, and the improvements opened to traffic on March 12, 2014. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2009-10; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2011-12. Construction acceptance was obtained in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or repairs identified. Funding reimbursement and closeout have been completed.

Segment: Raymond Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began on March 27, 2014, and the improvements opened to traffic on October 2, 2017. The total cost is measured against an amended baseline cost established in the first quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2013-14. Construction acceptance was obtained in May 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.







Segment: State College Boulevard Grade Separation

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began on March 27, 2014, and the improvements opened to traffic on November 1, 2017. The total cost is measured against an amended baseline cost established in the second quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2013-14. Construction acceptance was obtained in March 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.

Segment: Tustin Avenue/Rose Drive Grade Separation

Status: PROJECT COMPLETE

Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project grade separated the local street from railroad tracks by building a bridge over the railroad crossing for vehicular traffic in the cities of Anaheim and Placentia. Construction began on April 22, 2013, and the improvements opened to traffic on December 7, 2015. The total cost is measured against an amended baseline cost established in the first quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2012-13. Construction acceptance was obtained in October 2016. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to November 2018 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.

PROJECT P

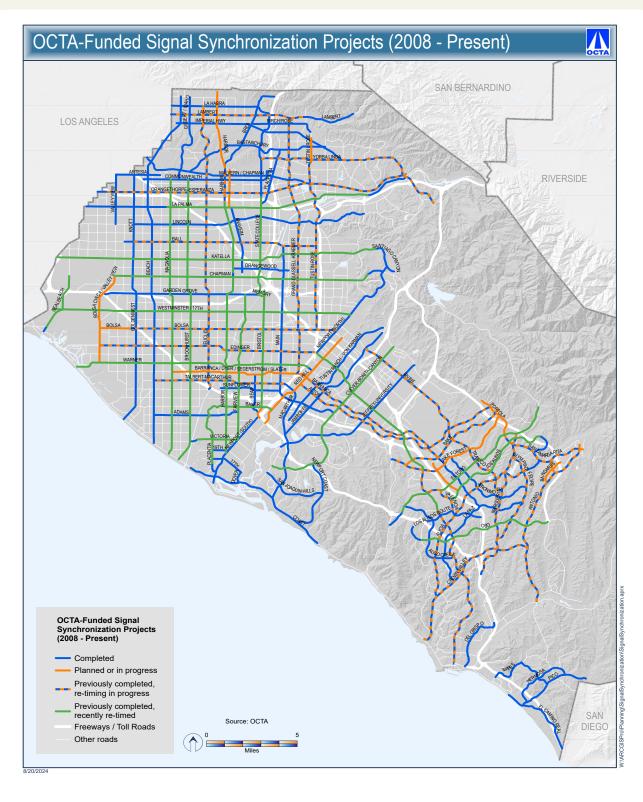
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

Status: 15th Call Applications Under Review

Contact: Anup Kulkarni, Planning • (714) 560-5867

Summary: This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate a network of over 2,000 signalized intersections along 750 miles of roadway within Orange County. OCTA also leverages external funding to further enhance the efficiency of the street grid and reduce travel delays.





To date, OCTA and local agencies have synchronized 3,705 intersections over 954 miles of streets (107 completed projects). Through 14 calls, 117 projects⁷ totaling approximately \$150.3 million have been awarded. Overall, OCTA has funded 137 projects⁷ totaling nearly \$184.8 million, including \$40.1 million in leveraged external funding. On August 12, 2024, the Board approved the release of the 15th call. Applications were received on October 24, 2024, and are under review. Based upon the project selection criteria in the CTFP guidelines, projects will be prioritized for Board consideration in spring 2025.

In parallel with the annual call, OCTA is leading the Countywide Signal Synchronization Baseline Project. The project aims to develop and implement a countywide signal synchronization network for Orange County and will consist of approximately 2,500 retimed signals along regionally significant corridors to ensure seamless travel across the County. This effort began in June 2024 with data collection ongoing. An update on the project was presented to the Board in September 2024. While this innovative project is entirely externally funded, the results will benefit and shape the future of the M2 Regional Traffic Signal Synchronization Program.

PROJECT Q

LOCAL FAIR SHARE

Status: Ongoing

Contact: Sean Murdock, Finance • (714) 560-5685

Summary: To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. On a bimonthly basis, 18 percent of net revenues are allocated by formula. Since 2011, approximately \$784.6 million^{8,9} in LFS payments have been provided to local jurisdictions, of which \$24.7 million^{8,9} was provided this quarter.

For more details, see funding allocation by local agency on pages 53-54.

⁷ To date, three projects totaling approximately \$1.6 million have been cancelled by the awarded local jurisdictions.

⁸ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

⁹ On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.



PROJECT R

HIGH FREQUENCY METROLINK SERVICE

Project R aims to increase rail services within the County and provide additional Metrolink service north of the City of Fullerton to the Los Angeles County Line. The program provides for track improvements, the addition of trains and parking capacity, upgraded stations, and safety enhancements to allow cities to establish quiet zones along the tracks. This program also includes funding for grade crossing improvements at high-volume arterial streets, which cross Metrolink tracks.

Project: Metrolink Grade Crossing Improvements

Status: PROJECT COMPLETE

Contact: Megan Taylor, Operations • (714) 560-5601

Summary: Enhancements at 50 of the designated 52 Orange County at-grade rail-highway crossings were completed in support of the Metrolink Service Expansion Program (MSEP) in October 2012. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2010-11. As a result of one private crossing, which did not allow OCTA to make enhancements, and one street closure, which eliminated the need for enhancements, the final count of enhanced rail-highway crossings was 50. Completion of the safety improvements provided each corridor city with the opportunity to establish a "quiet zone" at their respective crossings. Quiet zones are intended to prohibit the sounding of train horns through designated crossings, except in the case of emergencies, construction work, or safety concerns identified by the train engineer. The cities of Anaheim, Dana Point, Irvine, Orange, San Clemente, San Juan Capistrano, Santa Ana, and Tustin have established quiet zones within their communities.

Project: Metrolink Service Expansion Program

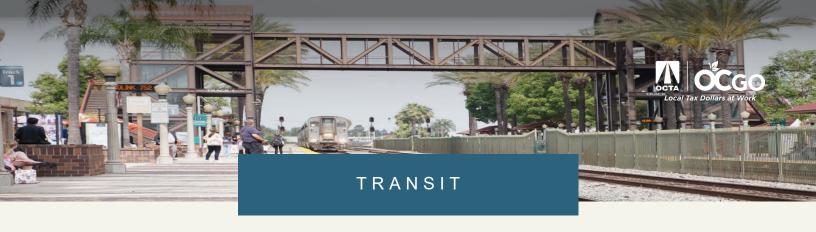
Status: PROJECT COMPLETE

Contact: Megan Taylor, Operations • (714) 560-5601

Summary: Following the completion of the MSEP improvements in 2012, OCTA deployed a total of ten new Metrolink intracounty trains operating between the cities of Fullerton and Laguna Niguel/Mission Viejo, primarily during the midday and evening hours.

In October 2019, several intracounty trains were extended to Los Angeles County to increase ridership through a redeployment of the trains without significantly impacting operating costs. This change resulted in 54 weekday trains operating between the three lines within in Orange County. However, during the peak of the COVID-19 pandemic, service was reduced to 41 trains. In October 2021, partial service was restored which increase service to 45 trains. On October 21, 2024, Metrolink implemented an optimized service schedule aimed at addressing service gaps and making the most efficient use of equipment and crews as Metrolink adjusts the focus from commuter rail to regional rail. As such, the three lines serving Orange County now operate 58 trains, surpassing the number of trains operating pre-COVID-19. While total boardings for the quarter are 39 percent lower compared to the same quarter of FY 2018-19 (used as a pre-pandemic data set), they are approximately 26 percent higher than the same quarter in FY 2023-24.





Despite ongoing ridership recovery, Metrolink ridership continues to struggle to recover pre-pandemic ridership, affecting farebox recovery. To exacerbate this shortfall, operating costs have also increased. The 2024 Next 10 Plan cashflow includes the assumption of TIRCP formula funds to help sustain Metrolink operations through FY 2037-38. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the corresponding financial impacts to M2.

Rail Corridor and Station Improvements

Additionally, under MSEP, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions and better access to platforms, among other improvements have been made or are underway. For schedule information on station improvement projects, please see the Capital Action Plan on pages 55-59.

Project: Anaheim Canyon Metrolink Station Improvements

Status: PROJECT COMPLETE

Jim Beil, Capital Programs • (714) 560-5646 Contact:

This project added a second main track and passenger platform, extended the existing passenger platform, added improvements to at-grade crossings for pedestrian circulation, and installed new station amenities including benches, shade structures, and ticket vending machines. The improvements were completed on January 30, 2023. The total cost is measured against an amended baseline cost established in the third quarter of FY 2016-17; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2020-21.

Project: Fullerton Transportation Center Improvements

PROJECT COMPLETE Status:

Contact: Jim Beil, Capital Programs • (714) 560-5646

Completed early on, this project constructed a new five-level parking structure to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. Construction on this city-led project began on October 18, 2010, and the improvements were completed on June 19, 2012. After completion, an elevator upgrade project was initiated with leftover savings. The elevator project modified the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton was the lead on this project, which was completed on May 1, 2019.

Laguna Niguel/Mission Viejo Metrolink Station Americans with **Project:**

Disabilities Act (ADA) Ramps

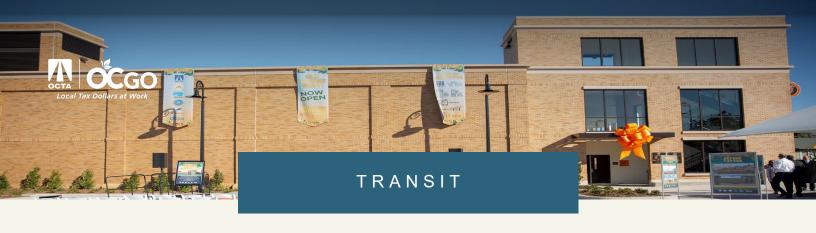
PROJECT COMPLETE Status:

Contact: Jim Beil, Capital Programs • (714) 560-5646

This project added new ADA-compliant access ramps on either side of the pedestrian Summary: undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger canopies. Construction began on February 23, 2016, and the improvements were completed on September 20, 2017. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2018-19.

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Project: Orange Transportation Center Metrolink Parking Structure

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This project constructed a 608-space, five-level, shared-use parking structure that is located on Lemon Street between Chapman Avenue and Maple Street in the City of Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange led the design phase, and OCTA led the construction phase of the project. Construction began on July 17, 2017, and the improvements were completed on February 15, 2019. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2015-16; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2017-18.

Project: New Placentia Metrolink Station and Parking Structure

Status: Design Complete; Ready for Advertisement subject to BNSF construction and

maintenance (C&M) agreement

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This project will construct a new Metrolink station to include platforms, parking, a new bus stop, and passenger amenities in the City of Placentia. Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a cooperative agreement with the City of Placentia that revised the project's scope and budget, and with the changes, the City of Placentia will contribute towards the cost. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. OCTA is the lead agency for the design and construction and BNSF will be the lead on rail construction. The final design was completed on July 22, 2017. The forecasted cost and schedule is measured against an amended baseline cost and schedule established in the first quarter of FY 2016-17. The project will be ready to advertise once a C&M agreement with BNSF is in place.

Project: San Clemente Pier Station Lighting

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This OCTA-led project added lighting to the existing platform and new decorative handrails at the San Clemente Pier Station in the City of San Clemente. The improvements were completed on March 17, 2017, and project closeout was completed in the same month.

Additional Rail Corridor Improvements

In September 2021, a failing slope severely degraded the railroad track structure in the City of San Clemente in the Cyprus Shore area south of the San Clemente Pier [Mile Post (MP) 206.8]. Emergency repair efforts were taken between late 2021 and early 2022. However, higher tidal events coupled with the movement of an ancient slide impacted the stability of the track, leading to a suspension of rail service. The Board adopted a resolution in October 2022 to authorize OCTA to take all necessary





actions to address the emergency need for railroad track stabilization. The repairs for this phase of the work were funded by the commuter rail fund and some State emergency funds. Emergency work to stabilize the railroad track was sufficiently completed to allow full passenger rail service resumption on April 17, 2023. The track stabilization efforts were substantially completed on August 11, 2023.

During this time, a hillside owned by the City of San Clemente at the Casa Romantica Cultural Center and Gardens (MP 204.6) failed and continued to move incrementally. Landslide debris continued to crumble down the slope and foul the tracks owned by OCTA, which led to the suspension of all passenger rail services in the City of San Clemente and south Orange County on April 27, 2023. On June 26, 2023, the Board adopted a resolution to authorize OCTA to take all necessary actions to address the emergency need for railroad track protection. A temporary barrier wall at the bottom of the slope was constructed to protect the railroad track while the City of San Clemente continued construction of the long-term slope stabilization repairs. The temporary barrier wall construction was completed on July 17, 2023, allowing service to resume through the City of San Clemente. The total cost of the project is estimated to be \$6 million, of which \$3 million is funded by the California Transportation Commission with State Interregional Transportation Improvement Program (ITIP) funds. OCTA continues to work with partners to seek additional funding as needed.

On January 24, 2024, landslide movement caused debris from the hillside slope along the Mariposa Trail Bridge (Mariposa Point [MP 204.2]) in the City of San Clemente to fall onto the ROW and railroad tracks, including dislodging two spans of the city-owned pedestrian bridge. As a result, all rail movement was suspended. Metrolink began the initial emergency clearing and cleanup operation in an attempt to resume rail service as soon as possible. This work included removing the two damaged bridge spans, regrading the landslide debris, and clearing debris from the tracks. This initial emergency mitigation effort of \$2 million dollars was funded by the State's emergency ITIP funds. Subsequently following the initial emergency mitigation efforts, the regraded hillside continued to experience movement and it was determined that a catchment wall needed to be designed and constructed to allow rail service to resume. Metrolink contracted with a design-build contractor to design and construct a 200-foot catchment wall at the toe of the landslide to prevent further landslide debris from impacting the rail operations. The second emergency mitigation efforts were completed on March 24, 2024, and allowed full passenger service to resume on March 25, 2024. These efforts cost \$7.2 million dollars and were also funded by the State's ITIP funds.

A comprehensive plan to integrate engineering and sand nourishment solutions is underway to protect the coastal segment of the rail corridor in south Orange County in the immediate timeframe. On December 9, 2024, OCTA received \$305 million in state and federal funding to implement the necessary immediate protective solutions for the rail corridor. In parallel, separate studies are also underway to evaluate potential near- and medium-term solutions to protect the corridor in place while long-term solutions, which may include relocation, to adapt the rail line to the changing environment are developed. OCTA is leading the effort on the near-term resiliency measures. The State will lead the long-term study, but the lead state agency has not been identified; OCTA will remain an active participant in the study. Future implications to M2 with respect to service levels or project costs are unknown at this time.



Completed:

- Installation of the Control Point project at Fourth Street in the City of Santa Ana, which provided greater efficiency and reliability for passenger rail service
- Implementation of Positive Train Control system, which improves rail safety by monitoring and controlling train movement
- Implementation of video surveillance systems at the Fullerton, Irvine, Laguna Niguel, Mission Viejo, Orange, Santa Ana, and Tustin stations
- Railroad ROW Slope Stabilization project at eight locations within the rail corridor to prevent future erosion and slope instability
- Replacement of detectable tiles and painted guidelines at six stations to meet the Federal Transit Administration State of Good Repair requirement, enhance safety, and provide clear warnings to passengers
- Replacement of stairs at the Fullerton Transportation Center
- ROW acquisition to replace the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bicycle trail on the south end along the creek
- Emergency track stabilization in the City of San Clemente at Cyprus Shore, Casa Romantica, and Mariposa Point

Underway:

- Design of additional slope stabilization and drainage improvements in the cities of Lake Forest,
 Mission Viejo and Laguna Niguel
- Construction of the San Juan Creek railroad bridge replacement, led by Metrolink
- Alternative analyses to evaluate solutions for both the inland and coastal protective measures for the four hotspots identified in the Coastal Rail Resiliency Study, environmental studies, conceptual designs, and permit preparation

Project: Sand Canyon Grade Separation

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646

Summary: This project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. Construction began on May 3, 2011, and the improvements opened to traffic on July 14, 2014. The project was completed, and construction acceptance was obtained from the City of Irvine on January 15, 2016. The final schedule is measured against an amended baseline scheduled established in the second guarter of FY 2010-11. The project completed the one-year warranty period, and

no repairs were identified. The project closed out in January 2017.





Project: Tustin Metrolink Station Parking Structure

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646

This early completion project provided additional parking at the Tustin Metrolink Station to meet requirements associated with MSEP by constructing a new four-story parking structure with approximately 735 spaces and on-site surface parking. Construction on the parking structure began on October 27, 2010, and opened to the public on September 22, 2011.

Project: Laguna Niguel to San Juan Capistrano Passing Siding Project

Status: PROJECT COMPLETE

Contact: Jim Beil, Capital Programs • (714) 560-5646

This project added a new passing siding railroad track (approximately 1.8 miles) adjacent Summary: to the existing mainline track, which enhanced the operational efficiency of passenger services within the LOSSAN rail corridor. Construction began on March 12, 2019, and the improvements were completed on November 17, 2020. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2018-19.

