



Board Report

File #: 2024-0282, File Type: Program

Agenda Number: 11.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 20, 2024

SUBJECT: METROLINK FY 2024-25 ANNUAL WORK PROGRAM AND REGIONAL RAIL SUPPORTIVE ACTIONS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) Fiscal Year (FY) 2024-25 Operating, Rehabilitation, and Capital Budget in the amount of \$206,833,180 as described in Attachment A;
- B. APPROVING the increase of funding to SCRRA for Right-Of-Way (ROW) maintenance along Metro-owned property beyond the 20-foot center of track from \$1,195,916 to \$2,920,232 (addition of \$1,724,316) beginning FY 2024-25 and increasing by the Consumer Price Index thereafter;
- C. APPROVING additional funding in the amount of up to \$500,000 using FY23 surplus SCRRA-dedicated funds for Metro's share of the San Bernardino Line 25% Fare Reduction Program and extending the program date from June 30, 2023, to June 30, 2025;
- D. EXTENDING the lapsing dates for funds previously allocated to SCRRA for State of Good Repair (SGR) and capital project Memoranda of Understanding (MOUs) as follows:
 - Ticket Vending Machine (TVM) Replacement Project extended from June 30, 2023, to June 30, 2026
 - FY 2016-17 SGR Program extended from June 30, 2024, to June 30, 2025
 - Doran Street Grade Separation Project extended from June 30, 2024, to June 30, 2027
 - Antelope Valley Line (AVL) Plans, Specifications, and Estimates Project extended from June 30, 2025, to June 30, 2026;
- E. APPROVING the FY 2024-25 Transfers to Other Operators' payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000;
- F. AMENDING the FY25 Budget to include \$29.29 million for the SCRRA Working Capital Fund;

and

- G. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and SCRRA for the approved funding.

ISSUE

Metro is a member of the SCRRA Joint Powers Authority (JPA), operator of the “Metrolink” regional commuter rail service. The JPA requires member agencies on an annual basis to approve their share of the SCRRA budget, comprising Metrolink Operations, SGR, and New Capital projects. SCRRA transmitted the FY 2024-25 budget to the JPA member agencies on May 6, 2024 (Attachment A). SCRRA is seeking member agency approval before adopting their FY 2024-25 budget on June 28, 2024.

BACKGROUND

SCRRA operates the Metrolink commuter rail service within Los Angeles County, the surrounding counties of Orange, Riverside, San Bernardino, and Ventura, and northern San Diego County. Metrolink service is complemented by the Los Angeles-San Diego-San Luis Obispo (LOSSAN) intercity rail corridor operated by Amtrak, which will connect directly into the future high-speed rail network being built by the California High-Speed Rail Authority and Brightline West.

Metro, as the regional transportation planning agency for LA County, works with Metrolink and other rail operators to plan and develop a more holistic, seamless, and multimodal approach to moving people through LA County and southern California between local communities and regional destinations. A majority of Metrolink’s budget derives from funding allocated by the Metro Board of Directors, of which four members serve as Board members for Metrolink. This report includes staff recommendations for funding Metro’s contribution to the FY 2024-25 Metrolink budget.

Metro’s ability to deliver better mobility, air quality, and economic opportunity for LA County residents and reduce greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) in the region depends in part on an effective working relationship with Metrolink, LOSSAN, and other transit operators in the region. To that end, the CEO created the Multimodal Integrated Planning (MIP) unit in the Countywide Planning and Development Department (CPD) to better align and coordinate planning for and with Metrolink, LOSSAN, and other rail operators so that Metro can better serve local communities and improve LA County’s regional transportation system and air quality.

DISCUSSION

RECOMMENDATION A

Recommendation A will provide \$206,833,180 in funding for Metro’s JPA member agency share of SCRRA’s FY 2024-25 Budget, consisting of \$136,459,830 (excludes \$1,300,000 for ROW Maintenance that is included in Recommendation B. These two amounts total \$137,759,830) for Metrolink Commuter Rail Operations and \$70,373,350 combined for SGR and New Capital projects.

Metrolink Commuter Rail Operations - \$137,759,830

SCRRA’s total FY 2024-25 Budget request for Metrolink Commuter Rail Operations from all JPA

Member Agencies is \$264,028,362. Metro's share of Metrolink Commuter Rail Operations is \$137,759,380 which is a \$9,666,515 increase (7.5%) over FY 2023-24 funding levels. The increase in required member agency subsidy is attributable primarily to increased Metrolink train and engine crews for service expansion, increased fuel costs, annual fixed operating contract escalators of 3% to 5%, increased system security, station maintenance, and one-time start-up costs for a new train and engine crew contract.

As part of the FY 2024-25 budget, Metrolink seeks to restore service which was eliminated during the COVID pandemic and at the same time, respond to the changing commuter patterns in the post-COVID environment by becoming an all-day and weekend regional rail operator instead of strictly a commuter rail (peak hour) service (see Hybrid Optimized Service Level presentation contained in Attachment A). This service optimization will allocate resources and crews more efficiently by operating more midday and off-peak service, and add 36 weekday trains, to provide 30-minute bi-directional service from LA Union Station to Covina on the San Bernardino Line. In September 2023, the Metro Board approved funding to restore weekday and add additional weekend trips on Metrolink's AVL to fill gaps in midday and late-night service. This action has demonstrated the proof of concept of regional rail service, reaching new riders and resulting in 18% ridership growth on the AVL since the service was added in October 2023. The member agencies continue to work collaboratively with SCRRA to ensure that appropriate and cost-effective service levels are implemented.

Metro does have concerns that Metrolink's costs, as well as the amount of member subsidy requested to support operations, continue to increase, with member agencies now shouldering 80% of a higher level of current operating costs compared to only 49% pre-COVID. This trend is not sustainable as Metro's share of Metrolink's rapidly increasing operating requests exceeds Metro's annual sales tax revenues dedicated to Metrolink Operations (Proposition C 10% and Measure M 1%). In addition, Metrolink's operating costs have increased \$91 million in five years with no substantial increase in ridership or fare revenue.

Metro staff recommends working with Metrolink and the other member agencies to identify cost savings opportunities and new external funding sources to supplement constrained sales tax revenues. The current member agency subsidy requirements are unsustainable, especially as service expands when the Southern California Optimized Rail Expansion (SCORE) program is implemented. Reduced office building occupancy rates, as well as the continued trend of telecommuting, suggest Metrolink ridership will continue to be well below pre-COVID levels. A thoughtful development of a strategic plan to target non-returning riders, identify new markets and implement new fare media strategies and modified service to respond to the "new normal" of changing trip patterns is necessary.

The Student Adventure Pass (SAP) is an excellent example of what reduced or innovative fare products can accomplish. The SAP is funded by a grant received through the Low Carbon Transit Operations Program (LCTOP) and provides free Metrolink fare for K-12, technical school, college, and university students. The demand for SAP usage exceeds available grant funding and will require additional funding support to continue in FY 2024-25 and beyond. Metro is supportive of the SAP but will request that Metrolink take a regional approach to partner with the universities and colleges in the service area to develop a cost-sharing arrangement to offset member agency contributions, given the

rising costs and the potential for LCTOP funds not to be available in future years for this program. Given the subsidized SAP's positive impact on increasing ridership, Metro requests that Metrolink consider more innovative fare structuring and targeted fare reduction programs to generate ridership for underperforming trains to bring more riders and revenue onto Metrolink's system using existing service to increase ridership beyond simply adding more service.

SGR and New Capital Projects - \$70,373,350

Through the annual budget process, SCRRA requests SGR and New Capital project funding, which will maintain the Metrolink commuter rail system in a state of good repair, ensuring a healthy safety culture, creating better service reliability, and improving service along the ROW, which Metro owns 152 miles. Metrolink's FY 2024-25 total SGR and New Capital budget request from all the JPA member agencies is \$167,539,750, consisting of \$161,614,750 for SGR and \$5,925,000 for New Capital Projects (see SGR and New Capital Project List in Attachment A). Metro's member agency share is \$70,373,350 (42% of the total \$167,539,750) for the FY 2024-25 Rehabilitation and Capital projects, consisting of the following:

- \$60,193,225 for thirty-one (31) systemwide SGR projects, costs to be shared by all JPA member agencies, for projects such as rebuilding and rehabilitating Bombardier and Rotem rail cars and rolling stock as a whole, track rehabilitation, positive train control enhancements, back-office communications, replacing maintenance of way vehicles and equipment, rehabilitating bridges, culverts and tunnels and building facilities;
- \$7,365,750 for four (4) line-specific projects on the San Bernardino and Antelope Valley Lines to rehabilitate control points, signals, crossings, wood and concrete tie replacement, grade crossing improvements, and ballast replacements;
- \$2,814,375 for six (6) New Capital Projects comprising new train control simulators and wayside detectors, electric vehicle (EV) infrastructure, Union Station West Portal Olympic readiness ticket office upgrade, Central Maintenance Facility (CMF) locomotive and shop upgrades, and a new positive train (PTC) control data center location.

Metro staff has been working collaboratively with SCRRA and the other member agencies to review Metrolink's FY25 SGR and New Capital programs, which align with the JPA member agencies' funding commitments. Staff continue to work with SCRRA to prioritize urgent SGR track, bridges, culverts, structures, and signal projects to maintain safety and service reliability.

RECOMMENDATION B

ROW Maintenance Funding - \$2,920,232

Metrolink maintains Metro-owned ROW within 20 feet of the center of track with funding Metro provides as part of the annual budget process. In addition, Metro currently contracts with SCRRA to maintain Metro-owned ROW that is beyond the 20-foot center of track up to Metro's property line which is not included in the SCRRA annual budget. Services for both efforts include trash removal, graffiti abatement, fence repair, homeless encampment removal, tree trimming, and weed abatement. The SCRRA annual budget for FY 2024-25 for the services beyond 20 feet from center of track is \$1,195,916. SCRRA is requesting an increase of \$1,724,316 for FY 2024-25 for a total of \$2,920,232

to adequately maintain Metro-owned ROW beyond 20 feet from center of track. Metro assessed bringing this function in house, however, based on the required safety training, track closures, familiarity with heavy rail Class 1 train operations, established relationships with BNSF Railway and Union Pacific Railroad, and bids received from Metro maintenance contractors, Metro determined that retaining Metrolink to maintain our ROW is the most efficient and cost-effective option.

To streamline and centralize Metro's ROW maintenance responsibility, beginning in FY 2024-25, Metro will also incorporate the maintenance of ROW beyond the 20 feet from center of track to Metro's property line into the existing scope and funding in the SCRRA annual work program MOU and monitored by CPD.

Recommendation B will establish ROW funding in the amount of \$2,920,232 annually beginning in FY 2024-25 and will be adjusted by the Consumer Price Index. Metro partners closely with SCRRA, the City of Los Angeles, law enforcement, and other local agencies to address safety and homeless encampment issues along the Metro-owned ROW and ensure its proper maintenance.

RECOMMENDATION C

Extend San Bernardino Line 25% Fare Reduction Program - \$500,000

In April 2018 (File #2018-0099) and May 2019 (File #2019-0228), the Metro Board approved programming \$4,190,969 to support the San Bernardino Line (SBL) 25% Fare Reduction 12-month pilot program in collaboration with the San Bernardino County Transportation Authority (SBCTA) for fiscal years 2018-19 through 2022-23. The pilot program, modeled after a prior successful pilot program on the Metrolink AVL, was designed to increase SBL ridership by offering a 25% price reduction on all fare types on the SBL between Los Angeles and downtown San Bernardino excluding the Weekend Day Pass.

Per the terms of the MOU between Metro and SCRRA, a Title VI analysis was performed, and based upon the initial 10% growth in ridership, in November 2018 the program became part of Metrolink's permanent fare structure. The MOU required Metrolink to conduct a ridership and revenue analysis at the beginning of FY 2021-22 to determine if the programmed funding was sufficient for the program to achieve the projected revenues breakeven period by the end of FY 2022-23. Due to staff changes and the COVID pandemic, the ridership and revenue analysis was not completed by Metrolink.

Although the program analysis has not been completed, Metrolink has provided the program costs from inception through March 31, 2024, reflecting a \$120,640 remaining balance from the \$4,190,969 originally programmed. Staff is requesting an extension of the program through the end of FY 2025 and an additional \$500,000 for expenditures incurred since July 1, 2023, and anticipated to be incurred through June 30, 2025, to allow Metrolink sufficient time to complete their analysis and continue providing this successful fare product until the analysis is completed. Staff will return to the Board with a program recommendation after reviewing Metrolink's analysis.

RECOMMENDATION D

Extend Lapsing Dates for Four SGR and Capital MOUs

SCRRA rehabilitation/renovation and capital projects maintain Metrolink's system safety and safety culture, ensure state of good repair, and modernize the Metrolink system. SCRRA's project delivery schedule for rehabilitation/renovation projects span over a five-year period.

Recommendation D will extend four items (one SCRRA SGR and three capital project MOUs) that would otherwise lapse on or before June 30, 2024. Due to unforeseen material supplier delays and project work delays, time extensions are being requested. SCRRA indicated that their work is in progress and many projects are close to completion and will be completed and invoiced by the requested extension date.

RECOMMENDATION E

Transfers to Other Operators' Reimbursement Rate to Metro

SCRRA reimburses Metro for Metrolink riders who transfer to and from Metro services at no charge, including the Metro rail system hub at Union Station, through the EZ Transit Program.

Recommendation E affirms that the reimbursement rate to Metro remains at \$1.10 for FY 2024-25, the same as for FY 2023-24, and that the current EZ Transit Pass cap of \$5,592,000 be honored.

DETERMINATION OF SAFETY IMPACT

Approval of these recommendations will improve safety for Metrolink passengers and local communities in which Metrolink operates. All Metrolink operations, SGR, and new capital projects will comply with applicable Federal Railroad Administration, California Public Utilities Commission, and other regulatory standards. Through approval of this item Metro will be funding safety-related improvements on the Metrolink system to support safer travel of LA County residents and visitors.

FINANCIAL IMPACT

Recommendation A will provide \$206,833,180 to fund Metro's commitment to SCRRA for the FY 2024-25 Metrolink Annual Work Program. Metro's share of Commuter Rail Operations will be funded with \$136,459,830 in new Proposition C 10% / Measure M 1% funds which are designated for commuter rail purposes. Metro's FY 2024-25 Budget will be amended in accordance with Recommendation A. Please note that SCRRA provided an estimate of the hybrid mobilization costs which are included in Metro's \$137,759,830 FY25 Commuter Rail Operations share. However, these costs may be higher or lower depending on the bids Metrolink receives. Please also note that SCRRA included \$1,300,000 for Metro-owned ROW Maintenance beyond 20 feet of center track in the \$137,759,830 FY25 Commuter Rail Operations share amount which is also included in Recommendation B. Therefore, Recommendation A was reduced to \$136,459,830 to remove the duplication of costs. Staff will report back if there are any changes that require Board action.

SGR and New Capital will be funded with \$70,373,350 in new Measure R 3% funds which are designated for commuter rail capital programs. This is a programming action where capital expenditures will occur over multiple years and the Cost Center Manager will be responsible for annual budget funding allocations.

Recommendation B will provide SCRRA with \$2,920,232 to fund maintenance of Metro-owned ROW

beyond 20 feet from center track in new Proposition C 40% Funds, which are eligible for Metro property maintenance. Metro's FY25 Budget will be amended in accordance with Recommendation B.

Recommendation C will be funded using up to \$500,000 of FY23 surplus SCRRA-dedicated Proposition C 10% funds.

Recommendation D has no financial impact.

Recommendation E has no financial impact.

Recommendation F will be funded with \$29,290,000 in new Measure R 3% funds which are designated for commuter rail capital programs. Programming authority for this recommendation was approved by the Board at its June 2023 meeting.

EQUITY PLATFORM

The recommendations support SCRRA's Metrolink commuter rail operations, providing residents, workers, students, and families with a regional public transportation option to access jobs, resources, and services across the Greater Los Angeles region. Metrolink enables residents who may not be able to afford to live in high-cost areas to access quality jobs and services in those areas while living in more affordable neighborhoods. These neighborhoods include Equity Focus Communities, such as Palmdale/Lancaster, the East San Fernando Valley, El Monte, Pomona, and Gateway Cities.

Metro funds their share of Metrolink's overall operations as a JPA member agency. Metrolink establishes their own equity-based programs separate from Metro. Metrolink's efforts to increase transit equity make mobility more accessible for low-income riders across the region. Metrolink's Mobility-4-All program offers a 50% discount to riders with a California EBT card, while Metrolink's Student Adventure Pass pilot makes it possible for anyone with a student ID to use our system for free. Three out of four students are people of color. Metrolink also offers everyday discounts for children, seniors, active military members, and riders with disabilities. Fares on several Metrolink lines with a large proportion of low-income riders are further reduced by 25%. Each of these programs improves transit equity. Adjusted for inflation, Metrolink fares today are the lowest they have been in Metrolink's more than 30-year history.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support the Metro Vision 2028 Strategic Plan goals 1, 4 and 5 as follows:

- Goal 1.2: Invest in a world-class transit system that is reliable, convenient, and attractive to more users for more trips;
- Goal 4.1 Work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan;
- Goal 5.2 Exercise good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

The Metro Board could authorize a different budget amount than what SCRRA has transmitted for FY 2024-25. However, staff does not recommend a different budget amount since Metro has worked closely with SCRRA and the member agencies to create a balanced FY 2024-25 budget request that supports Metrolink's post-COVID service plans and ensures sufficient SGR to meet safety, service, and reliability needs.

For Recommendation B, the Metro Board could choose to bring the ROW maintenance function in-house. However, staff does not recommend this since a cost analysis determined that it is considerably more cost-effective for Metrolink to continue providing the ROW maintenance on Metro's behalf.

Metrolink has suggested that Metro provide 5307, 5337, and SB 125 funds to cover the funding gap. While other member agencies with less-expansive transit systems may take this approach, Metro proactively crafted its sales tax measures to include dedicated Metrolink funding carveouts that now exceed the amounts generated by these other funding sources and preserve these funds for its operations. Any use of these funds for Metrolink would reduce funding available for operations.

NEXT STEPS

The SCRRA Board is scheduled to adopt their FY 2024-25 budget on June 28, 2024. Upon SCRRA's Board adopting their budget, Metro will execute the corresponding funding agreement. Metro staff will monitor the implementation of SCRRA's budget, and the SBL fare reduction results, and report back to the Board with any issues requiring action. Metro is firmly supportive and committed to being a strategic partner with SCRRA.

ATTACHMENTS

Attachment A - SCRRA FY 25 Budget Transmittal

Prepared by: Yvette Reeves, Senior Manager, Transportation Planning, (213) 418-3176
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Stephanie N. Wiggins
Chief Executive Officer

METROLINK

May 6, 2024

TO: Martin Erickson, Executive Director, VCTC
Darrell Johnson, Chief Executive Officer, OCTA
Aaron Hake, Executive Director, RCTC
Stephanie N. Wiggins, Chief Executive Officer, Metro
Dr. Raymond Wolfe, Executive Director, SBCTA

FROM: Darren M. Kettle, Chief Executive Officer, SCRRRA

SUBJECT: SCRRRA Request for Adoption of the Authority's FY 2024-25 (FY25) Budget

On April 26, 2024, the SCRRRA Board approved the transmission of the Proposed FY25 Budget for your consideration and adoption.

The FY25 Budget operating revenue is projected to be \$68.0M while the operating expenses are projected to be \$322.1M. The total operating support requested from Member Agencies is \$264.0M. The FY25 Capital Program includes \$161.6M for State of Good Repair (SGR), and \$5.9M for New Capital.

We recognize that we will face continuing financial challenges as we navigate through our transition from Commuter Rail to a Regional Rail system.

Our playbook for meeting those challenges will be robust and include such initiatives as:

- The Optimized Rail Service increasing accessibility and convenience.
- Free Fares for all Students attracting a new generation of riders.
- Intense pursuit of Non riders and broadening from Commuters to Leisure riders.
- Fare structure study implementation.
- Driving awareness of Metrolink throughout the region.

On the side of efficiency

- Implementation of Train Crews and Equipment Usage optimization, Schedule Integration, and Potential Rider studies.

Staff will continue monitoring Ridership, Farebox Revenues and Expenses very closely.



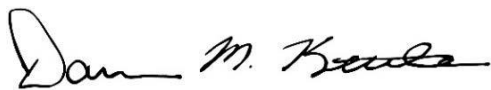
The Proposed FY25 Budget documentation, which was presented at the Board of Directors Meeting on April 26, 2024, is attached for your review. It includes:

- Board Item # 7A Approved at the Board of Director's Meeting on April 26, 2024
- Board item # 7A attachments, which includes:
 - Attachment A - FY25 Proposed Operating Budget with Comparison to FY24
 - Attachment B - Historical Actual and Budgeted Operating Statements
 - Attachment C - FY25 Proposed Operating Budget by Member Agency
 - Attachment D - FY25 Proposed Operating Budget by Line
 - Attachment E - History of Actual and Budgeted Operating Subsidy by Member Agency
 - Attachment F - FY25 Proposed SGR Projects by Member Agency, Line, and Project Detail List
 - Attachment G - FY25 Proposed New Capital by Member Agency, Line, and Project Detail List
 - Attachment H - FY25 Proposed Capital Program Cashflow

Next Steps

April - June 2024	Staff present at Member Agencies' Committees and/or Board meetings as requested
June 28, 2024	Proposed FY25 Budget to SCRRRA Board for Adoption

Thank you for your ongoing support and active participation in the development of the FY25 Proposed Budget. If you have any comments or concerns, please do not hesitate to contact me directly at (213) 452-0405. You may also contact Arnold Hackett, Chief Financial Officer at 213-452-0345.



Darren M. Kettle
Chief Executive Officer





metrolinktrains.com/meeting

ITEM ID: 2024-170-0

TRANSMITTAL DATE: April 19, 2024

MEETING DATE: April 26, 2024

TO: Board of Directors

FROM: Arnold Hackett, Chief Financial Officer

SUBJECT: Proposed FY2024-2025 (FY25) Budget - Request to Transmit

Issue

The Southern California Regional Rail Authority (SCRRA) Joint Powers Authority (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."

On April 12, 2024, The Audit and Finance Committee approved the transmittal of the FY25 Budget as it existed at that time.

Subsequent to that Committee Meeting, as the result of discussions with Member Agencies, the FY25 Budget was modified. The data attached and described in this item reflects that modification, which has resulted in a reduction of required support for all Member Agencies.

Recommendation

Audit and Finance Committee recommended (5-0) the Board approve transmitting the Proposed FY25 Budget for the consideration and adoption of the Member Agencies.

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 FY25 Budget has been constructed to provide support to each of Metrolink's strategic goals.

Background

The "New Normal" has changed work modes and commuting patterns. Metrolink's ridership was flat for a number of years prior to the COVID pandemic. During the pandemic, ridership declined approximately 90% and has since recovered to only 50% of pre-pandemic ridership. Metrolink can no longer depend on commuters alone to support ridership growth.

Growing ridership must now come through re-inventing Metrolink to provide service to a wider audience across the region. The proposed FY25 Budget has been created to specifically address transforming Metrolink and increasing ridership. Over the last few years, Member Agencies have encouraged Metrolink to partner with consultants to review our service and equipment usage. The results of this partnership have led to the Optimized Service schedule. This new service schedule will fill in service gaps and make the most efficient utilization of equipment and crews.

The Proposed FY25 Operating Budget is based on the Optimized Service created by that effort. It includes the addition of 36 trains to allow for pulse departures and fill in mid-day service gaps. It also reduces wasted crew hours, layovers, hoteling and crew transportation. Equipment is fully utilized, while mechanical service costs are reduced.

In addition to the efficiencies realized, this optimized service will begin the transformation of Metrolink from a commuter rail to a regional public transportation which will provide service to

a multitude of audiences and purposes, including commuters, students, leisure travelers to events, beaches, shopping, and family gatherings.

Staff believes that these services changes are critical for Metrolink's long-term sustainability.

Discussion

Kickoff meetings for the FY25 Budget were conducted in late October 2023. The budget requests were submitted and subsequently analyzed and reviewed by staff. The CFO then held internal meetings with each department, and, subsequently, the Chief Executive Officer. The purpose of the meetings was to review the necessity for the budget amounts requested taking into consideration such factors as:

- Overarching goal of safety, fiscal sustainability and operational efficiency;
- Solutions to respond to post pandemic changes to farebox revenue;
- Condition of Assets;
- Funding at a level which will meet the goals of the Authority;
- Contractual obligations;
- Historic levels of spending;
- Current levels of spending;
- Known adjustments for the forthcoming year;
- Projects to improve efficiencies and create savings in current and future years.

Internal meetings were concluded in early February. The Metrolink CFO then conducted meetings with each of the Member Agency CFOs and staff in late February. Questions were submitted and responses shared with all Member Agencies in early March. The Proposed FY25 Budget was reviewed with the Member Agency Advisory Committee (MAAC) on April 4th.

Meetings were subsequently held with Member Agencies resulting in a staff reassessment of budgeted amounts. This reassessment generated modifications to the FY25 Budget reducing total Operating Expenses by \$13.2M. The modification created a reduction in required support for each Member Agency.

An overview of the this modified Proposed FY25 Budget for Operations and the Capital Program detailing the total request for support was reviewed with the Member Agencies' Chief Executive Officers during the April 2024 monthly meeting.

Foundation for Proposed FY25 Budget

The Proposed FY25 Budget provides funding to achieve:

- Continued emphasis on safe operations
- Intraoperative Positive Train Control (PTC) updates and maintenance as the centerpiece of Metrolink's efforts.
- Investment in existing and new assets to maintain a state of good repair Funding of critical State of Good Repair projects.
- Funding for studies to improve maintenance efficacy and

- Re-invention of Metrolink to help grow ridership and
- Programs to generate ridership for entertainment, day trips, shopping, etc.

FY25 Operating Budget Assumptions:

Service

- Hybrid Optimized Service (Current Service Levels July through September then Optimized Service beginning October 1)

Revenue

- Ridership and Revenue Forecast as provided by KPMG/Sperry Capital

Expense

- Contractor increases only as mandated by agreements.
- 3% Merit Pool and 3% COLA
- No New FTE Headcount

Reporting:

- Monthly
- Formal Mid-Year Budget Review

Arrow Service as a separate budget funded by SBCTA.

FY25 Operating Budget Details

Proposed Total Operating Revenues are \$68.0M and reflect a projected net increase of \$14.0M or 25.9% from the FY2023-2024(FY24) Budget. The year-over-year changes are detailed below in the Operating Revenues section.

Expenditures are \$332.1M and reflect an increase of \$26.1M or 8.5% higher than the FY24 Budget. Details of the Year-over-Year expense change are explained below in the Operating Expenditures section.

The required Operating Support is \$264.0M and is an increase of \$12.5M, or 4.8% from the FY24 Budget. (See Attachment A for comparisons).

The Proposed FY25 Budget Operating Statement by detailed categories compared to the FY24 Budget, by Member Agency, by Line, and historically over the last five years are included as Attachments B, C, D, and E.

Discussion of Proposed FY25 Budget Operating Statement

Operating Revenues

Operating Revenues include Farebox, Dispatching, and Maintenance-of-Way (MOW) Revenues, and Other Revenues, such as interest and other minor miscellaneous revenues. Operating Revenues are estimated to total \$68.0M for FY25, an increase of \$14.0M or 25.9% compared to the FY24 Budget.

Farebox Revenue, which is the largest component of the total Operating Revenue, is projected at \$45.3M, an increase of \$9.9M or 28.1% compared to the FY24 Budget. Other subsidies for fares are added to the farebox to arrive at a Pro Forma Farebox Revenue totaling \$48.3M, an increase of \$9.9M over FY24.

We note that the Student Adventure Pass is not included in the revenue presented.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the expected rate of usage. The budget of \$2.2M for Dispatching Revenue reflects an increase of \$0.3M as compared to the FY24 Budget. The MOW Revenue is \$13.1M reflecting an increase of \$0.2M, or 1.5% as compared to the FY24 Budget. Other Revenues are budgeted at \$4.4M, an increase of \$3.7M or 530%. This significant increase is the result of more favorable 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 FY24 Budget.

The Train Operations component of the Operating budget contains those costs necessary 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 FY25 Budget for expenditures related to Train Operations including contingency is \$183.0M an increase of 5.1% from the FY24 Budget.

MOW expenditures are those costs necessary 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 FY25 Budget amount for expenditures related to MOW is \$54.6M, an increase of \$0.3M or 0.5% from the FY24 Budget.

Administration and Services include internal expenditures related to Train Operations. The Proposed FY25 Budget for expenditures related to Administration & Services is \$56.3M, a decrease of \$1.1M or 1.9% as compared to the FY24 Budget.

The category of Insurance and Legal is \$23.2M for the Proposed FY25 Budget, an increase of \$3.3M or 16.3% increase from the FY24 Budget.

Overall, the total Proposed FY25 Budget for expenditures is \$332.1M and has increased from the FY24 Budget by \$26.1M or 8.5%. The components of this change are as described below. Note that the Agency has added to the formal budget the following new items:

- Estimated mobilization in the amount of \$10.3M for the "Mini Bundle".
- Member Agency support for the FY25 Student Adventure Pass (to the extent that the estimated amount exceeds grant funding \$3.2M).

- Outside '20 Maintenance (LA Metro only) \$1.3M.

Total Train Operations have increased by \$9.M or 5.1% from the FY24 Budget. The primary drivers of this increase are:

- Train Operator Services have increased \$5.7M or 13.64%. \$3.8M of this amount is driven by Optimized Service, while the balance of \$1.9M is the contractual annual increase.
- Equipment Maintenance decreased by \$0.5M or (1.1%). A \$1.0M reduction was achieved in this category as a result of Optimization. The mechanical vendor increase is 3.5%. With a reduction in material cost, the base cost increase is \$0.6M before the offset from Optimization savings;
- Fuel expense increased by \$2.3M or 7.30%. \$4.0M of this amount is due to the Optimized Service, fuel hedging is expected offset the cost increase by \$1.8M;
- Security increased by \$1.7M or 10.5% due to county mandated increases for the Los Angeles Sheriff's Department;
- Station Maintenance increased by \$1.0M or 19.8% due to increased Union Station Common Area Maintenance;
- Rail Agreements increased by \$0.2M or 3.6%. \$1.0M of this was a result of Optimization costs, offset by changes to the AAR index.

MOW has increased by \$0.3M or 0.5% from the FY24 Budget.