PROJECT S

TRANSIT EXTENSIONS TO METROLINK

To broaden the reach of Metrolink to other Orange County cities, communities, and activity centers, Project S includes a competitive program that allows cities to apply for funding to connect passengers to their final destination via transit extensions. There are currently two categories for this program: a fixed-guideway program (streetcar) and a rubber tire transit program.

OC Streetcar Project:

Status: Full Funding Grant Agreement Executed November 30, 2018; Construction Work Ongoing,

All Eight Vehicles Completed, Preparations Underway for Start-Up

Contact: Jeff Mills, Rail • (714) 560-5925

Cleve Cleveland, Rail • (714) 560-5535

The OC Streetcar will serve the SARTC through Downtown Santa Ana, and the Civic Center to Harbor Boulevard in the City of Garden Grove. At the request of the two cities, OCTA is serving as the lead agency for the project. Construction on the project began on November 19, 2018.

Construction

Construction is 92 percent complete. The MSF was declared ready to receive vehicles on February 28, 2025, marking a major construction milestone. A temporary certificate of occupancy was issued by the City of Santa Ana on March 20, 2025. To date, the contractor has completed the bridges over the Santa Ana River and Westminster Avenue, installed all tracks and OCS poles, completed all work at Sasscer Park, 32



and installed canopies, lighting, and customer information center systems at all station platforms. During the quarter, the contractor continued installation of wires on OCS poles in the Pacific Electric ROW, completed street repairs at various locations, and continued platform and electrical systems work at several stations. In addition, exterior and interior work continued at the MSF. Key activities include installation of electrical, plumbing, rail, and finish work, along with paving in the MSF yard. The OC Streetcar sign on the north side of the MSF and an emergency generator were also installed, and three of the four traction power substations are energized, with the final one scheduled soon. Canopies, lighting, and customer information center cabinets are installed at all station platforms. Street improvements such as sidewalks, driveways, curbs, and gutters are nearly complete.

Vehicles

Cars 1-7 are being stored at an offsite storage area close to the vehicle manufacturer's facility. Car 1 is being prepared for shipment to the MSF in late April 2025. Car 8 remains at the vehicle manufacturer's facility for additional communications testing. OCTA is in ongoing negotiations with the vehicle manufacturer regarding long-term storage estimates for the vehicles, vehicle warranty extension, vehicle maintenance during storage, and onboard tracking and dispatch technology. Staff anticipates returning to the Board in mid-2025 with contract amendments resulting from these discussions. A post-delivery audit confirmed that all eight vehicles were manufactured in compliance with federal "Buy America" requirements, and all certifications have been executed.

Operations

Monthly coordination meetings continue to support system testing and ensure the streetcar is ready for safe and reliable operations. Bi-weekly meetings with OCTA and the contractor continue to refine testing procedures and validate systems ahead of revenue service. Commissioning schedule analysis is ongoing to align delivery dates, construction progress, and staffing needs. Vehicle deliveries will begin late April 2025, with two arriving each month through early August. On March 9, 2025, a site walk of the MSF was conducted to confirm track and equipment readiness. The contractor is developing key operating and safety documents and finalizing plans for system access and worker protection. Preparations are also underway to begin training for operations staff, including vehicle operators and maintenance technicians.

Cost and Schedule

The baseline cost and schedule is measured against an amended baseline cost and schedule established during the third quarter of FY 2024-25. In February 2025, the Board approved a revised project budget of \$649 million, with revenue service anticipated to begin in spring 2026.

Project: Bus and Station Van Extension Projects

Status: Last Service Completed on June 30, 2020; No Future Calls Anticipated

Contact: Charvalen Alacar, Planning • (714) 560-5401

Summary: Bus and station van extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County to commuter rail. To date, the Board has approved one round of funding for bus and van extension projects, totaling over \$732,000. On July 23, 2012, the Board approved funding for one project in the City of Anaheim and three projects in



the City of Lake Forest. The City of Lake Forest has cancelled all three projects. The Anaheim Canyon Metrolink Station Bus Connection project provided service between the Anaheim Canyon Metrolink station and the Anaheim Resort area; this project was completed on June 30, 2020, under Project S. The service continues under a Project V grant and is subject to meeting minimum performance requirements as part of the Project V program.

PROJECT T

METROLINK GATEWAYS

Project: Anaheim Regional Transportation Intermodal Center

Status: PROJECT COMPLETE

Contact: George Olivo, Capital Programs • (714) 560-5872



Summary: This project constructed the ARTIC located at 2626 East Katella Avenue in the City of Anaheim. ARTIC is a major multimodal transportation hub serving commuters and residents in the City of Anaheim. In addition to OCTA buses and Metrolink trains, ARTIC provides transit connections to Pacific Surfliner Amtrak, Anaheim Resort Transit, shuttle and charter bus service, taxis, bicycles, other private transportation services available, and accommodates future high-speed rail trains. The City of Anaheim, which led the construction effort, began construction on September 24, 2012, and opened the facility to rail and bus service on December 6, 2014. This facility replaced the former Anaheim Metrolink Station that was located on the opposite side of the freeway in the Los Angeles Angels of Anaheim Stadium parking lot.

PROJECT U

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, approximately \$144.4 million^{10,11,12} in Project U funding has been provided under M2.

¹⁰ Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one FY quarter either covers one or two payments, depending on the months that fall within that quarter.

¹¹ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

¹² Only includes disbursed funds. On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.



Project: Senior Mobility Program

Status: Ongoing

Contact: Jack Garate, Transit • (714) 560-5387

Summary: The SMP provides one percent of net M2 revenues to eligible local jurisdictions to provide transit services that best meet the needs of seniors living in their community. According to the SMP Funding and Policy Guidelines, M2 revenue is allocated to local jurisdictions proportionally, relative to the total county's senior population, by the residents aged 60 and above multiplied by available revenues. The remaining unallocated funds are distributed to the M2 Project U Fare Stabilization Program.

Since inception, more than \$41.1 million^{11,12} has been provided to support nearly 3.2 million boardings for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, more than \$1.3 million^{10,11,12} was paid out to 30 of the 32 participating cities that are currently active.

Project: Senior Non-Emergency Medical Transportation Program

Status: Ongoing

Contact: Jack Garate, Transit • (714) 560-5387

Summary: This program provides one percent of net M2 revenues to supplement existing countywide SNEMT services. Since inception, more than \$44 million has been allocated to support more than 1.6 million SNEMT boardings¹³. This quarter, approximately \$1.5 million¹⁴ in SNEMT funding was paid to the County of Orange.

Project: Fare Stabilization Program

Status: Ongoing

Contact: Sean Murdock, Finance • (714) 560-5685

Summary: From 2011 to 2015, one percent of net M2 revenues was dedicated to stabilizing fares and providing fare discounts for bus services and specialized ACCESS services for seniors and persons with disabilities. Effective January 28, 2016, an amendment to the M2 Ordinance adjusted this amount to 1.47 percent of net M2 revenues to be dedicated to the Fare Stabilization Program.

Nearly \$2.2 million in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 2.6 million program-related boardings recorded on fixed-route and ACCESS services, approximately

¹³ The SNEMT program is operated by the County of Orange Office on Aging. Total boardings are calculated based on all services funded by M2 and the County of Orange.

¹⁴ Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one FY quarter either covers one or two payments, depending on the months that fall within that quarter.



\$713,000 was utilized. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, more than \$59 million has been allocated to support approximately 160 million program-related boardings.

PROJECT V

COMMUNITY-BASED TRANSIT/CIRCULATORS

Status: Service Updates

Contact: Charvalen Alacar, Planning • (714) 560-5401

Summary: This program provides funding for local jurisdictions to develop local bus transit services, such as community-based circulators and shuttles, which complement regional bus and rail services to meet needs in areas not adequately served by regional transit. To date, through five calls, the Board has awarded 49 projects and ten planning studies totaling approximately \$96.8 million¹⁵. Of the 49 transit circulator projects¹⁶, 22 are currently active, eight are planned, 13 have been cancelled (primarily due to low ridership), and six have been completed.

On January 25, 2021, the Board approved changes to the Project V program guidelines to better support these key community services in a post-COVID-19 environment. Key revisions included modifying minimum performance standards and allowing for escalation in the subsidy per boarding and annual FY funding caps. Staff continued to work with local jurisdictions to update existing cooperative agreements to incorporate these programmatic changes.

OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. Currently, most of these services are generally meeting the January 2021 modified performance metrics. The most recent Project V ridership report was presented to the Board on August 12, 2024. The next ridership report is anticipated to be presented to the Board in July 2025. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations.

¹⁵ Includes \$700,000 programming increase to the 2024 call Balboa Peninsula Trolley Service Continuation project, as requested by the City of Newport Beach at the September 23, 2024, Board meeting.

¹⁶ Includes reinstatement of the \$1.65 million award from the 2018 Project V call to the City of San Clemente for the existing San Clemente Rides ride-hailing service. The 2018 Project V award was cancelled by the Board on December 10, 2018, and reinstated on August 14, 2023, to correct for issues in the service model that were encountered during the pandemic.



PROJECT W

SAFE TRANSIT STOPS

Status: City-Initiated Improvements Underway or Completed

Contact: Charvalen Alacar, Planning • (714) 560-5401

Summary: This program provides funding for passenger amenities at the busiest transit stops across Orange County. Stop improvements are designed to ease transfers between bus lines and provide passenger amenities such as the installation of bus benches or seating, shelters, and lighting.

To date, through a competitive process, OCTA has issued three calls (July 2014, June 2019, and September 2020), which have awarded just over \$3.1 million to support improvements at 122 locations. Of the 122 projects, 59 have been completed, 53 are in various stages of implementation, and ten have been cancelled. Staff is reviewing M2 revenues and assessing the appropriate timing for the next call.



PROJECT X

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

Project: Environmental Cleanup Program

Status: 14th Tier 1 Call and Third Tier 2 Call Applications Approved

Contact: Dan Phu, Planning • (714) 560-5907

Summary: This program implements street and highway-related water quality improvement programs and projects that assist agencies countywide with federal Clean Water Act standards for urban runoff. It is intended to augment, not replace, existing transportation-related water quality expenditures and to emphasize high-impact capital improvements over local operations and maintenance costs. The ECAC is charged with making recommendations to the Board on the allocation of funds. These funds are allocated on a countywide, competitive basis to assist agencies in meeting the Clean Water Act standards for controlling transportation-related pollution.

The ECP is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). All Orange County cities plus the County of Orange have received funding under this program. To date, there have been 14 rounds of funding under the Tier 1 grants program.

To date, 233 Tier 1 projects, totaling approximately \$40 million, have been awarded by the Board since 2011. Of the 233 projects, construction on 199 projects have been completed, 17 are in various stages of implementation, and 17 have been cancelled by the awarded agency. The 15th Tier 1 call is anticipated in early 2025. On March 10, 2025, the 15th Tier 1 call was released and programming recommendations are anticipated in summer 2025.

It is estimated that 81.5 million gallons of trash have been captured since the inception of the program, which equates to over 14,400 trash truck loads of garbage that could have been deposited in Orange County streams and waters. Over time, the volume of trash captured is expected to increase.

To date, 26 projects totaling approximately \$35 million have been awarded by the Board since 2013. Of the 26 projects, construction on 18 projects have been completed, four projects are in progress, and four projects have been cancelled by the awarded agency. It is estimated that Tier 2-funded projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities. The appropriate timing of the next Tier 2 call will be assessed and determined by funding availability as well as the number of viable projects from eligible agencies.

FREEWAY MITIGATION

Segment: Environmental Mitigation Program

Status: Biological Permits Issued and Conservation Plan in Place

Contact: Dan Phu, Planning • (714) 560-5907

Summary: Working in collaboration with the United States Fish and Wildlife Service and California Department of Fish and Wildlife (referred to as Wildlife Agencies), this program allocates funds to acquire land and fund habitat restoration projects to offset the environmental impacts of M2 freeway projects. In June 2017, OCTA received biological resource permits after completing a state and federal Conservation Plan. This Conservation Plan commits to protecting the natural habitat and wildlife on OCTA's Preserves, funding multiple habitat restoration projects, and minimizing impacts to resources during construction of M2 freeway projects, allowing streamlined project approvals for the M2 freeway projects with little additional coordination from the Wildlife Agencies. This program represents the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies. The OCTA Conservation Plan is unique, as it is only the second state/federal conservation plan approved in Orange County.

The Conservation Plan includes a streamlined process for coordination for streambed alteration agreements for portions of freeway projects that cross through streams and riverbeds. In 2017, the United States Army Corps of Engineers issued a programmatic permit to OCTA and Caltrans (as owner/operator of the state highway system). The State Board provided a letter to OCTA in 2018, which further secured assurances related to advanced mitigation and freeway project permit issuance. These efforts are the result of years of collaboration and constitute another groundbreaking milestone for the M2 EMP.

The Board has approved the acquisition of seven properties (Preserves) totaling 1,300 acres and 12 restoration projects totaling 350 acres. The restoration project plans have been approved by the Wildlife Agencies and the implementation of these projects are in various stages. To date, seven restoration projects (one of these projects had two distinct areas) have been completed and have been approved by the Wildlife Agencies. The Board authorized \$42 million (inclusive of setting aside funds for long-term land management) for property acquisitions, \$10.5 million to fund habitat restoration activities, and \$2.5 million for conservation plan development and program support, for a total of approximately \$55 million.

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. The most recent Board-adopted 2024 Next 10 Plan confirms that OCTA will be able to continue endowment deposits of \$2.9 million annually. To date, OCTA has made nine endowment deposits. The latest endowment balance through March 31, 2025, was \$32,538,437, which is above the target of \$32,125,598 for the third quarter of FY 2024-25. Based on the performance to date, current projections indicate that OCTA still remains on track to meet the endowment target of \$46.2 million in FY 2027-28; however, the performance of the endowment fund may affect the timeframe. The next report summarizing the status of the endowment is anticipated to be presented to the Board in June 2025. Staff will continue to oversee and provide endowment updates to the Board, Finance and Administration (F&A) Committee and the Environmental Oversight Committee (EOC) on a regular basis.



Resource management plans (RMP) for the Preserves were completed in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The RMPs will be reviewed and updated as necessary, approximately every five years. Updates to the documents are currently underway and are anticipated to include new figures depicting more recent plant and animal species information, documentation of completed management tasks, potential new tasks identified, and the incorporation of the recently completed FMPs. All revisions will be coordinated with the Wildlife Agencies, shared with the EOC, and posted on OCTA's website. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

Conservation Plan reports are completed annually. These reports include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, the progress of the restoration projects, plan administration, and public outreach activities. These reports take time to develop as they fold in multiple reports from various consultants and contractors working on the OCTA Preserves and the funded restoration projects through the end of every calendar year. Annual reports to date document that OCTA's activities have been in compliance and on target with the Conservation Plan commitments. These reports are reviewed by the Wildlife Agencies before they are available for public review. The annual report documenting the 2023 calendar year activities was reviewed by the Wildlife Agencies and was shared with the EOC and Board in late-2024. The annual report for all 2024 activities is underway and is anticipated to be shared with the EOC and Board in late 2025.

The EMP accomplishments have largely met the intent of the program. These efforts are the result of years of positive collaboration between OCTA and the aforementioned agencies, stakeholders, and the public. The success of this program has been recognized at the regional and national level. Through these efforts, pre-negotiated permit terms have helped streamline project implementation and reduce the required mitigation needs. Without the EMP's established process, additional mitigation-related requirements could have been incurred, resulting in increased project costs and schedule risks. The established permits and partnerships have also enabled swift response to other OCTA project needs.

Docent-led hikes and equestrian ride tours are offered throughout the year at various OCTA Preserves. The 2025 hike and ride schedule is now available at www.PreservingOurLegacy.org.

As part of the safeguards in place for the M2 Program, a 12-member EOC makes recommendations on the allocation of environmental freeway mitigation funds and monitors the implementation of the Conservation Plan between OCTA and state and federal Wildlife Agencies. The EOC has led efforts with policy recommendations to the Board and has operated in an open and transparent manner which has garnered the trust of stakeholders, ranging from the environmental community to the recreational community to Orange County citizens. See the map of Preserves and funded restoration properties on the following page.







PROGRAM MANAGEMENT OFFICE

Contact: Francesca Ching, PMO Manager • (714) 560-5625

The M2 PMO provides inter-divisional coordination for all Measure M-related projects and programs. To ensure agency-wide compliance, the PMO holds a bimonthly committee meeting comprised of executive directors and key staff from each of the divisions, who meet to review significant issues and activities within the M2 programs. This quarter, the focus of the PMO has been on several major items, including the following:

Market Conditions Forecast and Risk Analysis

On September 11, 2017, the Board was presented with a Next 10 Plan Market Conditions Forecast and Risk Analysis Report conducted by Dr. Wallace Walrod and Dr. Marlon Boarnet through a contract with the Orange County Business Council. The consultant team's analysis identified strong potential for OCTA to experience an increasing cost environment during the Next 10 Plan delivery years. This, coupled with a reduction in revenue, could present the potential for significant challenges in the delivery of M2 and the Next 10 Plan.

The Board directed staff to continue to work with the consultant team to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax revenue forecast. The consultant team continues to analyze trends in material costs, labor costs, and general economic conditions to determine a range of potential cost impacts providing insight on OCTA's capital program twice a year.