Administration and Services have decreased from FY24 Budget by \$1.1M or 1.9%. The primary drivers of this decrease are:

- An increase to Operations Salaries & Benefits by \$0.5M or 3.2%
- Decreases of \$1.2M or 9.49% to Operations Non-Labor, \$0.4M to Indirect Administrative Expense, and \$0.1M in Operations Professional Services.
-

Total Insurance and Legal expense has increased by \$3.3M or 16.3% from the FY24 Budget, due to the following:

- Property and Liability Insurance premiums are higher by \$2.3M or 14%.
- Net Claims/SI is increased by \$0.8M or 85.9%, to ensure capture of any potential claims.

Member Agency Operating Support

Member Agency support is required to fund the difference between the total costs of operations and available revenues. The Proposed FY25 Budget estimates total Member Agency support is needed in the amount of \$264.0M or an increase of \$12.2M or 4.8% from the FY24 Budget. This support now includes the estimated cost of the Mobilization for the "Mini-Bundle", the Student Adventure Pass Support, and the (LA Metro only) Outside '20 support.

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 FY25 Proposed member support in whole dollars which are required to

create Member Agency Board requests.

Capital Program Budget State of Good Repair (SGR)

The Proposed FY25 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 FY25 budget request addresses only the SGR or annual cost of keeping assets in a State of Good Repair. The Proposed FY25 Budget does not address the current backlog which is estimated to be over \$800M.

SGR:

The SGR authorization request for FY25 was identified as necessary investments to maintain an SGR. These projects total \$161.6M, an increase of \$31.8M or 24.5%. 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 FY25 was identified as necessary for safe and efficient rail operations. These projects total \$5.9M, a decrease from the FY24 request of \$14.3M or 70.0% The projects are presented by Member Agency, by Line, and by individual project with locations and descriptions in Attachment H.

Multi-Year Forecasts

Operating Budget Forecasts for FY26, FY27, FY28 and FY29 will be provided to the committee for their requested approval at the June 2024 Committee Meeting. Upon Board approval, the FY26, FY27, FY28, and FY29 forecasted budgets will be 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 FY25 Budget will be transmitted to Member Agencies for consideration and adoption.

Operating Budget Attachments

The attachments as listed below provide additional detail on the FY25 Proposed Budget for Operating as described:

Attachment A - FY25 Proposed Operating Budget with Comparison to FY24

Attachment B - Historical Actual and Budgeted Operating Statements

Attachment C - FY25 Proposed Operating Budget by Member Agency

Attachment D - FY25 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 FY25 Proposed Budget for the Capital Program as described:

Attachment F - FY25 Proposed SGR Projects by Member Agency, Line, and Project Detail List

Attachment G - FY25 Proposed New Capital by Member Agency, Line, and Project Detail List

Attachment H - FY25 Proposed Capital Program Cashflow

Budget Impact

This report and the transmittal of the Proposed FY25 Budget has no impact on the FY24 or FY25 Budget.

Next Steps

- April 26: Board Approval for FY25 Budget transmittal to Member Agencies
- May-June 2024: Staff presentations at Member Agencies' Committee and Board meetings, as requested.
- June 14: Request AFCOM recommendation for adoption of FY25 Budget of 4-year forecast
- June 28: Board Adoption of FY25 Budget and approval of 4-year forecast.

Prepared by: Christine J. Wilson, Senior Finance Manager

Approved by: Arnold Hackett, Chief Financial Officer

Attachment(s)

[Attachment A - FY25 Proposed Operating Budget - Hybrid Schedule](#)

[Attachment B - Historical Actual and Budgeted Operating Statements](#)

[Attachment C - FY25 Proposed Operating Budget by Member Agency](#)

[Attachment D - FY25 Proposed Operating Budget by Line](#)

[Attachment E - History of Actual and Budgeted Operating Support by Member Agency](#)

[Attachment F - FY25 Proposed SGR Projects by Member Agency, Line, and Project Detail List](#)

[Attachment G - FY25 Proposed New Capital by Member Agency, Line, and Project Detail List](#)

[Attachment H - FY25 Proposed Capital Program Cashflow](#)

[Presentation - Proposed FY2024-2025 \(FY25\) Budget](#)

FY25 Proposed Operating Budget - Hybrid Schedule

(\$000s)	FY24 Amended Budget	FY25 Proposed Budget Hybrid Schedule	Variance FY25 Proposed vs FY24 Amended	
			\$ Variance	% Variance
Operating Revenue				
Farebox Revenue	35,407	45,348	9,941	28.08%
Fare Reduction Subsidy	490	427	(63)	-12.91%
Other Train Subsidies	2,565	2,565	-	0.00%
Special Trains	-	-	-	n/a
Subtotal-Pro Forma FareBox	38,463	48,341	9,878	25.68%
Dispatching	1,963	2,207	244	12.45%
Other Revenues	691	4,353	3,662	530.04%
MOW Revenues	12,932	13,127	195	1.51%
Total Operating Revenue	54,048	68,028	13,980	25.87%
Operating Expenses				
<u>Operations & Services</u>				
Train Operators	42,040	47,776	5,736	13.64%
Train Dispatch	5,566	5,919	353	6.34%
Equipment Maintenance	44,560	44,074	(486)	-1.09%
Fuel	31,028	33,293	2,265	7.30%
Non-Scheduled Rolling Stock Repairs	100	150	50	50.00%
Operating Facilities Maintenance	2,244	2,486	242	10.79%
Other Operating Train Services	942	973	31	3.34%
Security	16,635	18,376	1,741	10.47%
Public Safety Program	103	53	(50)	-48.38%
Passenger Relations	2,021	1,975	(47)	-2.30%
TVM Maintenance/Revenue Collection	5,342	4,929	(414)	-7.74%
Marketing	3,238	3,003	(235)	-7.26%
Media & External Communications	322	304	(19)	-5.77%
Utilities/Leases	3,088	2,704	(384)	-12.42%
Transfers to Other Operators	3,269	2,615	(655)	-20.02%
Amtrak Transfers	1,185	671	(515)	-43.42%
Station Maintenance	5,229	6,266	1,037	19.83%
Rail Agreements	6,680	6,922	241	3.61%
Special Trains	500	500	-	0.00%
Subtotal Operations & Services	174,093	182,987	8,894	5.11%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	53,546	53,978	432	0.81%
MoW - Extraordinary Maintenance	794	640	(154)	-19.39%
Subtotal Maintenance-of-Way	54,340	54,618	278	0.51%
<u>Administration & Services</u>				
Ops Salaries & Benefits	17,221	17,764	543	3.16%
Ops Non-Labor Expenses	12,830	11,613	(1,217)	-9.49%
Indirect Administrative Expenses	24,658	24,283	(375)	-1.52%
Ops Professional Services	2,717	2,654	(63)	-2.32%
Subtotal Admin & Services	57,426	56,314	(1,112)	-1.94%
Contingency	88	50	(38)	-42.86%
Total Operating Expenses	285,947	293,969	8,022	2.81%
<u>Insurance and Legal</u>				
Liability/Property/Auto	16,838	19,201	2,363	14.03%
Net Claims / SI	990	1,841	851	85.93%
Claims Administration	2,146	2,196	50	2.31%
Subtotal Insurance and Legal	19,974	23,237	3,263	16.34%
Mobilization	-	10,338	10,338	n/a
Student Adventure Pass	-	3,211	3,211	n/a
Outside 20'	-	1,300	1,300	n/a
Total Expense	305,921	332,056	26,135	8.54%
Loss / Member Support Required	(251,873)	(264,028)	(12,155)	4.83%

Numbers may not foot due to rounding

Historical Actual and Budgeted Operating Statements

(\$000s)	FY 20-21 Actual	FY 21-22 Actual	FY 22-23 Actual	FY 23-24 Amended Budget	FY 24-25 Proposed Budget Hybrid Schedule	Variance FY25 Proposed vs FY24 Amended	
						\$ Variance	% Variance
Operating Revenue							
Farebox Revenue	13,811	25,128	31,114	35,407	45,348	9,941	28.08%
Fare Reduction Subsidy	164	689	571	490	427	(63)	-12.91%
AV Line Discount	-	(15)	-	-	-	-	n/a
Mobility 4 All Subsidy	-	-	389	-	-	-	n/a
Other Train Subsidies	2,306	2,365	2,443	2,565	2,565	-	0.00%
Special Trains	-	121	29	-	-	-	n/a
Subtotal-Pro Forma FareBox	16,256	28,288	34,546	38,463	48,341	9,878	25.68%
Dispatching	2,079	2,155	2,245	1,963	2,207	244	12.45%
Other Revenues	345	459	1,094	691	4,353	3,662	530.04%
MOW Revenues	11,545	11,506	13,402	12,932	13,127	195	1.51%
Total Operating Revenue	30,225	42,407	51,287	54,048	68,028	13,980	25.87%
Operating Expenses							
Operations & Services							
Train Operators	37,534	36,314	36,075	42,040	47,776	5,736	13.64%
Train Dispatch	5,351	5,275	5,260	5,566	5,919	353	6.34%
Equipment Maintenance	37,041	39,130	42,344	44,560	44,074	(486)	-1.09%
Fuel	18,640	21,245	31,881	31,028	33,293	2,265	7.30%
Non-Scheduled Rolling Stock Repairs	112	43	93	100	150	50	50.00%
Operating Facilities Maintenance	2,130	1,804	2,244	2,244	2,486	242	10.79%
Other Operating Train Services	945	520	532	942	973	31	3.34%
Rolling Stock Lease	230	-	-	-	-	-	n/a
Security	13,597	13,973	14,941	16,635	18,376	1,741	10.47%
Public Safety Program	64	14	7	103	53	(50)	-48.38%
Passenger Relations	1,787	1,622	1,636	2,021	1,975	(47)	-2.30%
TVM Maintenance/Revenue Collection	3,503	3,675	4,752	5,342	4,929	(414)	-7.74%
Marketing	2,092	2,646	2,622	3,238	3,003	(235)	-7.26%
Media & External Communications	219	101	232	322	304	(19)	-5.77%
Utilities/Leases	2,899	2,913	2,538	3,088	2,704	(384)	-12.42%
Transfers to Other Operators	662	1,975	2,130	3,269	2,615	(655)	-20.02%
Amtrak Transfers	41	238	322	1,185	671	(515)	-43.42%
Station Maintenance	1,960	1,984	2,081	5,229	6,266	1,037	19.83%
Rail Agreements	4,812	3,193	5,313	6,680	6,922	241	3.61%
Special Trains	-	74	-	500	500	-	0.00%
Subtotal Operations & Services	133,621	136,741	155,000	174,093	182,987	8,894	5.11%
Maintenance-of-Way							
MoW - Line Segments	43,756	49,740	48,391	53,546	53,978	432	0.81%
MoW - Extraordinary Maintenance	599	242	873	794	640	(154)	-19.39%
Subtotal Maintenance-of-Way	44,355	49,982	49,264	54,340	54,618	278	0.51%
Administration & Services							
Ops Salaries & Benefits	15,578	15,107	15,144	17,221	17,764	543	3.16%
Ops Non-Labor Expenses	7,334	7,594	8,616	12,830	11,613	(1,217)	-9.49%
Indirect Administrative Expenses	17,695	17,645	17,614	24,658	24,283	(375)	-1.52%
Ops Professional Services	2,311	2,276	1,786	2,717	2,654	(63)	-2.32%
Subtotal Admin & Services	42,917	42,622	43,161	57,426	56,314	(1,112)	-1.94%
Contingency	-	-	40	88	50	(38)	-42.86%
Total Operating Expenses	220,893	229,344	247,465	285,947	293,969	8,022	2.81%
Insurance and Legal							
Liability/Property/Auto	12,447	12,857	13,406	16,838	19,201	2,363	14.03%
Net Claims / SI	1	(684)	382	990	1,841	851	85.93%
Claims Administration	682	1,708	1,935	2,146	2,196	50	2.31%
Total Net Insurance and Legal	13,129	13,880	15,723	19,974	23,237	3,263	16.34%
Mobilization	-	-	-	-	10,338	10,338	n/a
Student Adventure Pass	-	-	-	-	3,211	3,211	n/a
Outside 20'	-	-	-	-	1,300	1,300	n/a
Total Expense	239,627	243,224	263,188	305,921	332,056	26,135	8.5%
Loss/Member Support Required	(209,402)	(200,817)	(211,901)	(251,873)	(264,028)	(12,155)	4.8%

(\$000s)	FY 20-21 Actual	FY 21-22 Actual	FY 22-23 Actual	FY 23-24 Amended Budget	FY 24-25 Proposed Budget Hybrid Schedule	Variance FY25 Proposed vs FY24 Amended	
						\$ Variance	% Variance
Loss before Non-Recurring	(203,798)	(200,817)	(211,901)	(251,873)	(264,028)	(12,155)	4.8%
Member Support before Non-Recurring	163,176	198,209	229,801	251,873	264,028	12,155	4.8%
Surplus / (Deficit) before Non-Recurring	(40,622)	(2,608)	17,900	-	-	-	n/a
Prior year Carryforward / (Deficit)	-	196	(2,921)	-	-	-	n/a
Net Surplus / (Deficit) before Non-Recurring	(40,622)	(2,412)	14,979	-	-	-	n/a
Non-Recurring Settlement Expense 1	3,234	-	-	-	-	-	n/a
Non-Recurring Settlement Expense 2	2,370	-	-	-	-	-	n/a
Total Expenses including Non-Recurring	239,627	243,224	263,188	305,921	332,056	26,135	8.5%
Net Loss including Non-Recurring	(209,402)	(200,817)	(211,901)	(251,873)	(264,028)	(12,155)	4.8%
All Member Support	163,176	198,405	226,880	251,873	264,028	12,155	4.8%
COVID-19 Relief Funding	46,226	-	-	-	-	-	n/a
Net Surplus / (Deficit)	-	(2,412)	14,979	-	-	-	n/a
*San Clemente Track Work							
Member Support	-	5,000	5,896	1,557	-	-	n/a
Total Expense	-	3,604	4,339	-	-	-	n/a
Surplus / (Deficit)	-	1,396	1,557	-	-	-	n/a
Surplus transferred to next year	-	1,396	1,557	-	-	-	n/a
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a
San Clemente #2							
Member Support	-	-	6,000	4,887	-	-	n/a
Total Expense	-	-	1,113	-	-	-	n/a
Surplus / (Deficit)	-	-	4,887	-	-	-	n/a
Surplus transferred to next year	-	-	4,887	-	-	-	n/a
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a
San Clemente #3							
Member Support	-	-	-	8,900	-	-	n/a
Total Expense	-	-	-	-	-	-	n/a
Surplus / (Deficit)	-	-	-	-	-	-	n/a
Surplus transferred to next year	-	-	-	-	-	-	n/a
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a

Numbers may not foot due to rounding.

*Note: FY25 budgeted amounts for San Clemente will be available subsequent to FY24 year-end

FY25 Proposed Operating Budget by Member Agency - Hybrid Schedule

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	23,873	10,589	4,138	5,297	1,451	45,348
Fare Reduction Subsidy	255	-	-	172	-	427
Other Train Subsidies	2,565	-	-	-	-	2,565
Special Trains	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	26,694	10,589	4,138	5,469	1,451	48,341
Dispatching	1,117	693	18	131	248	2,207
Other Revenues	2,197	884	487	509	276	4,353
MOW Revenues	7,145	3,013	863	1,635	472	13,127
Total Operating Revenue	37,153	15,178	5,506	7,744	2,447	68,028
Operating Expenses						
Operations & Services						
Train Operators	25,947	10,372	4,825	4,816	1,815	47,776
Train Dispatch	3,499	1,051	462	580	327	5,919
Equipment Maintenance	22,588	8,453	5,183	5,633	2,217	44,074
Fuel	18,082	7,228	3,363	3,356	1,265	33,293
Non-Scheduled Rolling Stock Repairs	80	29	16	19	6	150
Operating Facilities Maintenance	1,325	475	270	317	100	2,486
Other Operating Train Services	481	189	124	107	72	973
Security	9,476	3,422	2,205	2,220	1,053	18,376
Public Safety Program	25	9	8	6	5	53
Passenger Relations	1,025	416	185	286	62	1,975
TVM Maintenance/Revenue Collection	2,154	1,059	803	621	292	4,929
Marketing	1,562	634	279	435	92	3,003
Media & External Communications	144	52	45	32	30	304
Utilities/Leases	1,283	466	402	284	269	2,704
Transfers to Other Operators	1,479	544	185	321	85	2,615
Amtrak Transfers	284	290	-	-	96	671
Station Maintenance	4,085	868	368	678	266	6,266
Rail Agreements	2,022	1,885	1,671	421	922	6,922
Special Trains	238	99	56	72	36	500
Subtotal Operations & Services	95,778	37,544	20,449	20,203	9,012	182,987
Maintenance-of-Way						
MoW - Line Segments	30,593	10,364	3,369	6,757	2,895	53,978
MoW - Extraordinary Maintenance	375	92	61	68	44	640
Subtotal Maintenance-of-Way	30,968	10,456	3,430	6,825	2,939	54,618
Administration & Services						
Ops Salaries & Fringe Benefits	8,427	3,061	2,643	1,865	1,768	17,764
Ops Non-Labor Expenses	6,001	2,369	1,363	1,196	684	11,613
Indirect Administrative Expenses	11,520	4,184	3,613	2,550	2,416	24,283
Ops Professional Services	1,259	457	395	279	264	2,654
Subtotal Admin & Services	27,207	10,071	8,015	5,890	5,132	56,314
Contingency	24	9	7	5	5	50
Total Operating Expenses	153,977	58,079	31,901	32,924	17,088	293,969
Insurance and Legal						
Liability/Property/Auto	10,230	3,671	2,082	2,447	771	19,201
Net Claims / SI	981	352	200	235	74	1,841
Claims Administration	1,170	420	238	280	88	2,196
Total Net Insurance and Legal	12,380	4,442	2,519	2,961	934	23,237
Mobilization	5,615	2,244	1,044	1,042	393	10,338
Student Adventure Pass	1,641	743	331	386	110	3,211
Outside 20'	1,300	-	-	-	-	1,300
Total Expense	174,913	65,509	35,796	37,313	18,525	332,056
Loss/Member Support Required	(137,760)	(50,331)	(30,289)	(29,570)	(16,078)	(264,028)

FY25 Proposed Operating Budget by Line - Hybrid Schedule

(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
Farebox Revenue	12,443	3,867	7,390	3,165	10,422	3,898	4,165	45,348
Fare Reduction Subsidy	427	-	-	-	-	-	-	427
Other Train Subsidies	847	154	872	308	180	-	205	2,565
Special Trains	-	-	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	13,716	4,020	8,262	3,472	10,601	3,898	4,370	48,341
Dispatching	246	518	368	6	999	26	43	2,207
Other Revenues	980	579	899	351	597	499	449	4,353
MOW Revenues	3,849	1,469	3,313	255	2,007	1,316	917	13,127
Total Operating Revenue	18,791	6,587	12,842	4,085	14,205	5,739	5,780	68,028
Operating Expenses								
Operations & Services								
Train Operators	11,121	4,744	10,532	2,575	8,666	5,211	4,926	47,776
Train Dispatch	1,731	906	1,563	123	590	510	497	5,919
Equipment Maintenance	10,688	5,254	8,484	3,319	6,369	5,068	4,892	44,074
Fuel	7,749	3,306	7,339	1,795	6,039	3,631	3,433	33,293
Non-Scheduled Rolling Stock Repairs	39	16	29	11	23	17	16	150
Operating Facilities Maintenance	641	259	489	176	376	276	268	2,486
Other Operating Train Services	188	133	169	117	141	106	119	973
Security	4,146	2,241	3,519	1,723	2,501	2,096	2,150	18,376
Public Safety Program	8	9	10	8	5	7	7	53
Passenger Relations	605	161	336	102	379	211	181	1,975
TVM Maintenance/Revenue Collection	919	682	864	469	645	736	614	4,929
Marketing	925	241	511	153	580	319	274	3,003
Media & External Communications	44	50	55	46	29	37	43	304
Utilities/Leases	395	449	488	405	257	331	379	2,704
Transfers to Other Operators	798	225	492	145	625	91	239	2,615
Amtrak Transfers	-	250	-	-	421	-	-	671
Station Maintenance	1,995	827	1,438	365	1,087	10	544	6,266
Rail Agreements	-	922	-	2,126	1,173	1,150	1,550	6,922
Special Trains	110	76	80	69	84	67	15	500
Subtotal Operations & Services	42,100	20,751	36,397	13,726	29,991	19,875	20,148	182,987
Maintenance-of-Way								
MoW - Line Segments	16,176	8,013	12,873	1,194	7,697	4,730	3,294	53,978
MoW - Extraordinary Maintenance	140	97	102	89	108	86	19	640
Subtotal Maintenance-of-Way	16,316	8,110	12,975	1,283	7,805	4,816	3,313	54,618
Administration & Services								
Ops Salaries & Fringe Benefits	2,592	2,952	3,208	2,661	1,689	2,173	2,489	17,764
Ops Non-Labor Expenses	2,375	1,416	2,363	1,006	1,783	1,341	1,330	11,613
Indirect Administrative Expenses	3,543	4,036	4,385	3,638	2,309	2,970	3,402	24,283
Ops Professional Services	387	441	479	398	252	325	372	2,654
Subtotal Admin & Services	8,897	8,845	10,436	7,702	6,034	6,807	7,593	56,314
Contingency	7	8	9	7	5	6	7	50
Total Operating Expenses	67,321	37,714	59,817	22,718	43,834	31,505	31,061	293,969
Insurance and Legal								
Liability/Property/Auto	4,952	2,001	3,775	1,360	2,906	2,135	2,070	19,201
Net Claims / SI	475	192	362	130	279	205	198	1,841
Claims Administration	566	229	432	156	332	244	237	2,196
Total Net Insurance and Legal	5,994	2,421	4,569	1,646	3,517	2,584	2,506	23,237
Mobilization	2,406	1,027	2,279	557	1,875	1,128	1,066	10,338
Total with Mobilization	75,721	41,162	66,665	24,921	49,227	35,216	34,632	327,545
Loss with Mobilization	(56,931)	(34,575)	(53,823)	(20,837)	(35,022)	(29,477)	(28,853)	(259,517)
*Student Adventure Pass								3,211
*Outside 20'								1,300
Total Expense								332,056
Loss/Member Support Required								(264,028)

*Note: Amounts by Line unavailable

History of actual and budgeted Operating Support with variances of FY25 vs FY24

Support by Member Agency

	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY24 Amended Budget	\$251,872,872	\$128,093,315	\$50,557,390	\$28,141,155	\$28,754,730	\$16,326,283
FY25 Proposed Budget Hybrid Schedule	\$264,028,362	\$137,759,830	\$50,331,477	\$30,289,196	\$29,569,677	\$16,078,182

Year-Over-Year Change	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY25 vs FY24						
\$ increase	\$12,155,490	\$9,666,515	(\$225,912)	\$2,148,041	\$814,948	(\$248,101)
% increase	4.8%	7.5%	-0.4%	7.6%	2.8%	-1.5%

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

PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	FUNDINGS					
																		METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	FERNANDEZK	2025	2025	SAVED	OPEN	2823	00	Rehab	ALL	All	n/a - n/a	Worn	High	Business Systems	EAM Software Enhancement	EAM Software Enhancement and Technical Support. Metrolink's Enterprise Asset Management System continues to evolve improving our asset management foundation. The agency will benefit with the development and implementation of software enhancements that will allow us to maintain and drive new EAM and Condition Based Maintenance Initiatives. This includes fault/alert management, KPI management, SGR asset condition assessment, workflow refinements, and technical support.	\$1,418,000	\$673,550	\$280,764	\$157,398	\$204,192	\$102,096	\$0
2	POGHOSYANE	2025	2025	SAVED	OPEN	2843	00	Rehab	ALL	All	n/a - n/a	Worn	High	Business Systems	MAINTENANCE-OF-WAY (MOW) & OPS. VEHICLES & EQUIPMENT REPLACEMENT & OVERHAUL	MOW and operations vehicles and equipment replacement via new acquisition to rehabilitate aging fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW/OPS equipment and vehicles; Rehabilitation of MOW equipment. Project budget to cover cost of zero emission light and medium duty vehicles (subject to manufacture production schedules). Light Duty (SUV's, Pick up and Hi-rail Trucks) - 30 Equipment - 4Mile	\$3,081,000	\$1,463,475	\$610,038	\$341,991	\$443,664	\$221,832	\$0
3	CHAKLADARA	2025	2025	SAVED	OPEN	2850	00	Rehab	ALL	All	n/a - n/a	Marginal	High	Information Technology	Rehab of End-User Computing Infrastructure Assets	Replace end of life infrastructure for end users.	\$457,000	\$217,075	\$90,486	\$50,727	\$65,808	\$32,904	\$0
4	PEREZO	2025	2025	SAVED	OPEN	2851	00	Rehab	ALL	All	n/a - n/a	Marginal	High	Information Technology	Rehab of Network BackUp Systems and Disaster Recover (DR) systems	Upgrade Network Backup Software to include new features like orchestration of processes for performing and recovering from disasters. Upgrade 2 of the server SANs. Hewlett Packard Enterprises announced the End of Support for those model SANs on October 2024.	\$373,000	\$177,175	\$73,854	\$41,403	\$53,712	\$26,856	\$0
5	PEREZO	2025	2025	SAVED	OPEN	2852	00	Rehab	ALL	All	n/a - n/a	Marginal	Low	Information Technology	Rehab of Network Infrastructure and Improve the Health and Stability of our Systems	Immutable BackUp for the servers in the CoLo to make the setup in the CoLo the same as the setup a DOC as well as safeguarding Metrolink from possible Ransomware attacks. This will allow us to have immutable backups when our systems are running in the CoLo Enhanced E-Mail protection thru Proof point. Ensures that legitimate e-mail is properly authenticating to mitigate the threat of malicious e-mail. A separate Manage Engine account for use specifically on the servers. Currently we're managing both workstation and servers in the same product. This is separate the Workstations and Servers and allow for better patch management of the servers. 24 Cisco 2960's are nearing end of life. Replacing them with Cisco 9000 series switches (48 port) to maintain the health of our network infrastructure. This will allow our switches to have maintenance support from HP. Uninterruptible Power Supplies (UPS) units in closets have not been replaced in over 2 years. Standardizin setup. Replace UPS setup with: Rackmount UPS (1500VA) with 2 Auxiliary Battery Packs. This will ensure that our systems will remain operational in the event of a short power disruption. Security software for the IT-Admin team to replicate the attacks that our external security auditors perform so that we can better safeguard the Metrolink network from malicious activity and improve our security posture.	\$1,074,000	\$510,150	\$212,652	\$119,214	\$154,656	\$77,328	\$0
6	CONLEYD	2025	2025	SAVED	OPEN	2853	00	Rehab	San Bernardino Line	San Gabriel	2.4 - 57.7	Marginal	Low	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.	\$585,000	\$351,000	\$0	\$0	\$234,000	\$0	\$0



PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	FUNDINGS					
																		METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
7	CONLEYD	2025	2025	SAVED	OPEN	2856	00	Rehab	Orange County Line	Orange	165.06 - 207.36	Marginal	Low	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.	\$549,000	\$0	\$549,000	\$0	\$0	\$0	\$0
10	CONLEYD	2025	2025	SAVED	OPEN	2859	00	Rehab	ALL	River	0.0 - 3.5	Marginal	Low	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.	\$189,000	\$89,775	\$37,422	\$20,979	\$27,216	\$13,608	\$0
11	CONLEYD	2025	2025	SAVED	OPEN	2860	00	Rehab	Riverside Line	Riverside	49.6 UP LA SUB - 61.6 UP LA SUB	Marginal	Low	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: - 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 SPECIFICALLY LOOKING TO UPGRADE CUSTOMER INFORMATION SYSTEMS AT RIVERSIDE COUNTY STATIONS (RIVERSIDE DOWNTOWN AND JURUPA VALLEY/PEDLEY) FOR FY25. Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	\$343,000	\$0	\$0	\$343,000	\$0	\$0	\$0
12	FERNANDEZK	2025	2025	SAVED	OPEN	2863	00	Rehab	ALL	All	n/a - n/a	Worn	High	Track	FY25 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 - Surfacing Program to restore track profiles and cross sections	\$3,468,000	\$1,647,300	\$686,664	\$384,948	\$499,392	\$249,696	\$0
13	FERNANDEZK	2025	2025	SAVED	OPEN	2864	00	Rehab	ALL	All	n/a - n/a	Worn	High	Track	FY25 SYSTEMWIDE TRACK REHABILITATION Rail Grinding/Surfacing BACKLOG	ADDITIONAL AMOUNT ADDRESSES BACKLOG. Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections	\$1,953,000	\$927,675	\$386,694	\$216,783	\$281,232	\$140,616	\$0
14	ZAVALAL	2025	2025	SAVED	OPEN	2903	00	Rehab	Ventura County Line	Ventura - VC County	428.35 - 433.27	Worn	High	Train Control	SoGR_FY25_VENTURA (VN)_SIGNAL	Upgrade Signal Crossings at 1) Avenida Colonia Place 2) Erringer Rd 3) 1st Street	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000	\$0
16	ZAVALAL	2025	2025	SAVED	OPEN	2906	00	Rehab	Antelope Valley Line	Valley	22.63 - 76.2	Worn	High	Train Control	SoGR_FY25_VALLEY_SIGNAL	Upgrade Control Points incl. Switches and Cables at CP Kocian CP Harold CP Sierra Upgrade Signal Crossings at Polk Street Newhall Ave	\$2,640,750	\$2,640,750	\$0	\$0	\$0	\$0	\$0



PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	FUNDINGS					
																		METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
17	ZAVALAL	2025	2025	SAVED	OPEN	2907	00	Rehab	San Bernardino Line	San Gabriel	16.9 - 49.69	Worn	High	Train Control	SoGR_FY25_SAN GABRIEL_SIGNAL	Upgrade Control Point incl. House and Signals at CP Archibald Upgrade Signal Crossings at Lark Allen Ave Azusa Ave Archibald Ave Hermosa Ave Mango Ave Palmetto Ave Hamburger Lane Merced Ave	\$9,285,000	\$5,571,000	\$0	\$0	\$3,714,000	\$0	\$0
18	ZAVALAL	2025	2025	SAVED	OPEN	2908	00	Rehab	Orange County Line	Orange	167.44 - 196.72	Worn	High	Train Control	SoGR_FY25_ORANGE_SIGNAL	Upgrade Control Point incl. House and Signals at CP Bake CP El Toro Upgrade Signal Crossings at Sycamore Street Broadway Street Cerritos Ave La Zanja Street South Street	\$8,008,000	\$0	\$8,008,000	\$0	\$0	\$0	\$0
19	ZAVALAL	2025	2025	SAVED	OPEN	2909	00	Rehab	ALL	River	0.8 - 482.1	Worn	High	Train Control	SoGR_FY25_RIVER_SIGNAL	Upgrade Control Point incl. House and Signals at 1) CP West Diamond 2) CP East Diamond	\$3,780,000	\$1,795,500	\$748,440	\$419,580	\$544,320	\$272,160	\$0
20	ZAVALAL	2025	2025	SAVED	OPEN	2911	00	Rehab	Perris Valley Line	San Jacinto (PVL)	65.00 - 85.40	Worn	High	Train Control	SoGR_FY25_PERRIS VALLEY_SIGNAL	Replace EGMS at 1) E. Citrus Street/65.46, 2) Spruce Street/66.74, 3) W. Blaine Street/67.38, 4) San Jacinto Avenue/82.90, 5) G Street/84.00, 6) E. Ellis Street/84.19)	\$1,701,000	\$0	\$0	\$1,701,000	\$0	\$0	\$0
21	ZAVALAL	2025	2025	SAVED	OPEN	2917	00	Rehab	Perris Valley Line	San Jacinto (PVL)	65 - 85.4	Worn	High	Structures	SoGR_FY25_PERRIS VALLEY_STRUCTURES_CONSTRUCTION_DEFERRED FROM FY23 BUDGET PROCESS	Additional funding is needed for the Citrus Retaining Wall & Box Springs Drainage rehabilitation to complete construction. The rehabilitation will consist of improving drainage structures on the PVL Subdivision along the CP Citrus and Box Springs area. The current project cost at the 30% design level is \$34.M. Construction funds from prior years were an estimated cost for construction at that time. The current estimate was updated to reflect industry trends. Currently progressing on to 60% design. The Construction will be performed in 3 IFB phases as funding is identified. PREVIOUS FUNDING: The design phase and partial Construction phase were funded in the FY21 budget: Project 521910 for \$1.8M Design; and Project 521920 for \$2.3M Construction. The FY22 request for \$1.58M and the FY24 request for \$5.25M will contribute to the construction budget required to continue. (FY23 request Deferred to FY24). PROJECT LOCATIONS Phase 1 Location: PVL MP 70.78-70.83, MP 70.83-70.9, MP 70.9, MP 71.27, MP 71.45 Phase 2 Location: PVL MP 69.72 – 69.80, MP 70.06, MP 70.51, MP 70.6, MP 70.69, MP 70.69 – 70.78, MP 70.74, MP 70.78, MP 70.85 Phase 3 Location: PVL CP Citrus MP 65.36, MP 68.37, MP 68.65, MP 69.04, MP 69.23, MP 69.49, MP 69.72	\$6,152,000	\$0	\$0	\$6,152,000	\$0	\$0	\$0
22	ZAVALAL	2025	2025	SAVED	OPEN	2918	00	Rehab	ALL	All	N/A - N/A	Worn	High	Structures	SoGR_FY25_SYSTEMWIDE_STRUCTURES_MAINTENANCE & CREW BRIDGE INSPECTOR	The MRP 2.0 update identified the need to have an additional Structures Maintenance Crew to address Maintenance Work Orders, and also have an additional Bridge Inspector to augment existing staff. Currently, only 2 Bridge Inspectors are covering over 1000 Structures on Metrolink property.	\$1,890,000	\$897,750	\$374,220	\$209,790	\$272,160	\$136,080	\$0
25	ZAVALAL	2025	2025	SAVED	OPEN	2922	00	Rehab	San Bernardino Line	San Gabriel	1.08 - 56.52	Worn	High	Structures	SoGR_FY25_SAN GABRIEL_STRUCTURES_CONSTRUCTION	San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure: - Bridges - Culverts - Tunnels Specific work will include: *CONSTRUCTION FUNDS ONLY* for Structures rehabilitation at MP 24.19, and downsizing of 1 drainage bridge structure at Mp 34.9 from a bridge to a culvert.	\$1,134,000	\$680,400	\$0	\$0	\$453,600	\$0	\$0



PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	FUNDINGS						
																		METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	
27	ZAVALAL	2025	2025	SAVED	OPEN	2926	00	Rehab	Orange County Line	Orange	165.08 - 207.4	Worn	High	Structures	SoGR_FY25_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 the 2 structures (MP 202.1 and 202.35) that will be constructed with partial funds from the FY24 budget, primarily in the Dana Point and San Clemente area. These funds are needed due to construction cost escalation issues Metrolink has recently experienced.	\$1,864,000	\$0	\$1,864,000	\$0	\$0	\$0	\$0	\$0
28	ZAVALAL	2025	2025	SAVED	OPEN	2927	00	Rehab	Ventura County Line	Ventura - VC County	426.4 - 441.24	Worn	High	Structures	SoGR_FY25_VENTURA (VN)_STRUCTURES_DESIGN	Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: *DESIGN ONLY* Design & Environmental Clearance for Repairs to culvert (440.56) to help with sediment build-up due to erosion and obtain necessary environmental clearance and permits.	\$473,000	\$0	\$0	\$0	\$0	\$473,000	\$0	
29	ZAVALAL	2025	2025	SAVED	OPEN	2928	00	Rehab	ALL	River	3.34 - 3.34	Worn	High	Structures	SoGR_FY25_RIVER_STRUCTURES_DESIGN_DRAINAGE IMPROVEMENT	*Design Only* River Sub Drainage Improvement addresses the need for a hydrology and hydraulics study and design for a drainage system that can help mitigate the severe erosion and flooding in this area, near Bridge MP 3.34	\$851,000	\$404,225	\$168,498	\$94,461	\$122,544	\$61,272	\$0	
30	ZAVALAL	2025	2025	SAVED	OPEN	2930	00	Rehab	Ventura County Line	Ventura - VC County	426.00 - 433.00	Worn	High	Track	SoGR_FY25_VENTURA (VN)_TRACK	TIES: 4,000 Wood Ties - MT: MP 429.0-430.0 and MP 432.0-433.0; Siding: MP 426.0-427.0 BALLAST: Ballast to support projects listed.	\$2,170,000	\$0	\$0	\$0	\$0	\$2,170,000	\$0	
32	ZAVALAL	2025	2025	SAVED	OPEN	2934	00	Rehab	Antelope Valley Line	Valley	3.67 - 76.63	Worn	High	Track	SoGR_FY25_VALLEY_TRACK	TIES: 7,000 Wood Tie Replacement: MT 37-38, 40-42, 51-52, 62-63, 65-67 Concrete tie upgrade: MT-MP 64.33-65.33 (3000 TF) GRADE CROSSING: MP 32.35 - Drayton St. (80 TF), MP 56.16 Crown Valley Rd. (50 TF) BALLAST: Ballast to support projects listed.	\$4,725,000	\$4,725,000	\$0	\$0	\$0	\$0	\$0	
33	ZAVALAL	2025	2025	SAVED	OPEN	2936	00	Rehab	San Bernardino Line	San Gabriel	1.08 - 57.66	Worn	High	Track	SoGR_FY25_SAN GABRIEL_TRACK	RAIL: Replace Curve 2.17-1 South Rail (MT-MP 2.18-2.48, 1590 LF); Curve 4.44-1 North Rail (MT-MP 4.44-4.62, 960 LF and two 136/119 transition rails); Curve 19.25-1 North Rail (MT-MP 19.25-19.58, 1750 LF); Tangent South Rail (MT-MP 29.85-29.96, 690 LF); Tangent North/South Rail (MT-MP 38.61-38.73, 1280 LF and two 136/119 transition rails); Replace Curve 55.49-1 South Rail (MT-MP 55.5-55.58, 430 LF); Replace Curve 55.62-1 North Rail (MT-MP 55.61-55.79 MT, 960 LF); Replace Curve 55.87-1 South Rail (MT-MP 55.88-56.0, 640 LF); Upgrade 119# to 136 # North/South Rail MP 3.73-4.43 (2400 LF) GRADE CROSSING: MP 52.44 - S. Lilac Ave. (70 TF), SPECIAL TRACKWORK: Rehab: MP 45.70 (#10), MP 45.74 (#10), MP 45.75 (#10), and MP 45.79 (#10) BALLAST: Ballast to support projects listed.	\$5,532,000	\$3,319,200	\$0	\$0	\$2,212,800	\$0	\$0	
34	ZAVALAL	2025	2025	SAVED	OPEN	2938	00	Rehab	Orange County Line	Orange	165.08 - 207.40	Worn	High	Track	SoGR_FY25_ORANGE_TRACK	RAIL: Replace Curve 175.84-2 North/South Rail (MT2-MP 175.89-176.17, 2960 LF); Curve 197.87-1 North Rail South (MT-MP 197.85-197.97, 640 LF); Curve 199.92-1 South Rail (MT-MP 199.92-200.23, 1640 LF); GRADE CROSSING: MP 167.07 E. La Palma Ave. (240 TF), MP 172.21 S. State College Blvd. (270 TF) SPECIAL TRACKWORK: CP La Palma (2 - #20) BALLAST: Ballast to support projects listed.	\$6,554,000	\$0	\$6,554,000	\$0	\$0	\$0	\$0	
35	ZAVALAL	2025	2025	SAVED	OPEN	2940	00	Rehab	ALL	River	1.18 - 482.62	Worn	High	Track	SoGR_FY25_RIVER_TRACK	RAIL: River Curve 1.19-3 South Rail (MT3-MP 1.18-1.29, 580 LF); River WB Curve 143.03-4 South Rail (MT4-MP 143.03-143.39, 1900 LF); River EB Curve 482.41-2, Curve 482.61-2, and Curve 482.62-2 North Rail (MT2-MP 482.31-482.63, 1690 LF) GRADE CROSSING: MP 1.18 N. Main St. (200 TF), MP 481.69 N. Main St./Albion St. (160 TF) BALLAST: Ballast to support projects listed.	\$3,165,000	\$1,503,375	\$626,670	\$351,315	\$455,760	\$227,880	\$0	



PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	FUNDINGS					
																		METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
36	ZAVALAL	2025	2025	SAVED	OPEN	2942	00	Rehab	Perris Valley Line	San Jacinto (PVL)	65.13 - 86.79	Worn	High	Track	SoGR_FY25_PERRIS VALLEY_TRACK	GRADE CROSSING: MP 65.13 Villa St. (20 TF), MP 85.89 Mapes Rd. (40 TF), and MP 86.79 Watson Rd. (70 TF) (All Non-ML crossings) BALLAST/SURFACING: Ballast to support projects listed	\$780,000	\$0	\$0	\$780,000	\$0	\$0	\$0
37	ZAVALAL	2025	2025	SAVED	OPEN	2943	00	Rehab	ALL	All	n/a - n/a	Worn	High	Track	SoGR_FY25_SYSTEMWIDE_TRACK MEASUREMENT	Track Measurement systems: Tie Scans, GPR, Ballast scanning, MRP Updates Slopes and Embankments study - Recommended by MRP Consultant	\$2,835,000	\$1,346,625	\$561,330	\$314,685	\$408,240	\$204,120	\$0
38	SHAHIDS	2025	2025	SAVED	OPEN	2945	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	LAUS Main Waterline Replacement	The current piping is old, galvanized waterline with several leaking and rusted sections.	\$233,000	\$110,675	\$46,134	\$25,863	\$33,552	\$16,776	\$0
39	SHAHIDS	2025	2025	SAVED	OPEN	2946	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	CMF HVAC Replacement	Replace HVAC units in CMF	\$426,000	\$202,350	\$84,348	\$47,286	\$61,344	\$30,672	\$0
40	SHAHIDS	2025	2025	SAVED	OPEN	2947	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	SCADA System Installation & MCC Upgrade	Scope Part 1 SCADA Remote Control System: This system shall remote control and failure prediction of the following equipment, system & sub-system 1. Tanks/Silos at CMF to control three oil tanks , two DEF tanks , two Sand Silos & two antifreeze tanks . at EMF to control one sand silo, one DEF tank and 3 lube tanks. 2. Control of Motor Control Center (MCC) the SCADA system shall be monitor and control the following systems and sub-systems A. MCC motor control center (Including Fan Monitoring and control panels) , B. NOx system & C. Fire Alarm system Scope Part 2 Replacement of the MCC: Replace the existing Motor Control Center equipment with new one that will be designed in conjunction with the SCADA system upgrade so that remote monitoring and exhaust fan control is brought up to a state of good repair. Exhaust System: Replace current exhaust system which includes fan motor control center, as well as new NOx panels in the CMF building. the exhaust system shall be integrate with a new SCADA based monitoring system."	\$332,000	\$157,700	\$65,736	\$36,852	\$47,808	\$23,904	\$0
41	SHAHIDS	2025	2025	SAVED	OPEN	2949	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	LDVR & Camera Replacement	Remaining Rotem cab car, All 15 MP36 and All 40 F125. New CFR compliance related.	\$2,051,000	\$974,225	\$406,098	\$227,661	\$295,344	\$147,672	\$0
42	SHAHIDS	2025	2025	SAVED	OPEN	2950	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	Out-of-Service Car Repair project	Repair Out of Service Cars to rehabilitate	\$3,639,000	\$1,728,525	\$720,522	\$403,929	\$524,016	\$262,008	\$0
43	SHAHIDS	2025	2025	SAVED	OPEN	2951	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	Rotem HVAC Overhaul/Rebuild	Both HVAC units and control panels. Life cycle increase. Remove systemic issue	\$2,117,000	\$1,005,575	\$419,166	\$234,987	\$304,848	\$152,424	\$0
44	SHAHIDS	2025	2025	SAVED	OPEN	2953	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	Bombardier Railcar Rebuild	Increase lifecycle. Refurbish remaining Bombardier cars Safety and convenience improvement.	\$26,460,000	\$12,568,500	\$5,239,080	\$2,937,060	\$3,810,240	\$1,905,120	\$0
45	SHAHIDS	2025	2025	SAVED	OPEN	2954	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	Hyundai-Rotem Railcar Overhaul	Toilet Door LED Truck Exterior Scheme Interior Overhaul Exterior Overhaul Battery and LVPS Rubber Floor Floor Heater Convenience Outlet Nylon Airline Replacement Shipping	\$23,625,000	\$11,221,875	\$4,677,750	\$2,622,375	\$3,402,000	\$1,701,000	\$0



PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	FUNDINGS					
																		METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
46	SHAHIDS	2025	2025	SAVED	OPEN	2955	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	Locomotive Overhauls	<ul style="list-style-type: none"> Engine (both HEP and Main) partial overhaul - replace as needed basis. HVAC overhaul with R-407c freon replacement Truck/Suspension overhaul Exterior repaint Coupler overhaul General electrical and Pnuematic system overhaul 	\$8,316,000	\$3,950,100	\$1,646,568	\$923,076	\$1,197,504	\$598,752	\$0
47	SHAHIDS	2025	2025	SAVED	OPEN	2956	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	Rolling Stock Fleet PA/PEI Comm Upgrades	<ul style="list-style-type: none"> Upgrade communication control device. Add interior destination panels. 	\$1,173,000	\$557,175	\$232,254	\$130,203	\$168,912	\$84,456	\$0
48	SHAHIDS	2025	2025	SAVED	OPEN	2957	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	F125 Locomotive Engine Intermediate Overhauls	<ul style="list-style-type: none"> Engine overhaul - 100% replacement 	\$6,082,000	\$2,888,950	\$1,204,236	\$675,102	\$875,808	\$437,904	\$0
50	FERNANDEZK	2025	2025	SAVED	OPEN	2960	00	Rehab	ALL	All	n/a - n/a	Worn	High	Train Control	FY25 Back-Office Train Control System	<p>Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life.</p> <p>Train Control Back Office:</p> <ol style="list-style-type: none"> DOC/MOC/Vegas Servers CAD Workstations and Monitors CAD/BOS/MDM/IC3 Train Control Firewall, Routers and Switches 	\$2,833,000	\$1,345,675	\$560,934	\$314,463	\$407,952	\$203,976	\$0
51	FERNANDEZK	2025	2025	SAVED	OPEN	2961	00	Rehab	ALL	All	n/a - n/a	Worn	High	Train Control	FY25 SYSTEMWIDE ON-BOARD TRAIN CONTROL SYSTEMS REHABILITATION	Procure Slot 10 image development for newer operating software to replace out of date, non-supported version. Pref GPS upgrade for entire flier, new data radio 220 upgrades to replace out of commissions and support radios being used, 5g cell antenna upgrade.	\$2,364,000	\$1,122,900	\$468,072	\$262,404	\$340,416	\$170,208	\$0
52	CONLEYD	2025	2025	SAVED	OPEN	2984	00	Rehab	San Bernardino Line	Ventura - VC County	426.4 - 441.24	Marginal	Low	Communications	VENTURA SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION (VN)	<p>Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:</p> <ul style="list-style-type: none"> 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 <p>Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.</p>	\$284,000	\$0	\$0	\$0	\$0	\$284,000	\$0
61	SHAHIDS	2025	2025	SAVED	OPEN	3005	00	Rehab	ALL	All	n/a - n/a	Worn	Low	Right of Way	Metrolink CAM Expenses for Fiscal 2025	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 amount changes each year.	\$1,650,000	\$783,750	\$326,700	\$183,150	\$237,600	\$118,800	\$0
TOTAL																	\$161,614,750	\$67,558,975	\$37,930,330	\$20,723,685	\$21,854,640	\$13,547,120	\$0
PROJECT COUNT																	45						
REHAB TOTAL																	\$161,614,750	\$67,558,975	\$37,930,330	\$20,723,685	\$21,854,640	\$13,547,120	\$0
REHAB COUNT																	45						
CAPITAL TOTAL																	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL COUNT																	0						



PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2823.00

PROJECT : EAM SOFTWARE ENHANCEMENT

SCOPE	TYPE: REHAB MRP
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EAM Software Enhancement and Technical Support. Metrolink's Enterprise Asset Management System continues to evolve improving our asset management foundation. The agency will benefit with the development and implementation of software enhancements that will allow us to maintain and drive new EAM and Condition Based Maintenance Initiatives. This includes fault/alert management, KPI management, SGR asset condition assessment, workflow refinements, and technical support.

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

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

JUSTIFICATION	RANKING // PROJECT READINESS
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In 2021, Metrolink partnered with Trapeze to rebuild our Enterprise Asset Management (EAM) program suffering from years of attention- and funding deficit. In less than two years we have established a strong asset management foundation, based upon high quality data and best practice workflows. It's important that we

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

RISK CREATED BY NON-IMPLEMENTATION	
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The risk of non-implementation can impact the agency by limiting staff's ability to effectively make informed asset management decisions as the agency relies on the most comprehensive asset criticality data. This decision support tool will allow staff to
 Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET	CASH FLOW
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	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$650,000		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$0		
CONSTRUCTION	\$0		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$0		
CLOSE OUT	\$5,000		
DBE/LABOR	\$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$84,000		
* SUPPORT STAFF	\$35,000		
* CONSULTANT	\$505,000		
CONTINGENCY	\$129,000		
TOTAL	\$1,418,000		

FY	Q1	Q2	Q3	Q4	TOTAL
2025	\$0	\$0	\$0	\$0	\$0
2026	\$53,175	\$53,175	\$53,175	\$53,175	\$212,700
2027	\$124,075	\$124,075	\$124,075	\$124,075	\$496,300
2028	\$124,075	\$124,075	\$124,075	\$124,075	\$496,300
2029	\$53,175	\$53,175	\$53,175	\$53,175	\$212,700
2030	\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

POGHOSYANE PROJECT# 2843.00

PROJECT : MAINTENANCE-OF-WAY (MOW) & OPS. VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL

SCOPE	TYPE: REHAB MRP
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MOW and operations vehicles and equipment replacement via new acquisition to rehabilitate aging fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW/OPS equipment and vehicles; Rehabilitation of MOW equipment. Project budget to cover cost of zero emission light and medium duty vehicles (subject to manufacture production schedules).

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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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

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JUSTIFICATION	RANKING // PROJECT READINESS
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MOW vehicle and equipment replacement and overhaul identified by the Metrolink Rehabilitation Plan (MRP) includes specialized vehicles and equipment. The need has been identified because the assets have or will fall below a State of Good Repair and are in need of rehabilitation based on limits set by

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

RISK CREATED BY NON-IMPLEMENTATION	
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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 and operating cost will drastically increase lowering staff productivity that rely on this vehicles
 Current Age: 16 Year(s) Standard Lifespan: 10 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2026	\$115,538	\$115,538	\$115,538	\$115,536	\$462,150
ROW ACQUISITION	\$0								
MATERIAL	\$2,750,000			2027	\$539,175	\$539,175	\$539,175	\$539,175	\$2,156,700
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2028	\$115,538	\$115,538	\$115,538	\$115,536	\$462,150
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$10,000								
DBE/LABOR	\$10,000			2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$70,000								
* SUPPORT STAFF	\$39,000								
* CONSULTANT	\$0								
CONTINGENCY	\$202,000								
TOTAL	\$3,081,000								

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



PROJECT PROPOSAL

FY25

CHAKLADARA PROJECT# 2850.00

PROJECT : REHAB OF END-USER COMPUTING INFRASTRUCTURE ASSETS

SCOPE **TYPE: REHAB | MRP |**

Replace end of life infrastructure for end users.

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES **RISKS CAUSING PROJECT DELAY**

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

JUSTIFICATION **RANKING // PROJECT READINESS**

Metrolink IT has invested in several assets that are nearing end of life and will either not be supported or will not have the desired functionality and efficiency. The assets are as follows: a) Printers b) Conference Room Equipment (AV units, Video Displays, TVs etc.), User Laptops and Desktops, Monitors, Polycom Phones, networking

1. Condition of Asset..... Marginal
 2. System Impact..... High
- The end user computing infrastructure impacts all users at all locations including contractors at remote locations.

RISK CREATED BY NON-IMPLEMENTATION

The risks of not funding this project are: 1. Users will not have the tools needed to perform their day-to-day responsibilities. 2. Communications between employees and departments will be impaired. 3. Equipment will be unusable because they cannot be replaced. Current Age: 8 Year(s) Standard Lifespan: 6 Year(s)

BUDGET **CASH FLOW**

	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$0		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$0		
CONSTRUCTION	\$403,000		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$0		
CLOSE OUT	\$0		
DBE/LABOR	\$3,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$14,000		
* SUPPORT STAFF	\$7,000		
* CONSULTANT	\$0		
CONTINGENCY	\$30,000		
TOTAL	\$457,000		

FY	Q1	Q2	Q3	Q4	TOTAL
2025	\$0	\$0	\$0	\$0	\$0
2026	\$85,688	\$85,688	\$85,688	\$85,686	\$342,750
2027	\$28,562	\$28,562	\$28,562	\$28,564	\$114,250
2028	\$0	\$0	\$0	\$0	\$0
2029	\$0	\$0	\$0	\$0	\$0
2030	\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

PEREZO PROJECT# 2851.00

PROJECT : REHAB OF NETWORK BACKUP SYSTEMS AND DISASTER RECOVER (DR) SYSTEMS

SCOPE	TYPE: REHAB MRP
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Upgrade Network Backup Software to include new features like orchestration of proceses for performing and recovering from disasters.

Upgrade 2 of the server SANs. Hewlett Packard Enterprises announced the End of Support for those model SANs on October 2024.

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
3. (Goal 6: Improve Communications to Customers and Stakeholders) Improve

JUSTIFICATION	RANKING // PROJECT READINESS
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Current recovery of network backups requires a lot of manual steps. There is a chance for error when doing all of the steps individually. Being able to automate those steps eliminates potential errors. Also, automating the steps will speed up the recover process and reduce the need to have an an IT-Admin staff present.

1. Condition of Asset..... Marginal
 2. System Impact..... High
- The server infrastructure hardware runs and impacts all users in Metrolink

RISK CREATED BY NON-IMPLEMENTATION	
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Not upgrading the backup software with the new modules will make recovery longer and introduce possible issues when having to fail over from our primary to secondary data center and fail back
 Current Age: 5 Year(s) Standard Lifespan: 4 Year(s)

BUDGET	CASH FLOW
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	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$0		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$300,000		
CONSTRUCTION	\$0		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$0		
CLOSE OUT	\$0		
DBE/LABOR	\$4,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$14,000		
* SUPPORT STAFF	\$21,000		
* CONSULTANT	\$0		
CONTINGENCY	\$34,000		
TOTAL	\$373,000		

FY	Q1	Q2	Q3	Q4	TOTAL
2025	\$0	\$0	\$0	\$0	\$0
2026	\$93,250	\$93,250	\$93,250	\$93,250	\$373,000
2027	\$0	\$0	\$0	\$0	\$0
2028	\$0	\$0	\$0	\$0	\$0
2029	\$0	\$0	\$0	\$0	\$0
2030	\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

PEREZO PROJECT# 2852.00

PROJECT : REHAB OF NETWORK INFRASTRUCTURE AND IMPROVE THE HEALTH AND STABILITY OF OUR SYSTEMS

SCOPE	TYPE: REHAB MRP
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Immutable BackUp for the servers in the CoLo to make the setup in the CoLo the same as the setup a DOC as well as safeguarding Metrolink from possible Ransomware attacks. This will allow us to have immutable backups when our systems are running in the CoLo

Enhanced E-Mail protection thru Proof point. Ensures that legitimate e-mail is properly authenticating to mitigate the threat of malicious e-mail.

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 2: Maintain Fiscal Sustainability) Increase fare revenue
3. (Goal 6: Improve Communications to Customers and Stakeholders) Improve

RISKS CAUSING PROJECT DELAY

JUSTIFICATION	RANKING // PROJECT READINESS
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Our current setup in Primary and Secondary Data Center isn't the same. We don't have the ability to have immutable backups while operating our Data Center in our CoLo exposing to threats such as Ransomware. Having Immutable BackUp for the servers in the CoLo to make the setup in the CoLo the same as the setup a DOC as

1. Condition of Asset..... Marginal
 2. System Impact..... Average
- The server infrastructure hardware runs and impacts all users in Metrolink

RISK CREATED BY NON-IMPLEMENTATION	
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Not performing these critical upgrades will expose the Metrolink infrastructure from outages from power failures, outages from system issues, faulty hardware and ~~unsecure e-mail domains~~
 Current Age: 6 Year(s) Standard Lifespan: 4 Year(s)

BUDGET	CASH FLOW
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	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$0		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$780,000		
CONSTRUCTION	\$0		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$0		
CLOSE OUT	\$0		
DBE/LABOR	\$6,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$28,000		
* SUPPORT STAFF	\$162,000		
* CONSULTANT	\$0		
CONTINGENCY	\$98,000		
TOTAL	\$1,074,000		

FY	Q1	Q2	Q3	Q4	TOTAL
2025	\$0	\$0	\$0	\$0	\$0
2026	\$201,375	\$201,375	\$201,375	\$201,375	\$805,500
2027	\$67,125	\$67,125	\$67,125	\$67,125	\$268,500
2028	\$0	\$0	\$0	\$0	\$0
2029	\$0	\$0	\$0	\$0	\$0
2030	\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2853.00

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

SCOPE	TYPE: REHAB MRP
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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

Mile Posts: 2.4 - 57.7

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

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION	RANKING // PROJECT READINESS
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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

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

RISK CREATED BY NON-IMPLEMENTATION	
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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: 31 Year(s) Standard Lifespan: 15 Year(s)

BUDGET	CASH FLOW
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	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$60,000		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$125,000		
CONSTRUCTION	\$297,000		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$0		
CLOSE OUT	\$0		
DBE/LABOR	\$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$46,000		
* SUPPORT STAFF	\$18,000		
* CONSULTANT	\$0		
CONTINGENCY	\$34,000		
TOTAL	\$585,000		

	FY	Q1	Q2	Q3	Q4	TOTAL
2025		\$0	\$0	\$0	\$0	\$0
2026		\$43,875	\$43,875	\$43,875	\$43,875	\$175,500
2027		\$58,500	\$58,500	\$58,500	\$58,500	\$234,000
2028		\$43,875	\$43,875	\$43,875	\$43,875	\$175,500
2029		\$0	\$0	\$0	\$0	\$0
2030		\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2856.00

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

SCOPE	TYPE: REHAB MRP
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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

Mile Posts: 165.06 - 207.36

Division: Orange County: OC Asset Type: Communications

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION	RANKING // PROJECT READINESS
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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

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

RISK CREATED BY NON-IMPLEMENTATION	
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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: 26 Year(s) Standard Lifespan: 15 Year(s)

BUDGET	CASH FLOW
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	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$57,000		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$120,000		
CONSTRUCTION	\$275,000		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$0		
CLOSE OUT	\$0		
DBE/LABOR	\$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$44,000		
* SUPPORT STAFF	\$16,000		
* CONSULTANT	\$0		
CONTINGENCY	\$32,000		
TOTAL	\$549,000		

FY	Q1	Q2	Q3	Q4	TOTAL
2025	\$0	\$0	\$0	\$0	\$0
2026	\$41,175	\$41,175	\$41,175	\$41,175	\$164,700
2027	\$54,900	\$54,900	\$54,900	\$54,900	\$219,600
2028	\$41,175	\$41,175	\$41,175	\$41,175	\$164,700
2029	\$0	\$0	\$0	\$0	\$0
2030	\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2857.00

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

SCOPE	TYPE: REHAB MRP
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Valley Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:

- Positive Train Control (PTC) systems
- Centralized train control systems
- Communication Back-haul systems

Mile Posts: 3.5 - 76.54

Division: Valley County: LA Asset Type: Communications

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

JUSTIFICATION	RANKING // PROJECT READINESS
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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

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

RISK CREATED BY NON-IMPLEMENTATION	
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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: 31 Year(s) Standard Lifespan: 15 Year(s)