During the quarter, the consultant team completed the spring update to the forecasting model and shared the results with staff. The analysis indicates that inflationary pressures may moderate in 2025, 2026, and 2027 amid a softening macroeconomic environment. This outlook reflects a continued decline in residential building permits, rising unemployment rates in California, and increases in construction labor and materials costs. However, the potential impacts of new federal economic and trade policies introduce additional uncertainty into future cost projections. In addition, wildfires have devastated communities in Los Angeles County, which may further impact construction cost pressures. The next update of the market conditions forecast is anticipated to be provided to OCTA and the Board in fall 2025. Information from this analysis will be incorporated into the M2 cash flow for the 2025 update of the Next 10 Plan.

Next 10 Delivery Plan

On November 14, 2016, the Board adopted the Next 10 Plan, which provides guidance on the delivery of M2 projects and programs between FY 2016-17 and FY 2025-26. In December 2020, the Board approved to shift the timeframe to FY 2020-21 through FY 2029-30. The intent is for the Next 10 Plan to be a living document with delivery timeframes shifted every two years to ensure revenue and project information stay current. The PMO monitors progress on the ten deliverables identified in the Next 10 Plan and provides status updates.



Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. On November 12, 2024, the Board approved the 2024 Next 10 Plan, which spans FY 2024-25 to FY 2033-34. The 2024 update of the Next 10 Plan incorporated an updated sales tax revenue forecast of \$14 billion (supplemented with external revenue – Federal, State, and local dollars), insight from the updated construction market forecast, current programmed external revenues, revised bonding assumptions, and refined project information. Through this process, staff confirms that the M2 Program remains deliverable; however, this update continues to emphasize that Metrolink operations requires close monitoring. The 2025 update of the Next 10 Plan is anticipated to be presented to the Board in fall 2025.

M2 Performance Assessment

The M2 Ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in the delivery of M2 as committed to the voters. Five performance assessments have been completed covering FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15, FY 2015-16 through FY 2017-18, and FY 2018-19 through FY 2020-21. Findings and recommendations are implemented as appropriate. The sixth assessment began in July 2024 and covers the period between July 1, 2021, and June 30, 2024. During the quarter, the consultant team presented the final report to the Executive Committee on March 3, 2025, and the Board on March 10, 2025. The consultant's report reflected a positive assessment of OCTA's efficiency and effectiveness in the delivery of M2 projects and programs. While there were no significant findings, four recommendations for enhancements were made: improving transparency in project reporting, strengthening E-procurement evaluation processes, clarifying internal procedures related to contract approvals, and addressing the timeliness of grant payments. Actions to address these recommendations are underway and are anticipated to be completed by the end of FY 2025-26.

M2 Ten-Year Review

The M2 Ordinance includes a provision to conduct a ten-year comprehensive review of M2 programs and projects. The ten-year review is intended to evaluate the performance of the overall program and may result in revisions to further improve performance. Due to the early initiation of project development activities prior to the start-up of revenue collection in 2011, the first review was completed in 2015. The second effort is underway. During the quarter, a ten-year review look ahead was presented to the Board on March 10, 2025, highlighting five objectives to ensure the required elements in the M2 Ordinance are analyzed. Outreach efforts kicked off this quarter with the finalization of collateral materials and branding, and launch of stakeholder engagement activities, including focus group sessions, continued coordination with internal teams overseeing M2 projects and programs, and local jurisdiction and committee briefings to gather early input and guide the development of key findings and recommendations.

M2 Ordinance Tracking Matrix

The M2 Ordinance includes numerous requirements that staff must follow to keep the commitment to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA complies with all requirements detailed in the M2 Ordinance. During the quarter, staff completed the update of the tracking matrix for calendar year 2024. This document is for PMO tracking purposes, but is also helpful to Taxpayer Oversight Committee (TOC) members during their annual compliance finding.



PMO M2 Tracking Tools

The PMO has developed several tracking tools to assist in reporting consistency and increased transparency of the M2 program. See the following for a brief explanation of PMO M2 tracking tools and their current status:

Local Jurisdiction Fact Sheets

Fact sheets have been created for the County of Orange and each of Orange County's 34 cities. The city fact sheets provide data on transportation and transit projects (funded through M2, state, and federal grants) in a format that emphasizes key points concisely on a single printed page. The city fact sheets are utilized when speaking with the jurisdictions to provide a summary overview of how OCTA has provided the local agency with funding (M2 and other) and transportation improvements. The next update of the city fact sheets is anticipated to begin in summer 2025.

Engineer's Estimate versus Bids Tracking

The estimate versus bid tracking process allows the PMO to monitor the bidding environment for capital projects in the M2 Program. Capital projects that were planned for and began construction early in the M2 Program have shown cost savings due to a favorable bidding environment during the recession. For these earlier M2 projects, savings can be primarily traced back to construction costs.

Highway project constructions bids in the region are reflecting a variable market with a high number of bidders, but recent market conditions analyses have indicated that OCTA will experience an increasing cost environment related to increased demand for construction services, lack of labor resources, and increased construction material and labor costs. It should be noted that the engineer's estimate is based on several factors – such as bidding history and historical and current market rates (materials, labor, equipment, etc.) – and adjusted accordingly for the project's conditions. Because the estimate uses prior information, there may be a lag between an uptick or a downtick in the market.

Project M (I-605, Katella Avenue interchange) was advertised on November 18, 2024, and bids were opened on January 23, 2025. The lowest, responsive, and responsible bidder was approximately 6.7 percent higher than the engineer's estimate. Staff will monitor the I-605 project contract award and continue to track the construction market and update the spreadsheet as appropriate.

M2 Administrative Safeguards

M2 includes a one percent cap on administrative expenses for salaries and benefits of OCTA administrative staff on an annual basis. In a legal opinion on M2, it was determined that in years where administrative salaries and benefits are above one percent, only one percent can be allocated with the difference borrowed from other non-M2 fund sources. Conversely, in years where administrative salaries and benefits are below one percent, OCTA can still allocate the full one percent for administrative salaries and benefits but may use the unused portion to repay the amount borrowed from prior years in which administrative salaries and benefits were above one percent.



Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (\$14 billion or 42 percent lower as of March 31, 2025) because of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, and to repay those funds with interest in future years when OCTA administrative costs fall below the one percent cap. OCTA has borrowed approximately \$5.3 million from OCUTT to date. As of March 31, 2025, the total borrowings to date from OCUTT along with accrued interest are paid off.

Staff meets quarterly to review all labor costs to ensure costs attributed to the one percent cap are accurately reported and that there are no misplaced project-related costs.

Taxpayer Oversight Committee

The M2 Ordinance requires a TOC to oversee compliance with the M2 Ordinance. With the exception of the elected Auditor Controller of Orange County, who is identified as the chair in the M2 Ordinance, all other members cannot be elected or appointed officials. Members are recruited and screened for expertise and experience independently by the Grand Jurors Association of Orange County and are selected from the qualified pool by lottery. The TOC used to meet every other month, but the TOC voted on April 11, 2023, to meet quarterly beginning in FY 2023-24. The responsibilities of the 11-member M2 TOC are to:

- Approve, by a vote of no less than two-thirds of all committee members, any amendments to the Plan proposed by OCTA which changes funding categories, programs, or projects identified on page 31 of the Plan
- Receive and review the following documents submitted by each eligible jurisdiction:
 - Congestion Management Program
 - Mitigation Fee Program
 - Expenditure Report
 - o Local Traffic Signal Synchronization Plan
 - Pavement Management Plan
- Review yearly audits and hold an annual public hearing to determine whether OCTA is proceeding in accordance with the Plan





PROGRAM MANAGEMENT

- Receive and review the triennial performance assessments of the Orange County Local Transportation Authority to assess the performance of OCTA in carrying out the purposes of the Ordinance
- The TOC Chair shall annually certify whether M2 funds have been spent in compliance with the Plan

On March 11, 2025, the TOC received the M2 Triennial Performance Assessment Final Report and the M2 Quarterly Revenue & Expenditure Report. The TOC received presentations on the M2 Quarterly Progress Report and the M2 Ten-Year Review Framework. Additionally, staff provided updates on M2 Bond Refinancing and the I-5 South County Improvements Project.

Two subcommittees assist the TOC with their safeguard responsibilities: the Annual Eligibility Review (AER) Subcommittee and the Audit Subcommittee. The AER Subcommittee meets a few times per year, as needed, to receive and review the following documents submitted by local jurisdictions to be deemed eligible to receive M2 funding: Congestion Management Program, Mitigation Fee Program, Local Signal Synchronization Plan, Pavement Management Plan, and Expenditure Reports. The next meeting is anticipated to be held in mid-2025. The Audit Subcommittee meets as needed and is responsible for reviewing the quarterly M2 Revenue and Expenditure Reports and the annual M2 Audit, as well as any other items related to M2 audits. The next meeting is anticipated to be held in May 2025.

M2 FINANCING AND SCHEDULE OF FUNDING

Contact: Sam Kaur, Revenue and Grants • (714) 560-5889

Revenue Forecast and Collection

OCTA contracts with three universities (Chapman University; California State University, Fullerton; and University of California, Los Angeles) to provide a long-range forecast of taxable sales to forecast M2 revenues for purposes of planning projects and program expenditures.

In the past, OCTA averaged the three university taxable sales projections to develop a long-range forecast of M2 taxable sales. On March 28, 2016, the Board approved a revised sales tax forecast methodology as part of the FY 2016-17 budget development process. This methodology includes a more conservative approach by utilizing the MuniServices, LLC forecast for the first five years and the three-university average for the remaining years.

OCTA continuously monitors actual sales tax receipts, and revenue forecast information is provided by MuniServices, LLC quarterly. As required by law, OCTA pays the California Department of Tax and Fee Administration a fee to collect the sales tax. The M2 Ordinance estimated this fee to be 1.5 percent of the revenues collected over the life of the program.



Current Forecast

Originally, the 2005 projections for M2 sales tax collections were anticipated at \$24.3 billion. The current revised total nominal sales tax collections over the life of M2 is estimated to be \$14 billion, which represents a year-over-year decrease of \$800 million in forecasted sales tax when compared to last year's forecast.

OCTA remains in a strong position supported by healthy reserve levels and economic uncertainty forecasted within the program, which provide a financial cushion against the revenue shortfall and/or a potential increase in cost. The agency is actively monitoring various factors, including inflation, interest rates, and demographic changes in Orange County to assess their potential impact on sales tax revenues. In light of the revenue decline and economic uncertainties, OCTA prioritizes fiscal stewardship and proactive financial planning to ensure our commitment to the public; promises made, promises kept.

MuniServices, LLC and the three universities are scheduled to present their sales tax forecast updates to the F&A Committee in spring/summer 2025. The next updated forecast is anticipated to be presented to the Board in September 2025. As a reference, the adopted growth rate is 3.3 percent for FY 2024-25.

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Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2025 (Unaudited) Schedule 1

Period from Quarter Ended Year to Date Inception to Jan 1, 2025 - Mar 31, 2025 2024 - Mar 31, Mar 31, 2025 (\$ in thousands) Revenues: \$ \$ 4,698,204 Sales taxes 114 990 325 734 \$ Other agencies' share of Measure M2 costs: Project related 14,706 36,438 896,862 Non-project related 454 Interest: Operating: Project related 112 2,101 9,203 Non-project related 9,451 25,523 138,791 Bond proceeds 2,870 3,624 104,570 Debt service 417 952 4,021 Commercial paper 393 Right-of-way leases 332 2,049 Project related 99 Non-project related Proceeds on sale of assets held for resale 13.428 Donated assets held for resale Project related 2,071 Miscellaneous: Project related 331 Non-project related Total revenues 142,645 394,704 5,870,523 Expenditures: Supplies and services: 770 44,542 Sales tax administration fees 2.310 Professional services: Project related 7,990 19,258 598,834 Non-project related 1,082 40,946 615 Administration costs: Project related 3,350 10,048 140,659 Non-project related: Salaries and Benefits 1,244 3,513 48,370 Other 2,196 6,587 82,824 Other: Project related 7 182 187 394 Non-project related Payments to local agencies: 854 893 6,352 Project related 38,752 77,367 1,505,717 Capital outlay: Project related 26,328 46,678 2,448,074 Non-project related Debt service: Principal payments on long-term debt 21.950 21.950 138.355 Interest on long-term debt and commercial paper 16,453 32,906 386,436 Total expenditures 120,689 222,986 5,448,322 Excess (deficiency) of revenues over (under) expenditures 21,956 171,718 422,201 Other financing sources (uses): Transfers out: Project related (4,463)43,461 (692,444)Transfers in: Project related 150,727 153,604 517.992 Bond proceeds 263.978 263,978 1.068.603 Payment to refunded bond escrow agent (267.767)(267.767)(312,829)Total other financing sources (uses) 142,475 193,276 581,322 Excess (deficiency) of revenues over (under) expenditures and other sources (uses) 164,431 364,994 1,003,523



Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2025 (Unaudited) Schedule 2

| (\$ in thousands) | | arter Ended 25 - Mar 31, 2025 (actual) | | ear to Date 124 - Mar 31, 2025 (actual) | | Period from Inception through Mar 31, 2025 (actual) | | Period from April 1, 2025 through larch 31, 2041 (forecast) | | Total |
|--|----|--|----|---|----|---|----|---|----|------------|
| D | | | | (C.1) | | (D.1) | | (E.1) | | (F.1) |
| Revenues: Sales taxes | \$ | 114,990 | \$ | 325,734 | \$ | 4,698,204 | \$ | 9,249,331 | \$ | 13,947,535 |
| Operating interest | • | 9,451 | • | 25,523 | • | 138,791 | Ψ. | 648,133 | • | 786,924 |
| Subtotal | | 124,441 | | 351,257 | | 4,836,995 | | 9,897,464 | | 14,734,459 |
| Other agencies share of M2 costs | | _ | | _ | | 454 | | _ | | 454 |
| Right-of-way leases | | - | | _ | | 17 | | _ | | 17 |
| Miscellaneous | | - | | - | | 129 | | - | | 129 |
| Total revenues | | 124,441 | | 351,257 | | 4,837,595 | | 9,897,464 | - | 14,735,059 |
| Administrative expenditures: | | | | | | | | | | |
| Sales tax administration fees | | 770 | | 2,310 | | 44,542 | | 71,491 | | 116,033 |
| Professional services | | 615 | | 1,082 | | 37,171 | | 73,773 | | 110,944 |
| Administration costs: | | | | | | | | | | |
| Salaries and Benefits | | 1,244 | | 3,513 | | 48,370 | | 95,104 | | 143,474 |
| Other | | 2,196 | | 6,587 | | 82,824 | | 162,714 | | 245,538 |
| Other | | 38 | | 77 | | 2,516 | | 5,005 | | 7,521 |
| Payments to local agencies: | | | | | | | | | | |
| Capital outlay | | | | | | 31 | | | | 31 |
| Environmental cleanup | | 78 | | 1,425 | | 53,494 | | 184,957 | | 238,451 |
| Total expenditures | - | 4,941 | - | 14,994 | | 268,948 | | 593,044 | _ | 861,992 |
| Net revenues | \$ | 119,500 | \$ | 336,263 | \$ | 4,568,647 | \$ | 9,304,420 | \$ | 13,873,067 |
| | | | | (C.2) | | (D.2) | | (E.2) | | (F.2) |
| Financing expenditures: Debt interest expense | | 16,453 | | 32,906 | | 386,436 | | 307,471 | | 693,907 |
| Professional services | | 10,455 | | 32,900 | | 3,775 | | 307,471 | | 3,775 |
| Other | | 816 | | 816 | | 3,836 | | _ | | 3,836 |
| Total financing expenditures | | 17,269 | - | 33,722 | - | 394,047 | | 307,471 | | 701,518 |
| Interest revenue: | | | | | | | | | | |
| Interest revenue from bond proceeds | | 2,870 | | 3,624 | | 104,570 | | 53,675 | | 158,245 |
| Interest revenue from debt service funds | | 417 | | 952 | | 4,021 | | 12,868 | | 16,889 |
| Interest revenue from commercial paper | | - | | - | | 393 | | - | | 393 |
| Total bond revenues | | 3,287 | | 4,576 | | 108,984 | | 66,543 | | 175,527 |
| | | | | | | | | | | |



Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2025 (Unaudited) Schedule 3

| Project | Description | Total Net Revenues Inception to March 31, 2041 (actual) + (forecast) | | Net Revenues Inception to Mar 31, 2025 (actual) | | Expenditures Inception to Mar 31, 2025 (actual) | | Reimbursements Inception to Mar 31, 2025 (actual) | | (J) - (K) = (L) Net M2 Cost Inception to Mar 31, 2025 (actual) |
|---------|--|---|----|--|----|--|----|--|----------|--|
| | (G) (\$ in thousands) | (H) | | (1) | | (J) | | (K) | | (L) |
| | Freeways (43% of Net Revenue | s) | | | | | | | | |
| ^ | L.C. Conta Ana Francisco Internal anno Incompany | F4C 000 | œ. | 400.074 | Φ. | 40.000 | Φ. | 0.700 | • | 0.400 |
| A B | I-5 Santa Ana Freeway Interchange Improvements \$ I-5 Santa Ana/SR-55 to El Toro | 546,809 349,259 | \$ | 180,074 115,017 | \$ | 10,908 39,786 | \$ | 8,786 23,955 | \$ | 2,122 15,831 |
| С | I-5 San Diego/South of El Toro | 729,466 | | 240,226 | | 439,495 | | 53,042 | | 386,453 |
| D | I-5 Santa Ana/San Diego Interchange Upgrades | 300,163 | | 98,849 | | 3,250 | | 53,042 | | 2,723 |
| E | SR-22 Garden Grove Freeway Access Improvements | 139,611 | | 96,649 45,976 | | 3,230 5 | | 521 | | 2,723 |
| F | SR-55 Costa Mesa Freeway Improvements | 425,813 | | 140,228 | | 158,240 | | - 75,416 | | 82,824 |
| G | SR-57 Orange Freeway Improvements | 300,977 | | 99,117 | | 60,038 | | 15,073 | | 44,965 |
| Н | SR-91 Improvements from I-5 to SR-57 | 162.879 | | 53.639 | | 34,961 | | 824 | | 34,137 |
| 1 | SR-91 Improvements from SR-57 to SR-55 | 484,566 | | 159.576 | | 76.072 | | 73.082 | | 2,990 |
| J | SR-91 Improvements from SR-55 to County Line | 409.757 | | 134,940 | | 18.646 | | 17,158 | | 1,488 |
| K | I-405 Improvements between I-605 to SR-55 | 1,248,121 | | 411,028 | | 1,686,661 | | 308,649 | | 1,378,012 |
| L | I-405 Improvements between SR-55 to I-5 | 371,946 | | 122,488 | | 9,250 | | 6,954 | | 2,296 |
| M | I-605 Freeway Access Improvements | 23,268 | | 7,663 | | 9,250 9,155 | | 16 | | 9,139 |
| N | All Freeway Service Patrol | 174,513 | | 57,470 | | 16,945 | | 10 | | 16,945 |
| IN | Freeway Mitigation | 298,271 | | 98,226 | | 63,374 | | 10,051 | | 53,323 |
| | Treeway Miligation | 290,271 | | 90,220 | | 03,374 | | 10,031 | _ | 33,323 |
| | Subtotal Projects | 5,965,419 | | 1,964,517 | | 2,626,786 | | 593,533 | | 2,033,253 |
| | Net Finance Expenditures | - | | - | | 195,669 | | - | | 195,669 |
| | Total Francisco | E 065 440 | \$ | 1 064 517 | • | 2 922 455 | • | E02 E22 | \$ | 2 220 022 |
| | Total Freeways <u>\$</u> | 5,965,419 | Ф | 1,964,517 | \$ | 2,822,455 | \$ | 593,533 | Ф | 2,228,922 53.3% |
| | Street and Roads Projects (32% of Net I | Revenues) | | | | | | | | |
| | | | _ | | | | | | _ | |
| 0 | Regional Capacity Program \$ | | \$ | 456,871 | \$ | 834,212 | \$ | 507,884 | \$ | 326,328 |
| P | Regional Traffic Signal Synchronization Program | 554,905 | | 182,740 | | 127,975 | | 25,244 | | 102,731 |
| Q | Local Fair Share Program | 2,497,152 | | 822,356 | | 794,420 | | 77 | _ | 794,343 |
| | Subtotal Projects | 4,439,381 | | 1,461,967 | | 1,756,607 | | 533,205 | | 1,223,402 |
| | Net Finance Expenditures | - | | - | | 57,331 | | - | | 57,331 |
| | Total Street and Roads Projects \$ | 4,439,381 | \$ | 1,461,967 | \$ | 1,813,938 | \$ | 533,205 | \$ | 1,280,733 |
| | % | ., , | | , , ,,, | | , , - 30 | ÷ | 222,230 | <u>-</u> | 30.6% |



Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2025 (Unaudited) Schedule 3

| Project | Description (G) (\$\sin \text{ thousands}\$) Transit Projects (25% of Net Re | l (ad | Ital Net Revenues Inception to March 31, 2041 Ctual) + (forecast) (H) | | Net Revenues Inception to Mar 31, 2025 (actual) | | Expenditures Inception to Mar 31, 2025 (actual) | | Reimbursements Inception to Mar 31, 2025 (actual) (K) | | (J) - (K) = (L) Net M2 Cost Inception to Mar 31, 2025 (actual) |
|--------------|---|--|---|----|--|----|--|----|---|----|--|
| R | High Frequency Metrolink Service | \$ | 1,383,633 | \$ | 443,066 | \$ | 465,300 | \$ | 99,845 | \$ | 365,455 |
| S | Transit Extensions to Metrolink | • | 1,224,670 | • | 403,306 | • | 220,998 | • | 151,974 | • | 69,024 |
| Т | Metrolink Gateways | | 70,908 | | 41,707 | | 98,220 | | 60,956 | | 37,264 |
| U | Expand Mobility Choices for Seniors and Persons | | | | | | | | | | |
| | with Disabilities | | 481,051 | | 152,652 | | 147,405 | | 88 | | 147,317 |
| V | Community Based Transit/Circulators | | 277,388 | | 91,349 | | 22,557 | | 1,998 | | 20,559 |
| W | Safe Transit Stops | | 30,617 | | 10,083 | | 1,543 | | 26 | | 1,517 |
| | Subtotal Projects | | 3,468,267 | | 1,142,163 | | 956.023 | | 314,887 | | 641,136 |
| | Net Finance Expenditures | | - | | - | | 32,063 | | - | | 32,063 |
| | Total Transit Projects % | \$ | 3,468,267 | \$ | 1,142,163 | \$ | 988,086 | \$ | 314,887 | \$ | 673,199 16.1% |
| | Measure M2 Program | \$ | 13,873,067 Total Revenues Inception to | \$ | 4,568,647 Revenues Inception to | \$ | 5,624,479 Expenditures Inception to | \$ | 1,441,625 Reimbursements Inception to | \$ | 4,182,854 Net M2 Cost Inception to |
| | | - 1 | March 31 2041 | | • | | | | • | | |
| Proiect | Description | | March 31, 2041 ctual) + (forecast) | | Mar 31, 2025 | | Mar 31, 2025 | | Mar 31, 2025 | | Mar 31, 2025 |
| Project | Description (G) (\$\\$ in thousands) Environmental Cleanup (2% of F | (ad | ctual) + (forecast) (H.1) | | • | | | | • | | |
| | (G) (\$ in thousands) Environmental Cleanup (2% of F | (ad | ctual) + (forecast) (H.1) | | Mar 31, 2025 (actual) | | Mar 31, 2025 (actual) | | Mar 31, 2025 (actual) | | Mar 31, 2025 (actual) |
| Project X | (G) (\$ in thousands) | (ad | ctual) + (forecast) (H.1) | \$ | Mar 31, 2025 (actual) | \$ | Mar 31, 2025 (actual) | \$ | Mar 31, 2025 (actual) | \$ | Mar 31, 2025 (actual) |
| | (G) (\$\sin thousands) Environmental Cleanup (2% of F | (ad | (H.1) | \$ | Mar 31, 2025 (actual) (I.1) | \$ | Mar 31, 2025 (actual) (J) | \$ | Mar 31, 2025 (actual) (K) | | Mar 31, 2025 (actual) (L) |
| | (G) (\$\(\sigma\) in thousands) Environmental Cleanup (2% of F Clean Up Highway and Street Runoff that Pollutes Beaches | (ad | (H.1) | \$ | Mar 31, 2025 (actual) (I.1) | \$ | Mar 31, 2025 (actual) (J) | \$ | Mar 31, 2025 (actual) (K) | | Mar 31, 2025 (actual) (L) |
| | (G) (\$\\$ in thousands) Environmental Cleanup (2% of F Clean Up Highway and Street Runoff that Pollutes Beaches Net Finance Expenditures Total Environmental Cleanup | (added to the control of the control | (H.1) s) 294,689 | | Mar 31, 2025 (actual) (1.1) 96,740 | | Mar 31, 2025 (actual) (J) 53,494 | | Mar 31, 2025 (actual) (K) 311 | \$ | Mar 31, 2025 (actual) (L) 53,183 |
| | (G) (\$\(\sigma\) in thousands) Environmental Cleanup (2% of F Clean Up Highway and Street Runoff that Pollutes Beaches Net Finance Expenditures Total Environmental Cleanup % | (added to the control of the control | (H.1) s) 294,689 | | Mar 31, 2025 (actual) (1.1) 96,740 | | Mar 31, 2025 (actual) (J) 53,494 | | Mar 31, 2025 (actual) (K) 311 | \$ | Mar 31, 2025 (actual) (L) 53,183 |



| M2 Funds | | | | | | |
|------------------|-------------|----------------|--|--|--|--|
| ENTITY | 3RD QUARTER | FUNDS TO DATE | | | | |
| ENIIIT | FY 2024-25 | FUNDS TO DATE | | | | |
| ALISO VIEJO | \$329,977 | \$9,792,710 | | | | |
| ANAHEIM | \$2,840,053 | \$82,490,045 | | | | |
| BREA | \$478,985 | \$14,095,968 | | | | |
| BUENA PARK | \$0 | \$20,145,666* | | | | |
| COSTA MESA | \$1,215,449 | \$36,035,795 | | | | |
| CYPRESS | \$414,966 | \$12,847,955 | | | | |
| DANA POINT | \$280,952 | \$8,279,738 | | | | |
| FOUNTAIN VALLEY | \$513,080 | \$15,287,598 | | | | |
| FULLERTON | \$1,085,986 | \$32,253,737 | | | | |
| GARDEN GROVE | \$1,228,240 | \$36,715,471 | | | | |
| HUNTINGTON BEACH | \$1,575,871 | \$47,954,002 | | | | |
| IRVINE | \$2,625,085 | \$69,841,030 | | | | |
| LAGUNA BEACH | \$204,444 | \$6,223,195 | | | | |
| LAGUNA HILLS | \$269,971 | \$8,318,570 | | | | |
| LAGUNA NIGUEL | \$539,546 | \$16,360,763 | | | | |
| LAGUNA WOODS | \$107,890 | \$3,163,886 | | | | |
| LA HABRA | \$435,057 | \$13,079,415 | | | | |
| LAKE FOREST | \$669,696 | \$19,808,425 | | | | |
| LA PALMA | \$114,822 | \$3,791,119 | | | | |
| LOS ALAMITOS | \$105,598 | \$3,192,939 | | | | |
| MISSION VIEJO | \$729,120 | \$22,663,776 | | | | |
| NEWPORT BEACH | \$870,094 | \$26,953,218 | | | | |
| ORANGE | \$0 | \$37,594,603** | | | | |
| PLACENTIA | \$392,690 | \$11,485,299 | | | | |



| M2 Funds | | | | | | | |
|------------------------|---------------------------|---------------|--|--|--|--|--|
| ENTITY | 3RD QUARTER FY 2024-25 | FUNDS TO DATE | | | | | |
| RANCHO SANTA MARGARITA | \$339,509 | \$10,391,896 | | | | | |
| SAN CLEMENTE | \$466,776 | \$14,009,297 | | | | | |
| SAN JUAN CAPISTRANO | \$314,643 | \$9,403,218 | | | | | |
| SANTA ANA | \$2,188,224 | \$67,659,898 | | | | | |
| SEAL BEACH | \$193,739 | \$6,027,606 | | | | | |
| STANTON | \$250,987 | \$7,385,663 | | | | | |
| TUSTIN | \$766,669 | \$22,362,680 | | | | | |
| VILLA PARK | \$42,929 | \$1,287,210 | | | | | |
| WESTMINSTER | \$670,771 | \$20,842,620 | | | | | |
| YORBA LINDA | \$494,737 | \$14,900,063 | | | | | |
| COUNTY UNINCORPORATED | \$1,978,442 | \$51,938,462 | | | | | |
| TOTAL M2 FUNDS | \$24,734,998 | \$784,583,534 | | | | | |

^{*} Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

^{**} On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting. Withheld funds are listed below.

| ENTITY | 3RD QUARTER FY 2024-25 | FUNDS TO DATE |
|-------------------------|---------------------------|---------------|
| BUENA PARK | \$760,903 | \$1,821,452 |
| ORANGE | \$1,360,985 | \$3,291,596 |
| TOTAL M2 FUNDS WITHHELD | \$2,121,888 | \$5,113,048 |



Green = Forecast milestone meets or exceeds plan

Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

| | Cost Baseline/Forecast | | | edule orecast | |
|---|------------------------|---------------|----------|------------------|--------------|
| Capital Projects | Daseille/Fulecast | Complete | Complete | Torecast | Complete |
| | (millions) | Environmental | Design | Award Contract | Construction |
| Freeway Projects: | | | | | |
| I-5, SR-55 to SR-57 | \$38.1 | Jun-13 | Mar-17 | Dec-17 | Apr-21 |
| Project A | \$38.9 | Apr-15 | Jun-17 | Nov-18 | Jan-21 |
| I-5, I-405 to Yale Avenue | \$280.6 | Aug-18 | May-24 | Feb-26 | Sep-29 |
| Project B | \$388.1 | Jan-20 | Nov-24 | Nov-25 | Jun-29 |
| I-5, Yale Avenue to SR-55 | \$238.3 | Aug-18 | Feb-25 | Mar-26 | Sep-29 |
| Project B | \$327.9 | Jan-20 | Aug-24 | Jan-26 | Nov-29 |
| I-5, Pico to Vista Hermosa | \$113.0 | Dec-11 | Oct-13 | Dec-14 | Aug-18 |
| Project C | \$83.6 | Oct-11 | Oct-13 | Dec-14 | Aug-18 |
| I-5, Vista Hermosa to Pacific Coast Highway | \$75.6 | Dec-11 | Feb-13 | Dec-13 | Mar-17 |
| Project C | \$75.3 | Oct-11 | May-13 | Jun-14 | Jul-17 |
| I-5, Pacific Coast Highway to San Juan Creek Road | \$70.7 | Dec-11 | Jan-13 | Oct-13 | Sep-16 |
| Project C | \$74.3 | Oct-11 | Jan-13 | Dec-13 | Jul-18 |
| I-5, SR-73 to Oso Parkway | \$151.9 | Jun-14 | Jan-18 | Dec-18 | Apr-25 |
| Project C & D | \$229.4 | May-14 | Aug-18 | Dec-19 | Apr-25 |
| I-5, Oso Parkway to Alicia Parkway | \$196.2 | Jun-14 | Jun-17 | Jun-18 | Nov-23 |
| Project C & D | \$230.3 | May-14 | Dec-17 | Mar-19 | Dec-24 |
| I-5, Alicia Parkway to El Toro Road | \$133.6 | Jun-14 | Jun-18 | May-19 | Oct-24 |
| Project C | \$227.3 | May-14 | May-19 | Sep-20 | Jul-25 |
| I-5, SR-73 to El Toro Road (Landscape) | TBD | N/A | N/A | N/A | N/A |
| Project C | \$12.4 | N/A | Oct-24 | May-25 | Feb-27 |
| I-5, I-5/El Toro Road Interchange | TBD | Apr-26 | TBD | TBD | TBD |
| Project D | TBD | Feb-27 | TBD | TBD | TBD |

^{*}Status through March 2025. For detailed project information, please refer to the individual project section within this report.

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

Yellow = Forecast milestone is one to three months later than plan

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

| Capital Projects | Cost Baseline/Forecast | | | edule Forecast | |
|---|------------------------|---------------------------|--------------------|-------------------|--------------------------|
| Capital Flojects | (millions) | Complete Environmental | Complete Design | Award Contract | Complete Construction |
| I-5, I-5/Ortega Interchange | \$90.9 | Jun-09 | Nov-11 | Aug-12 | Sep-15 |
| Project D | \$79.8 | Jun-09 | Dec-11 | Aug-12 | Jan-16 |
| I-5, I-5/Ortega Interchange (Landscape) | N/A | N/A | N/A | N/A | N/A |
| Project D | N/A | N/A | Oct-14 | Sep-15 | Sep-16 |
| SR-55, I-405 to I-5 | \$410.9 | Nov-13 | Apr-20 | May-22 | Feb-27 |
| Project F | \$505.7 | Aug-17 | Apr-20 | May-22 | Feb-27 |
| SR-55, I-5 to SR-91 | \$131.3 | Jan-20 | Jul-25 | Jul-26 | Oct-29 |
| Project F | \$202.1 | Mar-20 | Dec-25 | Apr-27 | Jul-30 |
| SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue | \$71.8 | Dec-18 | Jul-24 | Nov-25 | Jun-28 |
| Project G | \$135.4 | Mar-19 | Aug-24 | Aug-25 | Jun-28 |
| SR-57 (NB), Katella Avenue to Lincoln Avenue | \$78.7 | Jul-09 | Nov-10 | Aug-11 | Sep-14 |
| Project G | \$38.0 | Nov-09 | Dec-10 | Oct-11 | Apr-15 |
| SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape) | N/A | N/A | N/A | N/A | N/A |
| Project G | N/A | N/A | Jul-10 | Sep-17 | Jun-18 |
| SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard | \$80.2 | Dec-07 | Dec-09 | Oct-10 | May-14 |
| Project G | \$52.3 | Dec-07 | Jul-09 | Oct-10 | Nov-14 |
| SR-57 (NB), Yorba Linda Boulevard to Lambert Road | \$79.3 | Dec-07 | Dec-09 | Oct-10 | Sep-14 |
| Project G | \$54.1 | Dec-07 | Jul-09 | Oct-10 | May-14 |
| SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape) | N/A | N/A | N/A | N/A | N/A |
| Project G | N/A | N/A | Aug-17 | Feb-18 | Apr-19 |
| SR-57 (NB), Lambert Road to Tonner Canyon | TBD | TBD | TBD | TBD | TBD |
| Project G | TBD | Mar-29 | TBD | TBD | TBD |

^{*}Status through March 2025. For detailed project information, please refer to the individual project section within this report.