BUDGET	CASH FLOW
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		AMOUNT	START	END						
CONTRACT PACKAGING		\$0			FY	Q1	Q2	Q3	Q4	TOTAL
DESIGN		\$35,000			2025	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL		\$0			2026	\$35,475	\$35,475	\$35,475	\$35,475	\$141,900
ROW ACQUISITION		\$0			2027	\$47,300	\$47,300	\$47,300	\$47,300	\$189,200
MATERIAL		\$100,000			2028	\$35,475	\$35,475	\$35,475	\$35,475	\$141,900
CONSTRUCTION		\$255,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP		\$0			2030	\$0	\$0	\$0	\$0	\$0
FLAGGING		\$0								
BUS BRIDGES		\$0								
CLOSE OUT		\$0								
DBE/LABOR		\$5,000								
PROJECT MANAGEMENT										
* P.M STAFF		\$35,000								
* SUPPORT STAFF		\$14,000								
* CONSULTANT		\$2,000								
CONTINGENCY		\$27,000								
TOTAL		\$473,000								

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



PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2858.00

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

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

- Positive Train Control (PTC) systems
- Centralized train control systems
- Communication Back-haul systems

Mile Posts: 441.24 - 460.8

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

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION	RANKING // PROJECT READINESS
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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

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

RISK CREATED BY NON-IMPLEMENTATION	
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The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents.
Current Age: 24 Year(s) Standard Lifespan: 15 Year(s)

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

FY	Q1	Q2	Q3	Q4	TOTAL
	2025	\$0	\$0	\$0	\$0
2026	\$34,200	\$34,200	\$34,200	\$34,200	\$136,800
2027	\$45,600	\$45,600	\$45,600	\$45,600	\$182,400
2028	\$34,200	\$34,200	\$34,200	\$34,200	\$136,800
2029	\$0	\$0	\$0	\$0	\$0
2030	\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2859.00

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

SCOPE	TYPE: REHAB MRP
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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

Mile Posts: 0.0 - 3.5

Division: River County: LA Asset Type: Communications

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION	RANKING // PROJECT READINESS
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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

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

RISK CREATED BY NON-IMPLEMENTATION	
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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: 28 Year(s) Standard Lifespan: 15 Year(s)

BUDGET	CASH FLOW
---------------	------------------

	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$10,000		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$41,000		
CONSTRUCTION	\$80,000		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$0		
CLOSE OUT	\$0		
DBE/LABOR	\$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$23,000		
* SUPPORT STAFF	\$14,000		
* CONSULTANT	\$5,000		
CONTINGENCY	\$11,000		
TOTAL	\$189,000		

	FY	Q1	Q2	Q3	Q4	TOTAL
	2025	\$0	\$0	\$0	\$0	\$0
	2026	\$14,175	\$14,175	\$14,175	\$14,175	\$56,700
	2027	\$18,900	\$18,900	\$18,900	\$18,900	\$75,600
	2028	\$14,175	\$14,175	\$14,175	\$14,175	\$56,700
	2029	\$0	\$0	\$0	\$0	\$0
	2030	\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2860.00

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

SCOPE	TYPE: REHAB MRP
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Riverside Line Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:

- Positive Train Control (PTC) systems
 - Centralized train control systems
 - Communication Back-haul systems
- Mile Posts: 49.6 UP LA SUB - 61.6 UP LA SUB

Division: Riverside County: RV Asset Type: Communications

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

JUSTIFICATION	RANKING // PROJECT READINESS
----------------------	-------------------------------------

SCRRA's communications systems infrastructure has evolved over the past 30 years, which requires changes in technology. Much of SCRRA's infrastructure has aged to the point of its useful life, is obsolete or is no longer supported by its manufacturer. SCRRA's long-term goal is to upgrade and replace existing infrastructure to not only

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

RISK CREATED BY NON-IMPLEMENTATION	
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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: 28 Year(s) Standard Lifespan: 15 Year(s)

BUDGET	CASH FLOW
---------------	------------------

AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING								
\$0								
DESIGN								
\$35,000			2025	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL								
\$0								
ROW ACQUISITION								
\$0			2026	\$25,725	\$25,725	\$25,725	\$25,725	\$102,900
MATERIAL								
\$90,000								
CONSTRUCTION								
\$140,000			2027	\$34,300	\$34,300	\$34,300	\$34,300	\$137,200
SPECIAL RAIL EQUIP								
\$0								
FLAGGING								
\$0								
BUS BRIDGES								
\$0			2028	\$25,725	\$25,725	\$25,725	\$25,725	\$102,900
CLOSE OUT								
\$0								
DBE/LABOR								
\$5,000			2029	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT								
* P.M STAFF	\$28,000							
* SUPPORT STAFF	\$14,000							
* CONSULTANT	\$11,000		2030	\$0	\$0	\$0	\$0	\$0
CONTINGENCY	\$20,000							
TOTAL	\$343,000							

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



PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2863.00

PROJECT : FY25 SYSTEMWIDE TRACK REHABILITATION RAIL GRINDING/SURFACING

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

- Rail Grinding: ongoing systemwide program
- Surfacing Program to restore track profiles and cross sections

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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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
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Track rehabilitation is identified by the Metrolink Rehabilitation Plan (MRP) and aligns with the combined track & signals maintenance RFP scope and implementation. Rail Grinding and surfacing addresses "rolling contact fatigue" (RCF) resulting in rail life savings. This work also addresses noise concerns

1. Condition of Asset..... Worn
 2. System Impact..... High
- Project is necessary to for annual Rail Surfacing and Grinding work.

RISK CREATED BY NON-IMPLEMENTATION	
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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 order with potential delay to passenger service
 Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END		Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			FY					
DESIGN	\$0			2025	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0			2026	\$130,050	\$130,050	\$130,050	\$130,050	\$520,200
ROW ACQUISITION	\$0			2027	\$606,900	\$606,900	\$606,900	\$606,900	\$2,427,600
MATERIAL	\$30,000			2028	\$130,050	\$130,050	\$130,050	\$130,050	\$520,200
CONSTRUCTION	\$3,250,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0			2030	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$8,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$18,000								
* SUPPORT STAFF	\$28,000								
* CONSULTANT	\$0								
CONTINGENCY	\$134,000								
TOTAL	\$3,468,000								

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



PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2864.00

PROJECT : FY25 SYSTEMWIDE TRACK REHABILITATION RAIL GRINDING/SURFACING BACKLOG

SCOPE	TYPE: REHAB MRP
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ADDITIONAL AMOUNT ADDRESSES BACKLOG. Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog:
 - Rail Grinding: ongoing systemwide program
 - Surfacing Program to restore track profiles and cross sections

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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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	RANKING // PROJECT READINESS
----------------------	-------------------------------------

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

1. Condition of Asset..... Worn
 2. System Impact..... High
- Project is necessary to for annual Rail Surfacing and Grinding work.

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 order with potential delay to passenger service
 Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET	CASH FLOW
---------------	------------------

	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$0		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$50,000		
CONSTRUCTION	\$1,000,000		
SPECIAL RAIL EQUIP	\$75,000		
FLAGGING	\$0		
BUS BRIDGES	\$0		
CLOSE OUT	\$0		
DBE/LABOR	\$8,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$70,000		
* SUPPORT STAFF	\$35,000		
* CONSULTANT	\$622,000		
CONTINGENCY	\$93,000		
TOTAL	\$1,953,000		

FY	Q1	Q2	Q3	Q4	TOTAL
2025	\$0	\$0	\$0	\$0	\$0
2026	\$73,238	\$73,238	\$73,238	\$73,236	\$292,950
2027	\$341,775	\$341,775	\$341,775	\$341,775	\$1,367,100
2028	\$73,238	\$73,238	\$73,238	\$73,236	\$292,950
2029	\$0	\$0	\$0	\$0	\$0
2030	\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

ZAVALLAL PROJECT# 2903.00

PROJECT : SOGR_FY25_VENTURA (VN)_SIGNAL

SCOPE	TYPE: REHAB MRP
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Upgrade Signal Crossings at
 1) Avenida Colonia Place
 2) Erringer Rd
 3) 1st Street

Mile Posts: 428.35 - 433.27

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

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

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

RISK CREATED BY NON-IMPLEMENTATION	
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Location may fail which will cause train delays and possible safety issues.

Current Age: 32 Year(s) Standard Lifespan: 20 Year(s)

BUDGET	CASH FLOW
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	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$270,000		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$81,000		
MATERIAL	\$783,000		
CONSTRUCTION	\$918,000		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$135,000		
CLOSE OUT	\$54,000		
DBE/LABOR	\$27,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$270,000		
* SUPPORT STAFF	\$0		
* CONSULTANT	\$164,000		
CONTINGENCY	\$298,000		
TOTAL	\$3,000,000		

FY	Q1	Q2	Q3	Q4	TOTAL
2025	\$0	\$0	\$0	\$0	\$0
2026	\$60,000	\$60,000	\$60,000	\$60,000	\$240,000
2027	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
2028	\$247,500	\$247,500	\$247,500	\$247,500	\$990,000
2029	\$210,000	\$210,000	\$210,000	\$210,000	\$840,000
2030	\$82,500	\$82,500	\$82,500	\$82,500	\$330,000

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



PROJECT PROPOSAL

FY25

ZAVALLAL PROJECT# 2906.00

PROJECT : SOGR_FY25_VALLEY_SIGNAL

SCOPE	TYPE: REHAB MRP
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Upgrade Control Points incl. Switches and Cables at
 CP Kocian
 CP Harold
 CP Sierra

Mile Posts: 22.63 - 76.2

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	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 SCRRRA staff and 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: 32 Year(s) Standard Lifespan: 20 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$0	\$0
DESIGN				2026					
ENVIRONMENTAL				2027					
ROW ACQUISITION				2028					
MATERIAL				2029					
CONSTRUCTION				2030					
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT									
DBE/LABOR									
PROJECT MANAGEMENT									
* P.M STAFF									
* SUPPORT STAFF									
* CONSULTANT									
CONTINGENCY									
TOTAL	\$2,640,750								

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



PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2907.00

PROJECT : SOGR_FY25_SAN GABRIEL_SIGNAL

SCOPE	TYPE: REHAB MRP
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Upgrade Control Point incl. House and Signals at CP Archibald

Upgrade Signal Crossings at Lark Allen Ave
Mile Posts: 16.9 - 49.69

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

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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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	
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JUSTIFICATION	RANKING // PROJECT READINESS
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The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.	1. Condition of Asset..... Worn 2. System Impact..... High
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RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 32 Year(s) Standard Lifespan: 20 Year(s)

BUDGET	CASH FLOW
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AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING								
\$0			2025	\$0	\$0	\$0	\$0	\$0
DESIGN			2026	\$185,700	\$185,700	\$185,700	\$185,700	\$742,800
\$836,000			2027	\$464,250	\$464,250	\$464,250	\$464,250	\$1,857,000
ENVIRONMENTAL			2028	\$766,012	\$766,012	\$766,012	\$766,014	\$3,064,050
\$0			2029	\$649,950	\$649,950	\$649,950	\$649,950	\$2,599,800
ROW ACQUISITION			2030	\$255,338	\$255,338	\$255,338	\$255,336	\$1,021,350
\$251,000								
MATERIAL								
\$2,423,000								
CONSTRUCTION								
\$2,841,000								
SPECIAL RAIL EQUIP								
\$0								
FLAGGING								
\$0								
BUS BRIDGES								
\$418,000								
CLOSE OUT								
\$167,000								
DBE/LABOR								
\$84,000								
PROJECT MANAGEMENT								
* P.M STAFF								
\$836,000								
* SUPPORT STAFF								
\$0								
* CONSULTANT								
\$508,000								
CONTINGENCY								
\$921,000								
TOTAL								
\$9,285,000								

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



PROJECT PROPOSAL

FY25

ZAVALLAL PROJECT# 2908.00

PROJECT : SOGR_FY25_ORANGE_SIGNAL

SCOPE **TYPE: REHAB | MRP |**

Upgrade Control Point incl. House and Signals at
 CP Bake
 CP El Toro

Upgrade Signal Crossings at
 Mile Posts: 167.44 - 196.72

Division: Orange County: OC Asset Type: Train Control

OBJECTIVES **RISKS CAUSING PROJECT DELAY**

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

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 SCRRRA staff and 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: 30 Year(s) Standard Lifespan: 20 Year(s)

BUDGET **CASH FLOW**

		AMOUNT	START	END		FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0									
DESIGN		\$721,000				2025	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL		\$0									
ROW ACQUISITION		\$216,000				2026	\$160,160	\$160,160	\$160,160	\$160,160	\$640,640
MATERIAL		\$2,090,000									
CONSTRUCTION		\$2,450,000				2027	\$400,400	\$400,400	\$400,400	\$400,400	\$1,601,600
SPECIAL RAIL EQUIP		\$0									
FLAGGING		\$0									
BUS BRIDGES		\$360,000				2028	\$660,660	\$660,660	\$660,660	\$660,660	\$2,642,640
CLOSE OUT		\$144,000									
DBE/LABOR		\$72,000				2029	\$560,560	\$560,560	\$560,560	\$560,560	\$2,242,240
PROJECT MANAGEMENT											
* P.M STAFF		\$721,000				2030	\$220,220	\$220,220	\$220,220	\$220,220	\$880,880
* SUPPORT STAFF		\$0									
* CONSULTANT		\$440,000									
CONTINGENCY		\$794,000									
TOTAL		\$8,008,000									

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



PROJECT PROPOSAL

FY25

ZAVALLAL PROJECT# 2909.00

PROJECT : SOGR_FY25_RIVER_SIGNAL

SCOPE **TYPE: REHAB | MRP |**

Upgrade Control Point incl. House and Signals at
 1) CP West Diamond
 2) CP East Diamond

Mile Posts: 0.8 - 482.1

Division: River County: ALL 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

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 SCRRRA staff and 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: 32 Year(s) Standard Lifespan: 30 Year(s)

BUDGET **CASH FLOW**

	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$340,000		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$102,000		
MATERIAL	\$987,000		
CONSTRUCTION	\$1,157,000		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$170,000		
CLOSE OUT	\$68,000		
DBE/LABOR	\$34,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$340,000		
* SUPPORT STAFF	\$0		
* CONSULTANT	\$207,000		
CONTINGENCY	\$375,000		
TOTAL	\$3,780,000		

FY	Q1	Q2	Q3	Q4	TOTAL
2025	\$0	\$0	\$0	\$0	\$0
2026	\$75,600	\$75,600	\$75,600	\$75,600	\$302,400
2027	\$189,000	\$189,000	\$189,000	\$189,000	\$756,000
2028	\$311,850	\$311,850	\$311,850	\$311,850	\$1,247,400
2029	\$264,600	\$264,600	\$264,600	\$264,600	\$1,058,400
2030	\$103,950	\$103,950	\$103,950	\$103,950	\$415,800

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



PROJECT PROPOSAL

FY25

ZAVALLAL PROJECT# 2911.00

PROJECT : SOGR_FY25_PERRIS VALLEY_SIGNAL

SCOPE	TYPE: REHAB MRP
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Replace EGMS at
 1) E. Citrus Street/65.46,
 2) Spruce Street/66.74,
 3) W. Blaine Street/67.38,
 4) San Jacinto Avenue/82.90,
 Mile Posts: 65.00 - 85.40

Division: San Jacinto (PVL) County: RV 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	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.	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 FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$153,000			2025	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$46,000			2026	\$34,020	\$34,020	\$34,020	\$34,020	\$136,080
MATERIAL	\$444,000								
CONSTRUCTION	\$521,000			2027	\$85,050	\$85,050	\$85,050	\$85,050	\$340,200
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$77,000			2028	\$140,332	\$140,332	\$140,332	\$140,334	\$561,330
CLOSE OUT	\$31,000								
DBE/LABOR	\$15,000			2029	\$119,070	\$119,070	\$119,070	\$119,070	\$476,280
PROJECT MANAGEMENT									
* P.M STAFF	\$153,000			2030	\$46,778	\$46,778	\$46,778	\$46,776	\$187,110
* SUPPORT STAFF	\$0								
* CONSULTANT	\$92,000								
CONTINGENCY	\$169,000								
TOTAL	\$1,701,000								

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



PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2914.00

PROJECT : PROJECT MANAGEMENT INFORMATION SYSTEM SUPPORT

SCOPE	TYPE: REHAB NON-MRP
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This includes oversight and support for the Project Management Information System during implementation phase.