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Non-bolded = Planned/Baseline

| | Cost | | | edule | |
|--|-------------------|---------------------------|--------------------|----------------|-----------------------|
| Capital Projects | Baseline/Forecast | 0 | | orecast | 0 |
| , , | (millions) | Complete Environmental | Complete Design | Award Contract | Complete Construction |
| SR-91 Westbound (WB), I-5 to SR-57 | \$78.1 | Apr-10 | Feb-12 | Nov-12 | Apr-16 |
| Project H | \$59.2 | Jun-10 | Apr-12 | Jan-13 | Jun-16 |
| SR-91 Westbound (WB), I-5 to SR-57 (Landscape) | N/A | N/A | N/A | N/A | N/A |
| Project H | N/A | N/A | Aug-16 | Mar-17 | Nov-17 |
| SR-91, SR-55 to Lakeview Avenue (Segment 1) | \$108.6 | Oct-18 | Jan-23 | Feb-24 | Mar-28 |
| Project I | \$140.7 | Jun-20 | Mar-23 | Jan-25 | Mar-28 |
| SR-91, La Palma Avenue to SR-55 (Segment 2) | \$208.4 | Oct-18 | Jul-23 | Jul-24 | Mar-28 |
| Project I | \$380.7 | Jun-20 | Jan-25 | Mar-26 | Jul-30 |
| SR-91, Acacia Street to La Palma Ave (Segment 3) | \$147.7 | Oct-18 | Apr-24 | Apr-25 | Sep-28 |
| Project I | \$257.5 | Jun-20 | Oct-24 | Dec-25 | Jun-29 |
| SR-91 (WB), Tustin Interchange to SR-55 | \$49.9 | Jul-11 | Mar-13 | Oct-13 | Jul-16 |
| Project I | \$42.5 | May-11 | Feb-13 | Oct-13 | Jul-16 |
| SR-91, SR-55 to SR-241 | \$128.4 | Jul-09 | Jan-11 | Sep-11 | Dec-12 |
| Project J | \$79.7 | Apr-09 | Aug-10 | May-11 | Mar-13 |
| SR-91, SR-55 to SR-241 (Landscape) | N/A | N/A | N/A | N/A | N/A |
| Project J | N/A | N/A | Feb-13 | Oct-13 | Feb-15 |
| SR-91 Eastbound, SR-241 to SR-71 | \$104.5 | Dec-07 | Dec-08 | Jul-09 | Nov-10 |
| Project J | \$57.8 | Dec-07 | Dec-08 | Aug-09 | Jan-11 |
| SR-91 EB Corridor Operations Project (SR-241 to SR-71) | TBD | N/A | N/A | N/A | N/A |
| Project J | TBD | Sep-25 | TBD | TBD | TBD |
| I-405, SR-55 to I-605 (Design-Build) | \$2,160.0 | Mar-13 | Nov-15 | Nov-16 | Feb-24 |
| Project K | \$2,160.0 | May-15 | Nov-15 | Nov-16 | Feb-24 |

^{*}Status through March 2025. For detailed project information, please refer to the individual project section within this report.

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Non-bolded = Planned/Baseline

| Capital Projects | Cost Baseline/Forecast | | | edule Forecast | |
|---|---------------------------|---------------------------|--------------------|-------------------|-----------------------|
| Capital Flojects | (millions) | Complete Environmental | Complete Design | Award Contract | Complete Construction |
| I-405, I-5 to SR-55 | TBD | Jul-18 | TBD | TBD | TBD |
| Project L | TBD | Aug-18 | TBD | TBD | TBD |
| I-605, I-605/Katella Interchange | \$29.0 | Nov-18 | Mar-23 | Feb-24 | Nov-25 |
| Project M | \$53.0 | Oct-18 | Jan-23 | Apr-25 | Jan-27 |
| Grade Separation Projects: | | | | | |
| Raymond Avenue Railroad Grade Separation | \$77.2 | Nov-09 | Aug-12 | May-13 | Aug-18 |
| Project O | \$126.2 | Nov-09 | Dec-12 | Feb-14 | May-18 |
| State College Boulevard Railroad Grade Separation (Fullerton) | \$73.6 | Jan-11 | Aug-12 | May-13 | May-18 |
| Project O | \$99.6 | Apr-11 | Feb-13 | Feb-14 | Mar-18 |
| Placentia Avenue Railroad Grade Separation | \$78.2 | May-01 | Mar-10 | Jun-11 | Nov-14 |
| Project O | \$64.5 | May-01 | Jun-10 | Jul-11 | Dec-14 |
| Kraemer Boulevard Railroad Grade Separation | \$70.4 | Sep-09 | Jul-10 | Aug-11 | Oct-14 |
| Project O | \$63.8 | Sep-09 | Jul-10 | Sep-11 | Dec-14 |
| Orangethorpe Avenue Railroad Grade Separation | \$117.4 | Sep-09 | Dec-11 | May-12 | Sep-16 |
| Project O | \$105.9 | Sep-09 | Oct-11 | Jan-13 | Oct-16 |
| Tustin Avenue/Rose Drive Railroad Grade Separation | \$103.0 | Sep-09 | Dec-11 | Aug-12 | May-16 |
| Project O | \$96.6 | Sep-09 | Jul-11 | Feb-13 | Oct-16 |
| Lakeview Avenue Railroad Grade Separation | \$70.2 | Sep-09 | Oct-11 | May-13 | Mar-17 |
| Project O | \$110.7 | Sep-09 | Jan-13 | Nov-13 | Jun-17 |
| 17th Street Railroad Grade Separation | TBD | Jun-16 | TBD | TBD | TBD |
| Project R | TBD | Nov-17 | TBD | TBD | TBD |
| Sand Canyon Avenue Railroad Grade Separation | \$55.6 | Sep-03 | Jul-10 | Feb-11 | May-14 |
| Project R | \$61.9 | Sep-03 | Jul-10 | Feb-11 | Jan-16 |

^{*}Status through March 2025. For detailed project information, please refer to the individual project section within this report.



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Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

| | Cost | | | edule | |
|---|-------------------|---------------|--------------------|----------------|--------------|
| Capital Projects | Baseline/Forecast | Complete | Plan/F Complete | orecast | Complete |
| | (millions) | Environmental | Design | Award Contract | Construction |
| Transit Projects: | | | | | |
| Rail-Highway Grade Crossing Safety Enhancement | \$94.4 | Oct-08 | Sep-08 | Aug-09 | Dec-11 |
| Project R | \$90.4 | Oct-08 | Sep-08 | Aug-09 | Dec-11 |
| San Clemente Beach Trail Safety Enhancements | \$6.0 | Jul-11 | Apr-12 | Oct-12 | Jan-14 |
| Project R | \$5.0 | Jul-11 | Jun-12 | May-13 | Mar-14 |
| Emergency Track Stabilization at MP206.8 | N/A | N/A | N/A | N/A | N/A |
| Project R | \$23.3 | N/A | N/A | Oct-22 | Aug-23 |
| San Juan Capistrano Passing Siding | \$25.3 | Jan-13 | May-16 | Dec-16 | Feb-21 |
| | \$33.2 | Mar-14 | Aug-18 | Mar-19 | Nov-20 |
| Placentia Metrolink Station and Parking Structure | \$34.8 | May-07 | Jan-11 | TBD | TBD |
| Project R | \$40.1 | May-07 | Feb-11 | TBD | TBD |
| Anaheim Canyon Station | \$27.9 | Dec-16 | May-19 | Nov-19 | Jan-23 |
| | \$34.2 | Jun-17 | Oct-20 | Mar-21 | Jan-23 |
| Orange Station Parking Expansion | \$33.2 | Dec-12 | Apr-13 | Nov-16 | Feb-19 |
| | \$30.9 | May-16 | Apr-16 | Jun-17 | Feb-19 |
| Fullerton Transportation Center - Elevator Upgrades | \$3.5 | N/A | Dec-13 | Sep-14 | Mar-17 |
| | \$4.2 | N/A | Dec-13 | Apr-15 | May-19 |
| Laguna Niguel/Mission Viejo Station ADA Ramps | \$3.5 | Jan-14 | Aug-14 | Jan-15 | Apr-17 |
| | \$5.2 | Feb-14 | Jul-15 | Oct-15 | Sep-17 |
| OC Streetcar | \$671.4 | Mar-12 | Sep-17 | Aug-18 | Mar-26 |
| Project S | \$671.4 | Mar-15 | Nov-17 | Sep-18 | Mar-26 |
| Anaheim Regional Transportation Intermodal Center | \$227.4 | Feb-11 | Feb-12 | Jul-12 | Nov-14 |
| Project R & T | \$232.2 | Feb-12 | May-12 | Sep-12 | Dec-14 |

^{*}Status through March 2025. For detailed project information, please refer to the individual project section within this report.

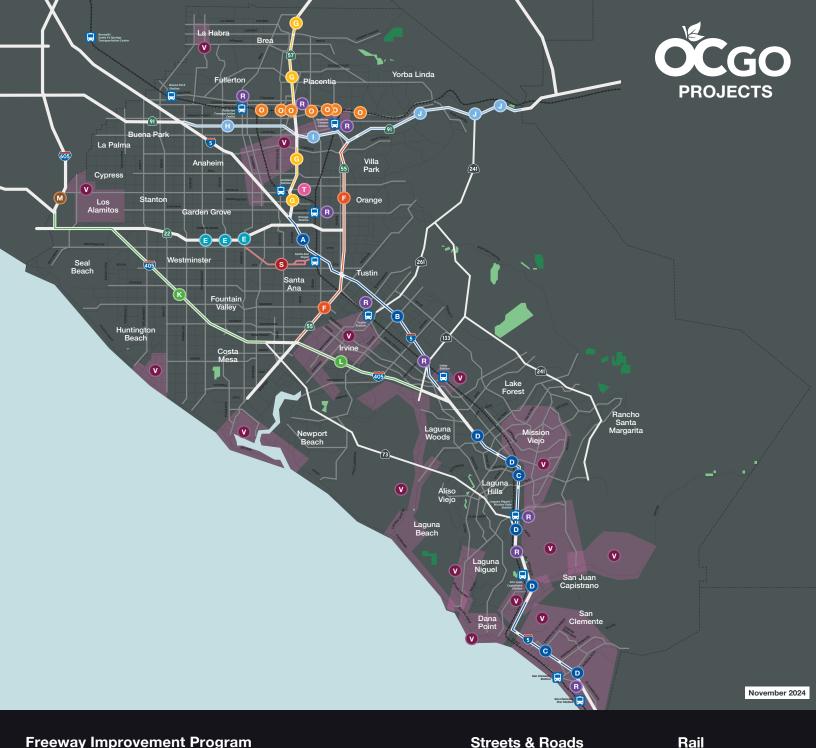
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| Americans with Disabilities Act | ADA |
|---|-------------------|
| Anaheim Regional Transportation Intermodal Center | ARTIC |
| Annual Eligibility Review | AER |
| Board of Directors | Board |
| BNSF Railway Company | BNSF |
| California Department of Transportation | Caltrans |
| Conservation Properties | Preserves |
| Construction and Maintenance | C&M |
| Coronavirus | COVID-19 |
| Comprehensive Transportation Funding Program | CTFP |
| Early Action Plan | EAP |
| Environmental Cleanup Allocation Committee | ECAC |
| Environmental Cleanup Program | ECP |
| Environmental Document | ED |
| Environmental Mitigation Program | EMP |
| Environmental Oversight Committee | EOC |
| Fire Management Plan | FMP |
| Fiscal Year | FY |
| Freeway Service Patrol | FSP |
| High-Occupancy Vehicle | HOV |
| Interstate 5 | I-5 |
| Interstate 405 | I-405 |
| Interstate 605 | I-605 |
| Local Fair Share | LFS |
| Los Angeles – San Diego – San Luis Obispo | LOSSAN |
| Maintenance and Storage Facility | MSF |
| Measure M | M1 |
| Measure M2 or Renewed Measure M | M2 |
| Metrolink Service Expansion Program | MSEP |
| Mile Post | MP |
| Next 10 Delivery Plan | Next 10 Plan |
| Natural Community Conservation Plan/Habitat Conservation Plan | Conservation Plan |



| Orange County Flood Control District | OCFCD |
|--|--------------|
| Orange County Transportation Authority | OCTA |
| Orange County Unified Transportation Trust | OCUTT |
| Ordinance No. 3 | M2 Ordinance |
| Overhead Contact System | OCS |
| Pacific Coast Highway | PCH |
| Program Management Office | PMO |
| Project Study Report-Project Development Support | PSR-PDS |
| Project Report | PR |
| Resource Management Plan | RMP |
| Right-of-Way | ROW |
| Riverside County Transportation Commission | RCTC |
| Santa Ana Regional Transportation Center | SARTC |
| Senior Mobility Program | SMP |
| Senior Non-Emergency Medical Transportation | SNEMT |
| Interregional Transportation Improvement Plan | ITIP |
| State Route 22 | SR-22 |
| State Route 55 | SR-55 |
| State Route 57 | SR-57 |
| State Route 71 | SR-71 |
| State Route 74 | SR-74 |
| State Route 91 | SR-91 |
| State Route 241 | SR-241 |
| Southern California Regional Rail Authority | Metrolink |
| Taxpayer Oversight Committee | TOC |
| To Be Determined | TBD |
| Transit and Intercity Rail Capital Program | TIRCP |
| Transportation Investment Plan | Plan |
| | |



Freeway Improvement Program

Interstate 5 (I-5) Projects

- A SR-55 to SR-57
- B I-405 to SR-55
- C SR-73 to El Toro Road
- C Avenida Pico to San Juan Creek Road
- D Highway Interchanges

State Route 22 (SR-22) Projects

E Access Improvements

State Route 55 (SR-55) Projects

- (F) I-405 to I-5
- I-5 to SR-91

State Route 57 (SR-57) Projects

- Northbound, Orangewood Avenue to Katella Avenue
- Northbound, Katella Avenue to Lincoln Avenue
- Northbound, Orangethorpe Avenue to Lambert Road
- G Northbound, Lambert Road to Tonner Canyon Road

State Route 91 (SR-91) Projects

- Westbound, I-5 to SR-57
- R-57 to SR-55
- SR-55 to Riverside County Line

Interstate 405 (I-405) Projects

- K SR-73 to I-605
- 1-5 to SR-55

Interstate 605 (I-605) Projects

M Katella Avenue Interchange Improvements

Freeway Mitigation Program

- Restoration Projects (Part of Projects A-M)
- Acquisition Projects (Part of Projects A-M)

Streets & Roads

- O Grade Separation Program
- Signal Synchronization Project Corridors

Metrolink Rail Line

Metrolink Station

Transit Projects

- R Grade Separation and Station Improvement Projects
- S Transit Extensions to Metrolink
- Metrolink Station Conversion to accept Future High-Speed Rail Systems
- Community Based Transit/Circulators

Other Projects Not Shown

Project N:

Project O:
• Regional Capacity Program

Project Q:
Local Fair Share Program

- Project R:

 Grade Crossing & Trail Safety Enhancements

 Metrolink Service Expansion Program

Project U: • Senior Mobility Program

- Senior Non-Emergency Medical Transportation Program
- Fare Stabilization Program

Project W:
• Safe Transit Stops

Project X:
• Environmental Cleanup Program





June 9, 2025

Members of the Board of Directors To:

Andrea West, Clerk of the Board From:

Subject: Measure M2 Environmental Mitigation Program Update

Regional Transportation Planning Committee Meeting of June 2, 2025

Directors Federico, Go, Harper, Klopfenstein, Stephens, and Present:

Tavoularis

Director Foley Absent:

Committee Vote

No action was taken on this item.

Staff Recommendation(s)

Receive and file as an information item.



June 2, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Environmental Mitigation Program Update

Overview

Measure M2 includes a program to deliver comprehensive mitigation for biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. The Environmental Mitigation Program has acquired conservation properties and provided funding for habitat restoration projects as part of the Natural Community Conservation Plan/Habitat Conservation Plan. A summary of recent Environmental Mitigation Program activities is provided for informational purposes.

Affle

Recommendation

Receive and file as an information item.

Background

Measure M2 (M2) includes the Environmental Mitigation Program (EMP), which is intended to mitigate the biological resource impacts of 13 M2 freeway projects and streamline approval processes with state and federal resource agencies. This was achieved through the development of a Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan), approved by the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (collectively referred to as the Wildlife Agencies). Consistent with the Conservation Plan, the Orange County Transportation Authority (OCTA) has acquired seven conservation properties (Preserves) and funded 13 habitat restoration projects, depicted in Attachment A. To date, eight of the restoration projects have been completed and met the requirements of the Wildlife Agencies. Four additional OCTA-funded restoration projects are being reviewed for completeness this year.

In addition, an endowment is being established to support the long-term management of the Preserves, as outlined in the Conservation Plan. Concurrently, the United States Army Corps of Engineers (USACE) and the State Water Resources Control Board have developed a framework to streamline the permitting process.

The accomplishments of the EMP have largely fulfilled the program's intended goals. These achievements reflect years of collaboration among OCTA, partner agencies, stakeholders, and the public. The program's success has been recognized at both regional and national levels. As a result of these efforts, pre-negotiated permit terms have facilitated more efficient project implementation and reduced the scope of required mitigation. Absent the EMP's structured approach, additional mitigation obligations could have been imposed, leading to higher project costs and increased project schedule risks.

Discussion

Aliso Creek Restoration Project

The Aliso Creek Restoration Project, led by the Laguna Canyon Foundation (LCF), was approved for funding under the M2 Freeway EMP in 2012. The project location is depicted on Attachment A and a general fact sheet is included as Attachment B. This project restored 55 acres of riparian habitat within the Aliso and Wood Canyons Wilderness Park, removing over 1,000 tons of invasive Arundo and enhancing critical habitat for threatened and endangered species. The project was a catalyst and helped leverage more than \$7.6 million in additional third-party funds, supporting OCTA's conservation goals and serving as mitigation for seven M2 freeway projects and 19 related permits.

In order to secure a USACE Section 404 permit to initiate construction for the Interstate 405 (I-405) Improvement Project, OCTA was required to provide financial commitments in 2017 for two restoration projects and one Preserve. This was critical in enabling the I-405 Improvement Project to begin construction on schedule. Since then, OCTA, USACE, the Wildlife Agencies, and the County have finalized the required documents, including a restoration plan, restricted covenant, and a long-term funding agreement. This coordination process spanned several years, as the completion of each document was contingent upon the finalization of the preceding one, with all documents required to maintain consistency throughout. Document approval and recording by the County of Orange will allow OCTA to make the one-time endowment deposit into a USACE-approved account, where the funds will not be used for a period of years, as required by the USACE.

The latest annual report confirms all success criteria have been met. OCTA is awaiting final concurrence from the USACE and Wildlife Agencies, with the LCF and OC Parks continuing interim management activities until the long-term management duties begin.

Fairview Park Restoration Project

In 2011, OCTA awarded the City of Costa Mesa (City) \$2 million for a 23-acre habitat restoration project within the City's Fairview Regional Park. Approximately 13 acres have been restored. Once the project receives final approval from the Wildlife Agencies and is permanently protected, OCTA will be able to use the restored habitat as mitigation under its M2 Conservation Plan. As noted in previous staff reports, the City, OCTA, and the Wildlife Agencies have worked to address various project-related issues. However, the project remains approximately ten acres short of the originally committed restoration and the required conservation easement for the project area has not yet been recorded. If these requirements are not fulfilled, OCTA would be in violation of the Conservation Plan and the City would be in breach of contract.

To address this, the City, in coordination with OCTA and the Wildlife Agencies, has identified a supplemental restoration area adjacent to the original site as shown in Attachment C. Funding has been secured through local and state sources, with restoration to continue through 2033.

The City will require assistance from a contractor to implement the restoration efforts. A procurement process to cover this work was initiated in late 2024, but CDFW recommended delaying the contract award and California Environmental Quality Act action until a CDFW Incidental Take Permit (ITP) is finalized. The ITP is needed before work can begin and will include specific measures to protect species including Crotch's bumblebee and the Western Burrowing Owl, both of which have been observed on the project site. The City is in final negotiations for the ITP and expects to award the contract by summer 2025, with work commencing in September following the avian nesting season. The delay is consistent with the scheduled pause in major site preparation activities during the avian nesting season, which generally extends from February through September. OCTA will continue working with the City and agencies to ensure all obligations are met.

EMP Endowment Fund Investment Report

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. A separate quarterly investment report summarizing the status of the endowment was provided to the Finance and Administration (F&A) Committee and OCTA Board of Directors (Board) in March 2025. As of December 31, 2024, the endowment balance was \$32,674,489, which is above the target of \$31,759,663 for the second quarter of

fiscal year (FY) 2024-25. Based on the performance to date, current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million (including interest earnings) in FY 2027-28; however, future performance of the endowment fund may affect the timeframe. Staff will continue to assess market conditions and provide regular endowment updates to the Board, the F&A Committee, and the Environmental Oversight Committee.

Summary

M2 includes an EMP that provides funding for programmatic mitigation to offset certain impacts of the 13 M2 freeway projects. To expedite the delivery of the M2 freeway projects, this program was initiated to implement early project mitigation through preservation and habitat restoration. This program is administered through a Conservation Plan, which was approved by the Wildlife Agencies in mid-2017. To maximize the benefits of the investments, OCTA has utilized some of those same mitigation assets to obtain Clean Water Act permits.

Attachments

- A. OCTA Preserves and Funded Restoration Projects
- B. September 11, 2017 Measure M2 Environmental Mitigation Program Restoration Projects Additional Funding Request Staff Report
- C. OCTA Existing and Proposed Restoration Areas at Fairview Park

Prepared by:

Lesley Hill

Environmental Mitigation Program

Project Manager (714) 560-5759

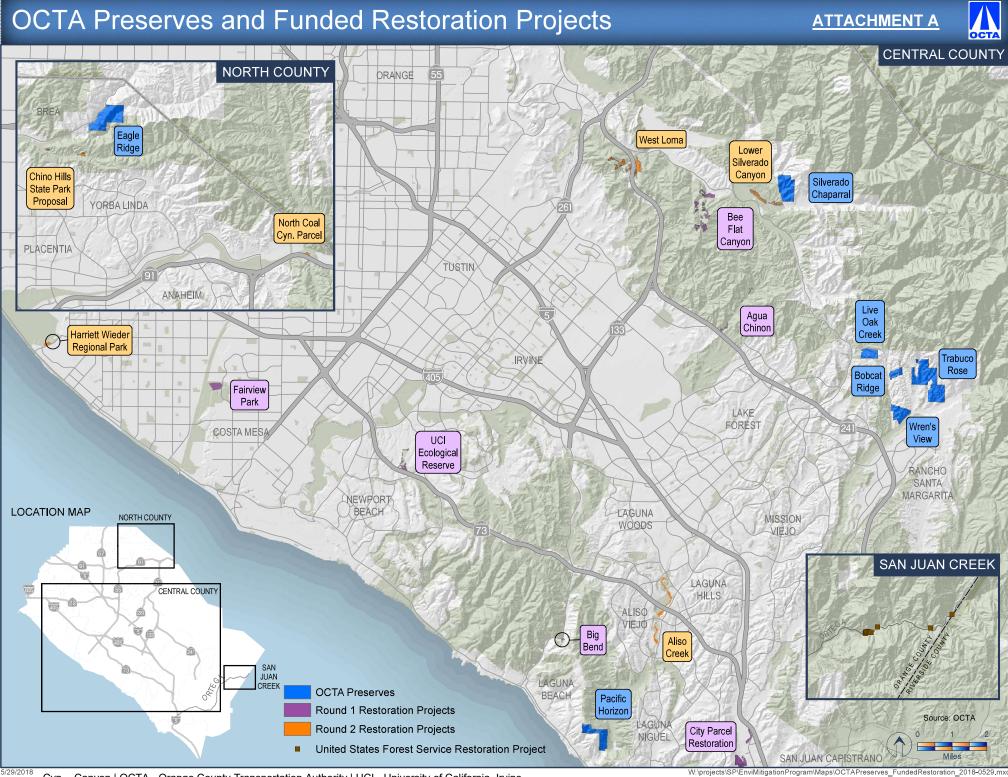
Approved by:

Rose Carry

Rose Casey

Executive Director, Planning

(714) 560-5729





COMMITTEE TRANSMITTAL

September 11, 2017

To: Members of the Board of Directors

From: Laurena Weinert, Clerk of the Board

Subject: Measure M2 Environmental Mitigation Program Restoration

Projects Additional Funding Request

Regional Planning and Highways Committee Meeting of September 7, 2017

Present: Directors Delgleize, Do, Donchak, M. Murphy, Nelson, and Steel

Absent: Director Spitzer

Committee Vote

This item was passed by the Members present.

Committee Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute an amount up to \$805,000 to fund the expedited clean water permitting requirements.
- B. Authorize staff to amend the fiscal year 2017-18 budget to include the recommended funding amount.



September 7, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Measure M2 Environmental Mitigation Program Restoration

Projects Additional Funding Request

Overview

Measure M2 includes a program to deliver comprehensive mitigation for the environmental impacts of freeway projects in exchange for streamlined project approvals from the state and federal wildlife agencies. On a parallel path, the Orange County Transportation Authority has developed a similar approach to work with the State Water Resources Control Board and the United States Army Corps of Engineers regarding state and federal clean water permitting requirements to facilitate expedited implementation of the Measure M2 freeway projects. A request for funding authorization to advance the streamlined permitting process is submitted for Board of Directors consideration and approval.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute an amount up to \$805,000 to fund the expedited clean water permitting requirements.
- B. Authorize staff to amend the fiscal year 2017-18 budget to include the recommended funding amount.

Background

Measure M2 (M2) includes an innovative comprehensive Environmental Mitigation Program (EMP) to address the biological impacts of M2 freeway projects. This is achieved through the development of a Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), approved by the California Department of Fish and Wildlife and the United States Fish and Wildlife Service (Wildlife Agencies). These documents were finalized and approved by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2016. The final permits were issued to OCTA by the

Wildlife Agencies in June 2017. It should be noted that the Board previously approved \$34.5 million in funding for the maintenance and operation of the seven Preserves, as committed to in the NCCP/HCP. Payments began in March 2017 to establish an account over a ten to 12 year time period.

On a parallel path, OCTA and the California Department of Transportation staff have been coordinating with the State Water Resources Control Board (State Board) and the Army Corps of Engineers (Corps), collectively referred to as Regulatory Agencies. This coordination has resulted in defining a process that would utilize some of the same mitigation within the NCCP/HCP to also obtain state and federal clean water permits to further streamline the M2 freeway projects. Separate funding is needed to meet the Regulatory Agencies' requirements. This request was presented to and endorsed by the Environmental Oversight Committee (EOC) on August 17, 2017. A summary of the additional funding needs is presented.

Discussion

The construction of the M2 freeway projects is anticipated to result in impacts to jurisdictional waters of the state and United States. These impacts will require that OCTA obtain Section 401 and 404 clean water permits from the Regulatory Agencies, which will require mitigation. On a parallel process to the NCCP/HCP, staff is finalizing program-level authorizations with the Regulatory Agencies, which is further described in Attachment A. This permit will enable OCTA to utilize mitigation included in the NCCP/HCP, as well as lay out an abbreviated process for project level 401 and 404 permit issuance.

Agency coordination has resulted in the determination that the Agua Chinon and Aliso Creek restoration projects, as well as a small portion of the Ferber Ranch Preserve, should satisfy the Regulatory Agencies mitigation needs for the M2 freeway projects. These restoration projects and this Preserve are also included in the NCCP/HCP. Fact sheets for both of these restoration projects are included as Attachment B and Attachment C. As previously discussed, state and federal regulatory requirements include additional compliance that is above and beyond what is required within the NCCP/HCP. For example, these regulations require specific language within the long-term protection assurances, as well as funding to cover long-term management needs of the mitigation sites.

After collaboration with the Regulatory Agencies and the restoration project property owners (County of Orange and The Irvine Company), it has been determined that additional management tasks are necessary to satisfy compliance needs. Additional tasks include activities such as biological monitoring, weed removal, photo documentation, and annual reporting. The Corps requires that funding is provided to facilitate these tasks in perpetuity. This amount has been estimated at approximately \$805,000. On August 17, 2017, the EOC endorsed the course of action and funding amount.

It is important to note that these additional funding needs are separate from the NCCP/HCP endowment. It is anticipated that a one-time payment will be made to a Corps-approved entity that will manage and disperse these funds to the land owners. For example, the National Fish and Wildlife Foundation has been approved to handle these types of services by the Corps.

The additional funding needs for Corps compliance was anticipated and included in the May 2015 Board-approved EMP Long-Term Funding Strategy and Guiding Principles. The EMP Guiding Principles contained the commitment to responsibly meet the M2 obligations, which include complying with regulatory requirements to ensure that freeway project mitigation obligations are met. In addition, the Long-Term Funding Strategy includes the commitment to complete the negotiations with the Corps and State Board, and allocate funding to meet regulatory permit requirements.

If OCTA does not provide this funding, additional mitigation opportunities would need to be explored. Specifically, mitigation would need to be identified within both the San Juan Creek and the San Diego Creek Special Area Management Plan areas to obtain clean water permits for the construction of the freeway projects. These watersheds are known to be challenging to locate mitigation opportunities and the same long term funding requirements would apply. This would take additional time and funding that is expected to exceed the amount presented herein.

Next Steps

Additional funding for the mitigation projects is required as a part of the regulatory permitting process related to clean water requirements. Upon Board approval, OCTA will issue a letter of commitment to the Corps for the restoration projects financial needs. In turn, the Corps and the State Board are anticipated to issue their programmatic authorizations which will help streamline the implementation of the M2 freeway projects. Additional steps are required, and OCTA will continue to work with the Corps and the State Board to complete the regulatory permitting process in order to obtain the applicable clean water authorizations, and are further described in Attachment A.

Summary

M2 includes an EMP that provides funding for programmatic mitigation to off-set impacts of the 13 freeway projects. To expedite the delivery of the freeway projects, this program was initiated in 2007 to implement early project mitigation through property acquisition and habitat restoration. This program is administered through a NCCP/HCCP, which was completed and approved by the Board in November 2016, and permits received in June 2017. State and federal programmatic clean water permits have also been developed and additional mitigation funding needs have been identified and presented for approval.

Attachments

- A. Draft United States Army Corps of Engineers and State Water Resources Control Board Mitigation Funding Needs Summary
- B. Aliso Creek Restoration Project
- C. Agua Chinon and Bee Flat Canyons Restoration Project

Prepared by:

Lesley Hill

Project Manager, Environmental

Mitigation Program (714) 560-5759

Approved by:

Kia Mortazavi

Executive Director, Planning

(714) 560-5741

United States Army Corps of Engineers and State Water Resources Control Board Mitigation Funding Needs Summary

Overview: The Orange County Transportation Authority (OCTA) is coordinating with the United States Army Corps of Engineers (Corps) and the State Water Resources Control Board (State Board) to obtain programmatic Clean Water Act (CWA) Section 401 and 404 permits for the Measure M2 (M2) Environmental Mitigation Program (EMP). These permits will provide OCTA with assurances that the mitigation provided to date is acceptable to offset potential M2 freeway project impacts to state and federal jurisdictional waters. OCTA will utilize a subset of the conservation efforts (i.e. mitigation) included in the Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP). These mitigation sites are illustrated in Figure 1. Separate funding is required by the State Board and the Corps to comply with this process.

Background: On April 6, 2015, the Corps released a Special Public Notice regarding the proposed Section 404 Letter of Permission (LOP) procedures (i.e. program level permit) for the OCTA M2 EMP. These LOPs will establish alternative permitting procedures to address anticipated discharges into Waters of the United States (WOTUS) associated with constructing the freeway projects over the next 15-20 years. LOP procedures are expected to be established via issuance of a CWA Section 404 Individual Permit. The State Board has also committed to issuing an authorization to approve the use of M2 mitigation once the Corps issues the 404 permit. This State Board authorization will provide the needed mitigation assurances and will further streamline the implementation of the M2 freeway projects.

Discussion: The Corps regulations require compliance with the April 10, 2008 mitigation rule. In addition, some M2 freeway projects may impact the San Diego and the San Juan Creek watersheds. These watersheds are subject to federal regulations that include specific Special Area Management Plan requirements. These mitigation requirements are in addition to what the Wildlife Agencies (United States Fish and Wildlife Service and California Department of Fish and Wildlife) require, and what OCTA has committed to in the NCCP/HCP. These regulations also require the development and funding of a long-term management plan for all mitigation sites before the Corps or State Board can issue their permits.

In order to satisfy the applicable CWA compensatory mitigation requirements, OCTA is proposing the following:

- 1. <u>Freeway project avoidance and minimization measures:</u> Avoidance and minimization measures are a required component of the freeway projects design and construction processes.
- 2. Two mitigation sites that provide enhancement and rehabilitation of the Waters of the United States: The two sites that provide the most appropriate enhancement and rehabilitation of WOTUS are the Aliso Creek and Agua Chinon restoration projects (also included in the M2 NCCP/HCP). Both restoration projects are within already managed lands. OCTA has been coordinating with the Corps and the property owners

United States Army Corps of Engineers and State Water Resources Control Board Mitigation Funding Needs Summary

of the Agua Chinon (The Irvine Company and the County of Orange) and Aliso Creek (the County of Orange) projects. Coordination included the review of the existing management plans and land protection documents (i.e. irrevocable offers of dedication). The Corps has determined that additional management tasks and long-term protection assurances are required. The additional management tasks require OCTA to provide a one-time payment to a Corps-approved finance manager to fund long-term maintenance costs.

3. One mitigation site that provides preservation of important physical, chemical, and biological aquatic functions: Ferber Ranch provides preservation of important physical, chemical, and biological aquatic functions. OCTA will record a conservation easement to assure that the Ferber Ranch Preserve is protected. This is also a commitment within the NCCP/HCP. The clean water requirements can be addressed through the management actions being performed as part of the existing NCCP/HCP commitments. However, the Corps has requested that supplemental funds be set aside in case future conservation easement violations occur at Ferber Ranch.

Overview of Additional Mitigation Requirements:

| Mitigation Project Name | Property Owner | Location | Summary of Management Tasks | Estimated Amount Needed* |
|------------------------------------|--|--|--|--------------------------------|
| Ferber Ranch Preserve | OCTA | Trabuco Canyon | None | \$10,000 |
| Aliso Creek Restoration Project | County of Orange (OC Parks) | Aliso and Wood Canyons Wilderness Park | Biological surveys, spot treat weeds, photo documentation and reporting | \$718,500 |
| Agua Chinon Restoration Project | County of Orange (OC Parks) and the Irvine Company | Unincorporated Orange County | Same as above | \$76,000 |

*Amount based on ~2.5% real interest earnings

Total:

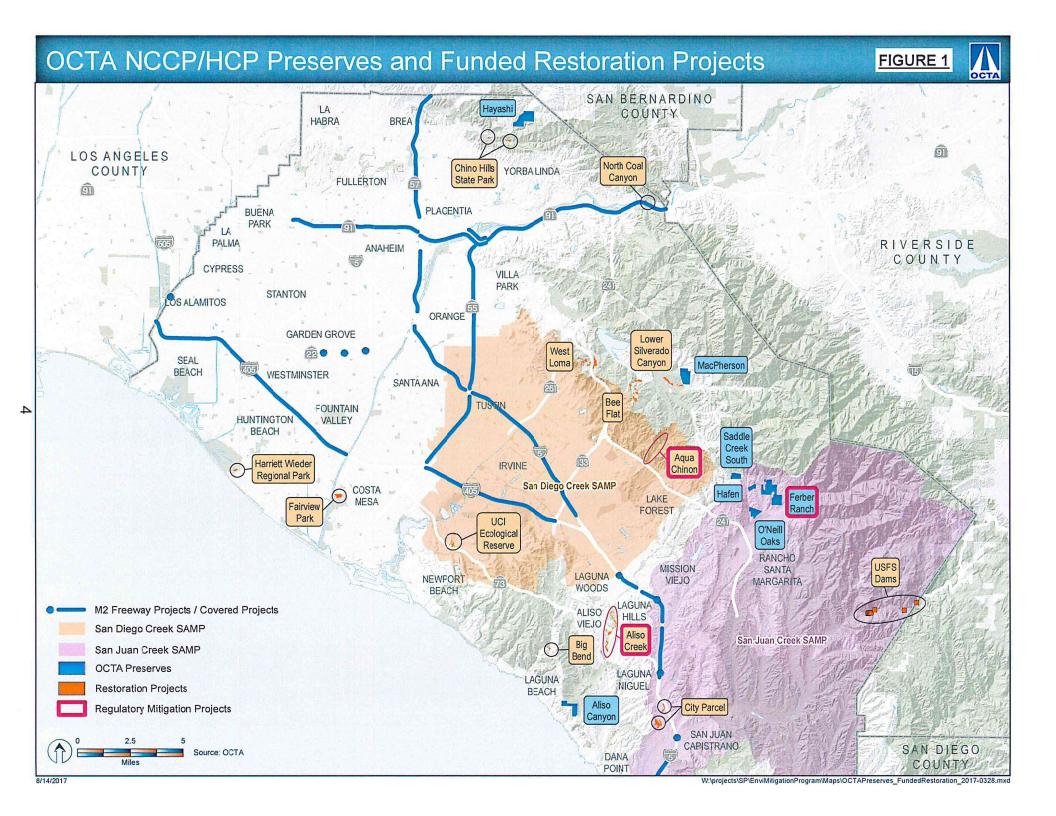
\$804,500

United States Army Corps of Engineers and State Water Resources Control Board Mitigation Funding Needs Summary

If the funding amounts are approved, OCTA must complete the following steps to meet the CWA permit requirements:

- 1. Issue a letter of commitment to the Corps for the restoration projects.
- 2. Continue coordination with the Corps and State Board to finalize the habitat and mitigation monitoring plans (i.e. restoration plans).
- 3. Obtain Section 401 and 404 authorizations from the State Board (general order/letter of authorization) and the Corps (LOP procedures).
- 4. Obtain an agreement between the Corps and a fund manager (i.e. San Diego Community Foundation, California Community Foundation, etc.) and make a one-time payment to the mutually-agreed upon fund manager.
- 5. Execute an agreement between OCTA and a fund manager to manage and disperse funds on behalf of OCTA to the restoration site land managers.
- 6. Continue to coordinate with the land owners, Corps, State Board, and the Wildlife Agencies to finalize or amend the land protection documents for the restoration sites.
- 7. Record a conservation easement over the Ferber Ranch Preserve.
- 8. Ensure the restoration projects meet their NCCP/HCP set success criteria and performance standards.
- 9. Record the assignment of assumption document with the land manager of the mitigation sites. This will transfer mitigation responsibilities to the land manager.
- 10. Request a letter from the Corps documenting mitigation release once the land protection documents have been recorded and funding for the long-term management has been obtained.









ALISO CREEK RESTORATION PROJECT

M2: ENVIRONMENTAL MITIGATION PROGRAM

OCTA's M2 Freeway Environmental Mitigation Program (EMP) provides comprehensive mitigation to offset the environmental impacts of the 13 Measure M2-funded freeway projects.

The EMP presents a comprehensive mitigation approach that provides not only replacement habitat, but also the opportunity to improve the overall functions and value of sensitive biological resources throughout Orange County.

Based on the evaluation of mitigation opportunities in the County, priority conservation areas were identified, including candidate parcels and properties that could be considered for wilderness preservation purposes. Properties were then selected for acquisition and restoration. These properties are protected to enhance wildlife connectivity, safeguard sensitive species and preserve substantial parcels of valuable habitat.



Western pond turtle

ABOUT ALISO CREEK

The Aliso Creek restoration project is located in the City of Aliso Viejo within the 4,000-acre Aliso and Wood Canyons Wilderness Park, owned and operated by the County of Orange. The project, managed by the Laguna Canyon Foundation, takes place within and around Aliso Creek. The northernmost boundary of the project is Moulton Parkway and the project boundaries extend southward to approximately 500 feet south of the junction of Alicia Parkway and Avila Road.

The wilderness park is located near the Trabuco Creek Wildlife Linkage and is a part of the 19,000-acre Laguna Coast Greenbelt and the 38,000-acre Nature Preserve of Orange County. The restoration site contains the following general vegetation types:

- Willow scrub
- · Riparian woodland
- Coastal sage scrub

The following listed and non-listed special status species have been reported from the wilderness park:

- · Least Bell's vireo
- Coastal California gnatcatcher
- Orange-throated whiptail
- Thread-leaved brodiaea
- · Big-leaved crownbeard
- · Catalina mariposa lily
- Western pond turtle

The restoration goal is to improve habitat quality for riparian plants and wildlife species by increasing native habitat diversity, density, and structure within 55 acres of Aliso Creek and associated regions.





AGUA CHINON AND BEE FLAT CANYONS RESTORATION PROJECT

M2: FNVIRONMENTAL MITIGATION PROGRAM

OCTA's M2 Freeway Environmental Mitigation Program (EMP) provides comprehensive mitigation to offset the environmental impacts of the 13 Measure M2-funded freeway projects.

The EMP presents a comprehensive mitigation approach that provides not only replacement habitat, but also the opportunity to improve the overall functions and value of sensitive biological resources throughout Orange County.

Based on the evaluation of mitigation opportunities in the County, priority conservation areas were identified, including candidate parcels and properties that could be considered for wilderness preservation purposes. Properties were then selected for acquisition and restoration. These properties are protected to enhance wildlife connectivity, safeguard sensitive species and preserve substantial parcels of valuable habitat.



ABOUT AGUA CHINON AND BEE ELAT CANYONS

The Agua Chinon and Bee Flat Canyons restoration project is located east of the city of Irvine in unincorporated Orange County. Although this was funded as one project, it involves restoring lands within two distinct geographical areas, Agua Chinon and Bee Flat Canyons.

The Agua Chinon mitigation site includes acreage owned by the OC Parks and The Irvine Company. The Bee Flat canyon site is owned by the OC Parks. Both sites are being managed by the Irvine Ranch Conservancy.

These restoration sites are within the Central and Coastal Subregion Habitat Reserve System created under the Orange County Natural Communities Conservation Plan/Habitat Conservation Plan.

The restoration sites are located within large areas of open space. The Cleveland National Forest is located east of the area, while there is commercial and residential development across State Route 241 to the west of the site. The restoration site contains the following general vegetation types:

- Grassland
- Coastal sage scrub
- Riparian

The following listed and non-listed special status species have been reported from the sites:

- Least Bell's vireo
- · Coastal California gnatcatcher
- · Orange-throated whiptail
- Coastal cactus wren
- Many-stemmed dudleya
- Intermediate mariposa lily

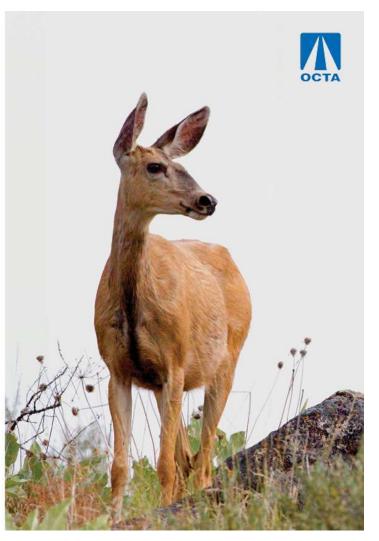
The restoration goal is to enhance degraded biological habitat areas in order to help protect these lands from invasive plant species and fire within 90 acres of Agua Chinon and Bee Flat Canyons.











Measure M2 Environmental Mitigation Program Update





- 2006 Measure M2 (M2) approved
- Innovative Freeway Environmental Mitigation Program (EMP)
 - Offsets biological impacts of 13 M2 freeway projects
 - Acquisition of conservation lands (Preserves)
 - Provide funding for habitat restoration
- Approximately five percent of the M2 freeway program revenue dedicated to the EMP



Environmental Mitigation Program Components





- Conservation plan
- Environmental documents
- Clean Water Act permits
- Streamlined permitting through partnerships with:
 - California Department of Transportation
 - State and federal wildlife agencies
 - State and federal regulatory agencies



CCTA Preserves and Restoration Projects



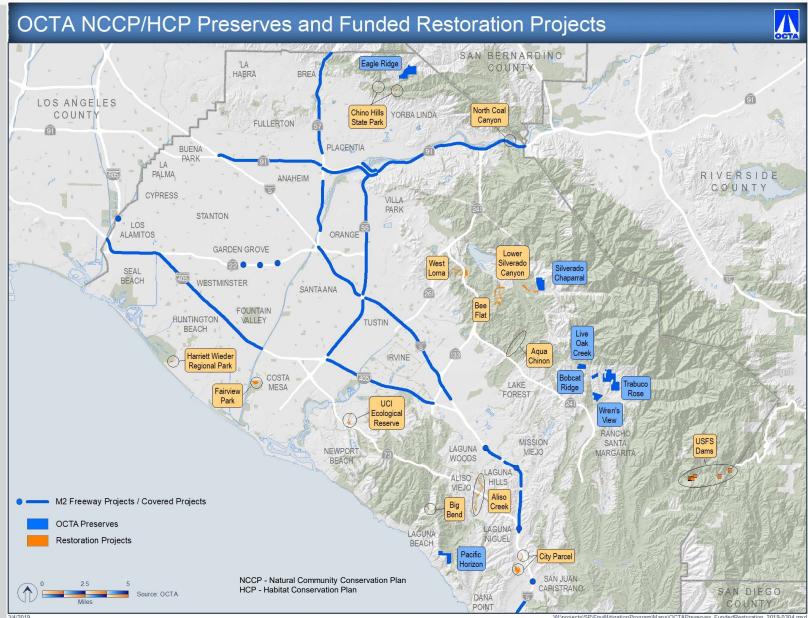
- Seven Preserves acquired and permanently protected
 - 1,300 acres
- 12 restoration projects
 - 350 acres
 - Native habitat
- One dam removal project





OCTA Acquisitions and Restoration Projects

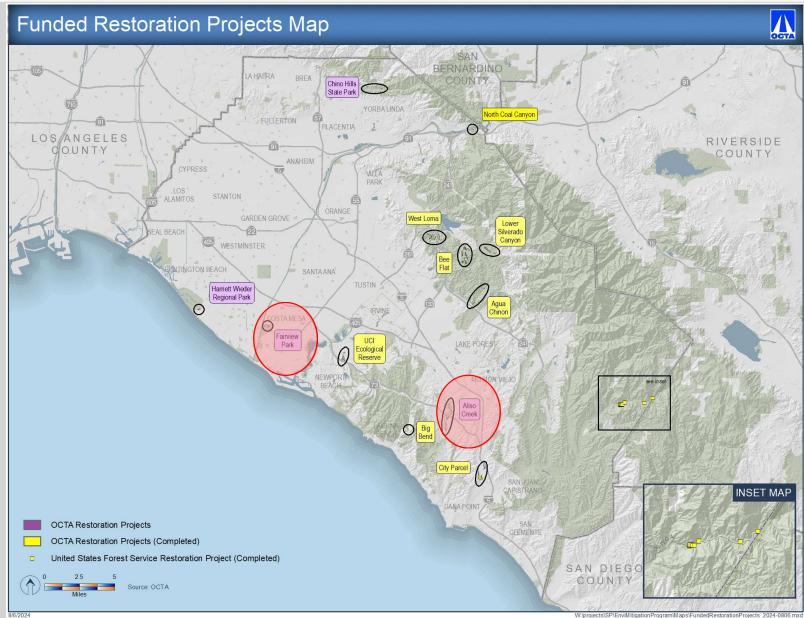






OCTA Restoration Projects









June 9, 2025

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board Mills With

Subject: Measure M2 Eligibility Update for the City of Buena Park

Executive Committee Meeting of June 2, 2025

Present: Chair Chaffee, Vice Chair Federico, Directors Jung, Klopfenstein,

Tam Nguyen, and Wagner

Absent: Director Hennessey

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Direct staff to modify any language from the agreement with the City of Buena Park that limits or prevents the City of Buena Park from competing for Measure M2 competitive funds through the Comprehensive Transportation Funding Programs.



June 2, 2025

To: **Executive Committee**

2 er From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Eligibility Update for the City of Buena Park

Overview

In May 2024, the Orange County Transportation Authority found the City of Buena Park ineligible to receive Measure M2 net revenues for five years pursuant to Section 10.4 of Ordinance No. 3. The Board of Directors has since directed staff to bring forward an item for the reconsideration of the specific restriction from participating in Measure M2 competitive programs during this period. A recommendation to address the Board of Directors' direction is presented.

Recommendation

Direct staff to modify any language from the agreement with the City of Buena Park that limits or prevents the City of Buena Park from competing for Measure M2 competitive funds through the Comprehensive Transportation Funding Programs.

Background

In July 2006, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved and adopted the Renewed Measure M (M2) Ordinance No. 3 (M2 Ordinance). OCTA is designated as responsible for administering M2 and ensuring that OCTA's commitment to voters is followed, including numerous specific requirements, safeguards, and transparency provisions. The M2 Ordinance requires local jurisdictions to annually submit an expenditure report that details all M2 net revenues, interest earned, expenditures, and expenditures of earned interest. Local jurisdictions' expenditure reports are signed by their respective Finance Director, adopted by City Council/Board of Supervisors, and submitted to OCTA within six months of the local jurisdiction's fiscal year end.

In early 2024, the City of Buena Park (Buena Park) was selected by the Audit Subcommittee of the Taxpayer Oversight Committee for application of agreed-upon procedures (AUP) by OCTA's independent auditing firm. The AUP includes testing of expenditures for compliance with M2 Ordinance requirements, review of indirect costs for adequate support and reasonableness, testing to ensure allocation of interest, and testing of the annual expenditure reports for accuracy.

In May 2024, based on the report by the independent auditing firm, the OCTA Board found Buena Park ineligible due to insufficient documentation supporting its indirect Local Fair Share (LFS) expenditures. As a result, the auditors disallowed a total of \$387,576.

The M2 Ordinance includes specific language to address safeguards related to the unauthorized use of M2 net revenues. Section 10.4 of the M2 Ordinance states:

"No Net Revenues shall be used by a jurisdiction for other than transportation purposes authorized by the Ordinance. Any jurisdiction which violates this provision must fully reimburse the Authority for the Net Revenues misspent and shall be deemed ineligible to receive Net Revenues for a period of five (5) years."

As a result of this finding and in compliance with the M2 Ordinance, the Board acted to:

- Find Buena Park ineligible to receive or apply for net M2 revenues for a period of five years;
- Engage an independent auditing firm to apply AUP to verify Buena Park's LFS and Maintenance of Effort expenditures during the five-year period and deduct the review costs from any future net M2 payments to Buena Park; and
- Authorize the Chief Executive Officer to negotiate and execute an agreement with Buena Park outlining the process required to re-establish eligibility.

OCTA and Buena Park entered into an agreement on July 10, 2024, and Buena Park reimbursed OCTA \$387,576 on July 26, 2024.

Discussion

Since Buena Park was found ineligible, OCTA has held the suspended payments for the formula LFS and Senior Mobility Program in reserve. In accordance with the agreement, the funds held in reserve will be withheld within their respective

source programs and released to Buena Park once the city has re-established eligibility and demonstrated ongoing compliance with M2 eligibility requirements throughout the five-year ineligibility period. However, the agreement specifically prohibits Buena Park from pursuing any competitive M2 funds during the period of ineligibility. The agreement allows Buena Park to incur M2-eligible expenditures at its own risk, with the option to apply those expenses to withheld M2 net revenues once eligibility is restored.

On May 12, 2025, the Board found the City of Huntington Beach (Huntington Beach) ineligible to receive M2 funds, and directed staff to allow Huntington Beach to pursue M2 competitive funds and to hold any awarded funds in escrow until eligibility to receive M2 funds is reestablished. Additionally, the Board directed staff to return with an item to also allow Buena Park to pursue M2 competitive funds during their period of ineligibility. The M2 Ordinance specifies that a city found ineligible may not "receive" funds, and that specific safeguard will continue until Buena Park is found eligible again. As calls for projects are issued for M2 competitive funds, the guidelines will also be addressed to allow both cities to participate. This direction was given to ensure consistency between agreements for both cities. In order to accomplish this, the existing agreement with Buena Park needs to be amended.

Summary

The OCTA Board recently found Huntington Beach ineligible to receive M2 funds but did direct staff to allow them to continue to compete for M2 competitive funds with the caveat that any awarded funds be held in escrow until they re-establish eligibility. An existing agreement with Buena Park, who was deemed ineligible last year, needs to be amended to allow them to also compete for competitive M2 funds under the same conditions as Huntington Beach.

Attachment

None.

Prepared by:

Adriann Cardoso Capital Programming Manager (714) 560-5915 Rose Casey Executive Director, Planning (714) 560-5729

Approved by:

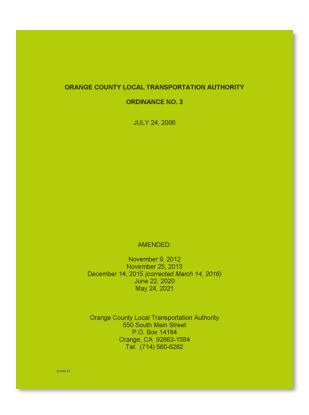
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Measure M2 Ten-Year Review Update



Promise to Voters

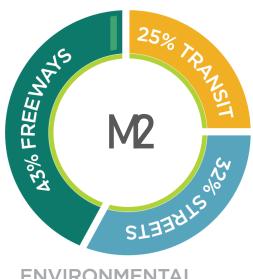
Implementing Ordinance



M2 Ordinance:

Attachment A - Renewed Measure M (M2) Transportation Investment Plan (Plan) Attachment B - Allocation of Net Revenues Attachment C – Taxpayer Oversight Committee

Funding Strategy



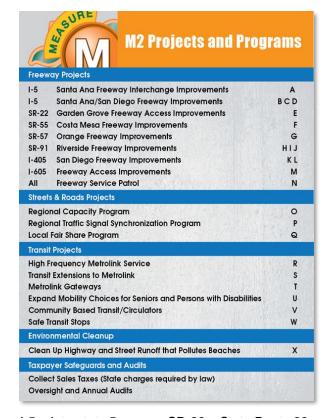
ENVIRONMENTAL

A total of 5% of OC Go Freeway Program funds is allocated to the Freeway **Environmental Mitigation Program**

A total of 2% of the overall OC Go Program funds is allocated to the Environmental Cleanup Program

1.5 percent - California Department of Tax and Fee Administration 1 percent - Administrative Costs

\$14 Billion Expenditure Plan



I-5 – Interstate 5 SR-22 - State Route 22 SR-55 - State Route 55 I-405 Interstate 405 SR-57 - State Route 57 I-605 – Interstate 605 M2 – Measure M2 SR-91 - State Route 91

Ordinance No. 3 – Section 11

24

SECTION 11. TEN-YEAR COMPREHENSIVE PROGRAM REVIEW

25

At least every ten years the Authority shall conduct a comprehensive review of all

26

projects and programs implemented under the Plan to evaluate the performance of the

27

overall program and may revise the Plan to improve its performance. The review shall



Research and identify changes in external policy and/or regulation as well as in land use, travel, and growth projections



Evaluate current project and program cost estimates and the financial capacity through 2041



Review Plan to determine if there are performance issues or constraints



Assess public and stakeholder support for the Plan and OCTA's approach



Identify OCTA's and local jurisdictions' progress in implementing the Plan

First Ten-Year Review (2015)

- First ten-year review covered 2006-2015
 - Outreach confirmed continued public support for the Plan and progress in delivering promises
 - Analysis identified a need for a funding shift between transit programs
- Board approved an amendment to the M2
 Ordinance and Plan in December 2015
 - Closed out completed rail gateways project and transferred balance to Fare Stabilization Program and Metrolink operations



Renewed Measure M Comprehensive Ten-Year Review

Presented to the Board of Directors on

October 12, 2015



Board - Board of Directors

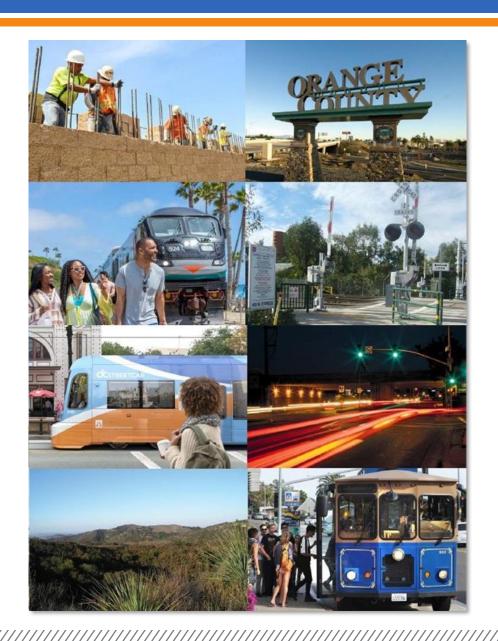
Activities to Date

| Activity | Timeline |
|---|------------------------|
| Mobilized Ten-Year Review efforts | January - June 2024 |
| Analyses of Plan progress and performance | August 2024 - Ongoing |
| Conducted M2 workshop with the Board | September 2024 |
| Presented Ten-Year Review framework to the Board | October 2024 |
| Presented Ten-Year Review look ahead to the Board | March 2025 |
| Developed and launched outreach campaign | January 2025 - Ongoing |

Outreach Overview

Purpose

- Measure awareness, inform, educate
- Assess support, gather feedback
- Target Audiences
 - Large employers/business leaders
 - Health and education leaders
 - Small business owners
 - Government officials
 - OCTA committees
 - Interest groups
 - Industry experts
 - General public

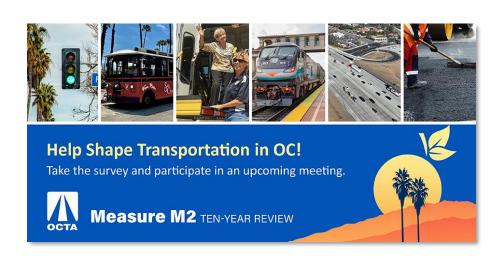


Outreach Engagement

- Strategies & Tactics
 - Project webpage: octa.net/M2Review
 - Focus groups
 - Surveys
 - Public meetings
 - Pop-up events
 - Fact sheet, FAQs, flyers
 - Organic social posts
 - Paid social ads
 - Newspaper ads
 - E-blasts
 - OC Bus interior cards
 - Digital toolkit







Outreach Activities

- Qualitative survey launched May 6
- Community events May-June
 - LSTV's Commemoration of Asian American Pacific Islander Month, City of Westminster
 - Health and Wellness Expo, City of Brea
 - Juneteenth Celebration, City of Santa Ana
 - O.C. Philippines Independence Day Celebration, City of Irvine
 - Mission Viejo Pride's Second Annual Pride Event, City of Mission Viejo
- Community webinar June 5
- Stakeholder briefings June-July
- Roundtable discussions with elected officials June 5, July 16



Look Ahead

| Activity | Timeline |
|---|-----------------------------|
| Analyses of Plan progress and performance | Ongoing |
| Present updates via regular M2 quarterly reports and specific reports at key milestones | Ongoing |
| Conduct outreach and seek public feedback | January - September 2025 |
| Complete analysis, prepare report and recommendations | October - December 2025 |
| Present the Ten-Year Review report and recommendations to the Board | Early 2026 |

Fédération Internationale de Football Association World Cup 2026

Los Angeles 2028 Olympic and Paralympic Games Planning Update



Background / Overview

Background

- Provided earlier planning efforts to Executive Committee in April 2024
- LA28 had initial goal of vehicle-free games, which has now been modified to transit-first focus
- OCTA and LA Metro staff have had regular meetings over the last 18 months

Overview

- LA28 is essentially the equivalent of hosting about seven Super Bowls per day
- LA28 will have twice as many competitions as the 1984 Los Angeles Olympic and Paralympic Games
- Ten to 15 million ticketed fans will be attending approximately 800 events spread throughout the Los Angeles region

Games Guiding Principles



1. As Orange County's transportation planning agency, OCTA is to undertake a well thought out coordinated effort on the planning, funding identification, and implementation strategies for the Games



2. Continue to maintain a high-quality service for current OC Bus riders and minimize the impact of the Games



3. Provide transportation options for spectators and workforce to the Games' venues and events in Orange County



4. Provide transit access to mobility hubs for spectators and workforce traveling to and from Orange County to venues and events across the region

Games Guiding Principles (continued)



5. Coordinate with key entities (e.g., FIFA, LA28, California State Parks, venue cities, and others in the business community) to plan for the Games



6. Coordinate with key public transportation agencies (e.g., LA Metro, Metrolink, LOSSAN, Caltrans, and other regional transit operators) to identify funding and provide seamless transport during the Games



7. Maintain ridership and enhance the image of transit to boost long-term transit patronage



8. Investments should provide benefits that last beyond the Games, function independently of other planned improvements, and be funded without supplanting local funds like Measure M2

e.g. - For example
Caltrans - California Department of Transportation
LOSSAN - Los Angeles San Diego San Luis Obispo Rail Corridor
Metrolink - Southern California Regional Rail Authority

FIFA World Cup 2026

- All WC26 matches will be held at SoFi Stadium
- Eight matches will be played at SoFi Stadium between June 12, 2026, and July 10, 2026, including:
 - USA opening match (June 12, 2026)
 - 4 x Group Stage matches (June 15, 2026, through June 25, 2026)
 - 2 x Round of 32 matches (June 28, 2026, through July 2, 2026)
 - 1 x Quarterfinal match (July 10, 2026)
- Fan festival sites are being considered but locations have not been confirmed
- Transit-first approach with parking on-site likely limited.
 LA Metro assumes over 80 percent of spectators and workforce will use transit
- LA Metro estimates needing more than 300 buses to operate shuttles from parking lots, Union Station and mobility hubs
- OCTA is in discussions with LA Metro on possible options to support FIFA WC26, for example, a shuttle service from ARTIC to SoFi



ARTIC - Anaheim Regional Transportation Intermodal Center

SoFi - SoFi Stadium

USA - Untied States of America WC26 - FIFA World Cup 2026

Los Angeles 2028 Olympics and Paralympic Games

- Olympic Games 16 days of competition (July 15 - 30, 2028)
- Paralympic Games 13 days of competition (August 15 - 27, 2028)
- 12 15 million tickets across 800 events
- LA28 has confirmed 33 competition venue locations (April 15, 2025)
- Two Orange County venues have been confirmed, (Honda Center in Anaheim) and Trestles Beach in San Diego County, just south of San Clemente
- Orange County is also considered as a hotel and hospitality hub
- Transit-first Games with limited spectator parking at venues due to security footprint considerations
- LA Metro estimates needing an additional fleet of 3,000 buses to operate Games-related services



LA28 Venue Summary

(Honda Center in Anaheim):

- Sport: Volleyball
- Spectator capacity*: 18,000
- Schedule*: 15 operational days during the Olympic Games (three sessions per day)
- Good transit links via Metrolink/Amtrak (ARTIC) and OC Bus Routes 50, 57, 553

Trestles Beach (in San Diego County, just south of San Clemente):

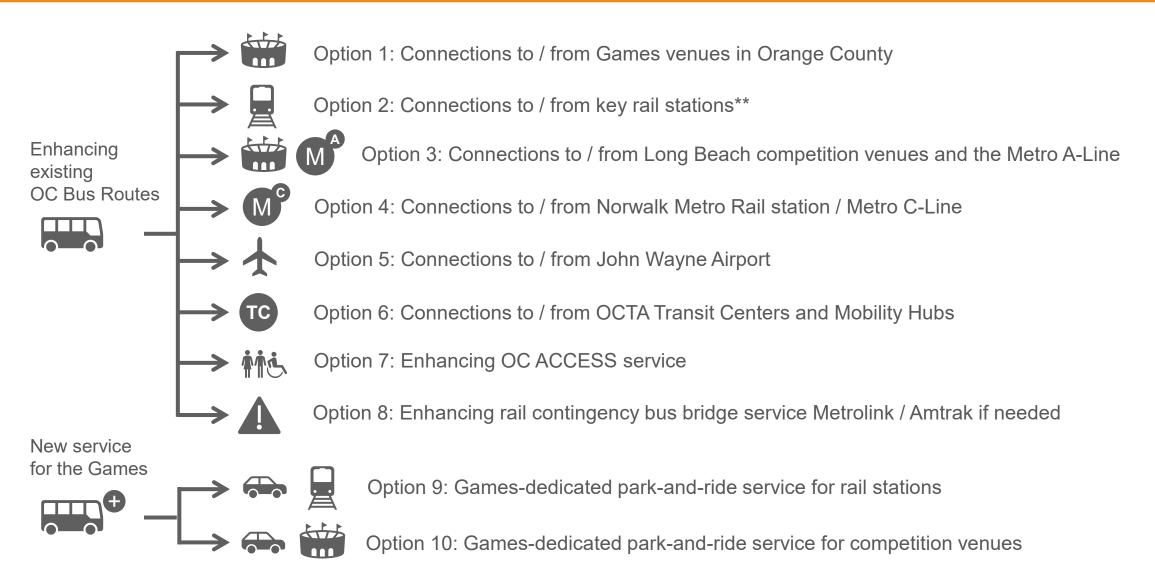
- Sport: Surfing
- Spectator capacity*: 5,000
- Schedule*: Four operational days during the Olympic Games (one session per day)
- Limited transit links via Rail (San Clemente Station) and OC Bus Route 1

Downtown Long Beach:

- Seven venues hosting 15 sports
- Venues operational for the Olympic and Paralympic Games
- Good transit links via Metro Rail (A Line) and OC Bus Routes 1, 50, 60



LA28 Potential Enhancement Options*



^{*}Options are in no particular order of preference

^{**}Potential pilot or early implementation for WC26

Key Games Transportation Components

| Key Component | Description | Lead GME Agency |
|---|---|--------------------------------------|
| Games Enhanced Transit Service (GETS) | Enhancements to boost transit capacity and efficiency during the Games. Key features include increased bus and rail frequencies and additional buses to support higher demand on key routes. | Metro (LA) (Bus) Metrolink (Rail) |
| Games Route Network (GRN) | Designated network of roads for accredited Games vehicles traveling between official accommodation venues, competition venues and key sites. Key features include dedicated Games Lanes and traffic signal priority measures. | Caltrans |
| Transportation Demand Management (TDM) | TDM includes policies, programs, partnerships and products to reduce traffic, improve mobility and reduce emissions. This may include a marketing and communications campaign, financial incentives or pricing strategies. | SCAG |
| Mobility Hubs / Bus Only Lanes | Key locations designed to facilitate seamless transportation. This may include enhancements to existing facilities (e.g., real-time information, cycle parking, amenities) or temporary facilities such as Park and Ride sites. | Metro |
| First / Last Mile | Improvements made to the initial and final segments of a person's journey. This may include improvements to bus stops, bike lanes, crosswalks, wayfinding or additional street furniture, street trees and shading. | Venue Cities |

Risks / Challenges

- Timeframes Game venues were just announced one month ago, leaving less time for planning. Detailed information related to venue sites are still not available at this time
- Funding no state and/or federal funding sources have been identified for the Games Enhanced Transit Service. LA Metro will apply for Surface Transportation Block Grant funding
- Regulations Federal funding and regulatory support is vital but complicated and not guaranteed
- Expectations The LA28 bid assumed use of freeway and arterial network by the athletes' family members and requires coordination with Caltrans
- Resources Ability for LA Metro to borrow buses or train sets for Metrolink may have constraints
- Governance Need to coordinate interagency planning to ensure integration

Next Steps

- 1. Review venue plans and schedules, critical to understanding the Games requirements
- 2. Engage with key stakeholders to improve interagency planning, and agree on roles and responsibilities
 - FIFA | LA28 | LA Metro | Metrolink | LOSSAN | Caltrans | Long Beach Transit | Anaheim Transportation Network |
 City of Anaheim | City of San Clemente | John Wayne Airport | NCTD | SCAG
- 3. Identify mobility hubs / park-and-ride sites to support the Games planning and operations
- 4. Develop resource plan
- 5. Develop high-level concept of operations
 - Potential enhancements to bus operations centers, depots, locations for loading zones and staging requirements, fares and ticketing
- 6. Identify and seek funding opportunities
- 7. Review potential, temporary expansion of existing Project V services
- 8. Consider the impact of other Games transportation components on the OC transportation network
 - Impact of the Games route network, security perimeters around venues, first/last mile improvements and transportation demand management