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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1. (Goal 7: Improve Organizational Efficiency) Clearly define staff roles and
2. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce
3. (Goal 6: Improve Communications to Customers and Stakeholders) Improve

JUSTIFICATION	RANKING // PROJECT READINESS
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Proper Oversight is needed for the project to make sure all the requirements are met

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

RISK CREATED BY NON-IMPLEMENTATION	
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Risk involved in non-implementation is that the project might result in a system which is not fully aligned with Metrolink needs.

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

BUDGET	CASH FLOW
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	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$25,000		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$300,000		
CONSTRUCTION	\$0		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$0		
CLOSE OUT	\$5,000		
DBE/LABOR	\$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$164,000		
* SUPPORT STAFF	\$105,000		
* CONSULTANT	\$250,000		
CONTINGENCY	\$86,000		
TOTAL	\$945,000		

	FY	Q1	Q2	Q3	Q4	TOTAL
2025		\$0	\$0	\$0	\$47,250	\$47,250
2026		\$47,250	\$47,250	\$47,250	\$47,250	\$189,000
2027		\$82,688	\$82,688	\$82,688	\$82,686	\$330,750
2028		\$70,875	\$70,875	\$70,875	\$70,875	\$283,500
2029		\$23,625	\$23,625	\$23,625	\$23,625	\$94,500
2030		\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2917.00

PROJECT : SOGR_FY25_PERRIS VALLEY_STRUCTURES_CONSTRUCTION_DEFERRED FROM FY23 BUDGET PROCESS

SCOPE	TYPE: REHAB MRP
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Additional funding is needed for the Citrus Retaining Wall & Box Springs Drainage rehabilitation to complete construction. The rehabilitation will consist of improving drainage structures on the PVL Subdivision along the CP Citrus and Box Springs area. The current project cost at the 30% design level is \$34.M.

Construction funds from prior years were an estimated cost for construction at that time. The current estimate was updated to reflect industry trends. Currently progressing on to 60% design. The Construction will be performed in 3 IFB phases as funding is identified.

Mile Posts: 65 - 85.4

Division: San Jacinto (PVL) County: RV Asset Type: Structures

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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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	RANKING // PROJECT READINESS
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Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because the assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.

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

RISK CREATED BY NON-IMPLEMENTATION	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

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

BUDGET	CASH FLOW
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	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$0		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$1,840,000		
CONSTRUCTION	\$2,150,000		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$615,000		
BUS BRIDGES	\$0		
CLOSE OUT	\$2,000		
DBE/LABOR	\$8,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$615,000		
* SUPPORT STAFF	\$0		
* CONSULTANT	\$629,000		
CONTINGENCY	\$293,000		
TOTAL	\$6,152,000		

FY	Q1	Q2	Q3	Q4	TOTAL
2025	\$0	\$0	\$0	\$0	\$0
2026	\$230,700	\$230,700	\$230,700	\$230,700	\$922,800
2027	\$1,153,500	\$1,153,500	\$1,153,500	\$1,153,500	\$4,614,000
2028	\$153,800	\$153,800	\$153,800	\$153,800	\$615,200
2029	\$0	\$0	\$0	\$0	\$0
2030	\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

ZAVALLAL PROJECT# 2918.00

PROJECT : SOGR_FY25_SYSTEMWIDE_STRUCTURES_MAINTENANCE & CREW BRIDGE INSPECTOR

SCOPE	TYPE: REHAB MRP
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The MRP 2.0 update identified the need to have an additional Structures Maintenance Crew to address Maintenance Work Orders, and also have an additional Bridge Inspector to augment existing staff. Currently, only 2 Bridge Inspectors are covering over 1000 Structures on Metrolink property.

Mile Posts: N/A

Division: All County: ALL Asset Type: Structures

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

JUSTIFICATION	RANKING // PROJECT READINESS
----------------------	-------------------------------------

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

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

RISK CREATED BY NON-IMPLEMENTATION	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

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

BUDGET	CASH FLOW
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	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$0		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$0		
CONSTRUCTION	\$1,500,000		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$0		
CLOSE OUT	\$6,000		
DBE/LABOR	\$25,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$189,000		
* SUPPORT STAFF	\$0		
* CONSULTANT	\$30,000		
CONTINGENCY	\$140,000		
TOTAL	\$1,890,000		

	Q1	Q2	Q3	Q4	TOTAL
FY					
2025	\$0	\$0	\$0	\$0	\$0
2026	\$472,500	\$472,500	\$472,500	\$472,500	\$1,890,000
2027	\$0	\$0	\$0	\$0	\$0
2028	\$0	\$0	\$0	\$0	\$0
2029	\$0	\$0	\$0	\$0	\$0
2030	\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2922.00

PROJECT : SOGR_FY25_SAN GABRIEL_STRUCTURES_CONSTRUCTION

SCOPE	TYPE: REHAB MRP
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San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure:

- Bridges
- Culverts
- Tunnels

Specific work will include:

Mile Posts: 1.08 - 56.52

Division: San Gabriel County: SB Asset Type: Structures

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

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

RISK CREATED BY NON-IMPLEMENTATION	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

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

BUDGET				CASH FLOW					
	AMOUNT	START	END		Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			FY					
DESIGN	\$0			2025	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0			2026	\$42,525	\$42,525	\$42,525	\$42,525	\$170,100
ROW ACQUISITION	\$0			2027	\$127,575	\$127,575	\$127,575	\$127,575	\$510,300
MATERIAL	\$340,000			2028	\$85,050	\$85,050	\$85,050	\$85,050	\$340,200
CONSTRUCTION	\$397,000			2029	\$28,350	\$28,350	\$28,350	\$28,350	\$113,400
SPECIAL RAIL EQUIP	\$0			2030	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$113,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$5,000								
DBE/LABOR	\$12,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$113,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$100,000								
CONTINGENCY	\$54,000								
TOTAL	\$1,134,000								

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



PROJECT PROPOSAL

FY25

ZAVALLAL PROJECT# 2926.00

PROJECT : SOGR_FY25_ORANGE_STRUCTURES_CONSTRUCTION

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

- _ Bridges
- _ Culverts
- _ Tunnels

Specific work will include:

Mile Posts: 165.08 - 207.4

Division: Orange County: OC Asset Type: Structures

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

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

RISK CREATED BY NON-IMPLEMENTATION	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

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

BUDGET	CASH FLOW
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	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$0		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$550,000		
CONSTRUCTION	\$650,000		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$186,000		
BUS BRIDGES	\$0		
CLOSE OUT	\$2,000		
DBE/LABOR	\$9,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$186,000		
* SUPPORT STAFF	\$0		
* CONSULTANT	\$192,000		
CONTINGENCY	\$89,000		
TOTAL	\$1,864,000		

FY	Q1	Q2	Q3	Q4	TOTAL
2025	\$0	\$0	\$0	\$0	\$0
2026	\$69,900	\$69,900	\$69,900	\$69,900	\$279,600
2027	\$209,700	\$209,700	\$209,700	\$209,700	\$838,800
2028	\$139,800	\$139,800	\$139,800	\$139,800	\$559,200
2029	\$46,600	\$46,600	\$46,600	\$46,600	\$186,400
2030	\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2927.00

PROJECT : SOGR_FY25_VENTURA (VN)_STRUCTURES_DESIGN

SCOPE	TYPE: REHAB MRP
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Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
 - Bridges
 - Culverts
 - Tunnels
 Specific work will include:
 Mile Posts: 426.4 - 441.24

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

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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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	
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JUSTIFICATION	RANKING // PROJECT READINESS
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Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because the assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.	1. Condition of Asset..... Worn 2. System Impact..... High
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RISK CREATED BY NON-IMPLEMENTATION	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

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

BUDGET	CASH FLOW
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AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING								
\$0								
DESIGN			2025	\$0	\$0	\$0	\$0	\$0
\$350,000			2026	\$11,825	\$11,825	\$11,825	\$11,825	\$47,300
ENVIRONMENTAL			2027	\$41,388	\$41,388	\$41,388	\$41,386	\$165,550
\$0			2028	\$41,388	\$41,388	\$41,388	\$41,386	\$165,550
ROW ACQUISITION			2029	\$23,650	\$23,650	\$23,650	\$23,650	\$94,600
\$0			2030	\$0	\$0	\$0	\$0	\$0
MATERIAL								
\$0								
CONSTRUCTION								
\$0								
SPECIAL RAIL EQUIP								
\$0								
FLAGGING								
\$0								
BUS BRIDGES								
\$0								
CLOSE OUT								
\$3,000								
DBE/LABOR								
\$10,000								
PROJECT MANAGEMENT								
\$47,000								
* P.M STAFF								
\$0								
* SUPPORT STAFF								
\$20,000								
* CONSULTANT								
\$43,000								
CONTINGENCY								
\$43,000								
TOTAL								
\$473,000								

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



PROJECT PROPOSAL

FY25

ZAVALLAL PROJECT# 2928.00

PROJECT : SOGR_FY25_RIVER_STRUCTURES_DESIGN_DRAINAGE IMPROVEMENT

SCOPE	TYPE: REHAB MRP
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Design Only River Sub Drainage Improvement addresses the need for a hydrology and hydraulics study and design for a drainage system that can help mitigate the severe erosion and flooding in this area, near Bridge MP 3.34

Mile Posts: 3.34 - 3.34

Division: River County: ALL Asset Type: Structures

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

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

RISK CREATED BY NON-IMPLEMENTATION	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

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

BUDGET	CASH FLOW
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	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$650,000		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$0		
CONSTRUCTION	\$0		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$0		
CLOSE OUT	\$6,000		
DBE/LABOR	\$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$85,000		
* SUPPORT STAFF	\$0		
* CONSULTANT	\$22,000		
CONTINGENCY	\$78,000		
TOTAL	\$851,000		

FY	Q1	Q2	Q3	Q4	TOTAL
2025	\$0	\$0	\$0	\$0	\$0
2026	\$21,275	\$21,275	\$21,275	\$21,275	\$85,100
2027	\$74,462	\$74,462	\$74,462	\$74,464	\$297,850
2028	\$74,462	\$74,462	\$74,462	\$74,464	\$297,850
2029	\$42,550	\$42,550	\$42,550	\$42,550	\$170,200
2030	\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2930.00

PROJECT : SOGR_FY25_VENTURA (VN)_TRACK

SCOPE	TYPE: REHAB MRP
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TIES:
4,000 Wood Ties - MT: MP 429.0-430.0 and MP 432.0-433.0; Siding: MP 426.0-427.0
BALLAST:
Ballast to support projects listed.

Mile Posts: 426.00 - 433.00

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

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 	

JUSTIFICATION	RANKING // PROJECT READINESS
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION	
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.	
Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END		Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			FY					
DESIGN	\$0			2025	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0			2026	\$54,250	\$54,250	\$54,250	\$54,250	\$217,000
ROW ACQUISITION	\$0			2027	\$189,875	\$189,875	\$189,875	\$189,875	\$759,500
MATERIAL	\$378,000			2028	\$189,875	\$189,875	\$189,875	\$189,875	\$759,500
CONSTRUCTION	\$1,172,000			2029	\$108,500	\$108,500	\$108,500	\$108,500	\$434,000
SPECIAL RAIL EQUIP	\$0			2030	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$45,000								
CLOSE OUT	\$23,000								
DBE/LABOR	\$12,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$234,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$145,000								
CONTINGENCY	\$161,000								
TOTAL	\$2,170,000								

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



PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2934.00

PROJECT : SOGR_FY25_VALLEY_TRACK

SCOPE	TYPE: REHAB MRP
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TIES:
 7,000 Wood Tie Replacement: MT 37-38, 40-42, 51-52, 62-63, 65-67
 Concrete tie upgrade: MT-MP 64.33-65.33 (3000 TF)
 GRADE CROSSING:
 MP 32.35 - Drayton St. (80 TF), MP 56.16 Crown Valley Rd. (50 TF)
 Mile Posts: 3.67 - 76.63

Division: Valley County: LA Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 	

JUSTIFICATION	RANKING // PROJECT READINESS
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION	
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.	
Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)	

BUDGET	CASH FLOW							
AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING								
\$0			2025	\$0	\$0	\$0	\$0	\$0
DESIGN			2026					
\$0			2027					
ENVIRONMENTAL			2028					
\$0			2029					
ROW ACQUISITION			2030	\$0	\$0	\$0	\$0	\$0
MATERIAL								
CONSTRUCTION								
SPECIAL RAIL EQUIP								
FLAGGING								
BUS BRIDGES								
CLOSE OUT								
DBE/LABOR								
PROJECT MANAGEMENT								
* P.M STAFF								
* SUPPORT STAFF								
* CONSULTANT								
CONTINGENCY								
TOTAL								
\$4,725,000								

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



PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2936.00

PROJECT : SOGR_FY25_SAN GABRIEL_TRACK

SCOPE	TYPE: REHAB MRP
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RAIL:
 Replace Curve 2.17-1 South Rail (MT-MP 2.18-2.48, 1590 LF); Curve 4.44-1 North Rail (MT-MP 4.44-4.62, 960 LF and two 136/119 transition rails); Curve 19.25-1 North Rail (MT-MP 19.25-19.58, 1750 LF); Tangent South Rail (MT-MP 29.85-29.96, 690 LF); Tangent North/South Rail (MT-MP 38.61-38.73, 1280 LF and two 136/119 transition rails); Replace Curve 55.49-1 South Rail (MT-MP 55.5-55.58, 430 LF); Replace Curve 55.62-1 North Rail (MT-MP 55.61-55.79 MT, 960 LF); Replace Curve 55.87-1 South Rail (MT-MP 55.88-56.0, 640 LF); Upgrade 119# to 136 # North/South Rail MP 3.73-4.43 (2400 LF)
 Mile Posts: 1.08 - 57.66 Division: San Gabriel County: SB Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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- | | |
|--|--|
| <ol style="list-style-type: none"> 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
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Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High
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RISK CREATED BY NON-IMPLEMENTATION	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.
 Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET	CASH FLOW
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		<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>TOTAL</u>
AMOUNT	START					
END						
CONTRACT PACKAGING	\$0					
DESIGN	\$0					
ENVIRONMENTAL	\$0					
ROW ACQUISITION	\$0					
MATERIAL	\$1,084,000					
CONSTRUCTION	\$2,955,000					
SPECIAL RAIL EQUIP	\$0					
FLAGGING	\$0					
BUS BRIDGES	\$45,000					
CLOSE OUT	\$59,000					
DBE/LABOR	\$30,000					
PROJECT MANAGEMENT						
* P.M STAFF	\$591,000					
* SUPPORT STAFF	\$0					
* CONSULTANT	\$311,000					
CONTINGENCY	\$457,000					
TOTAL	\$5,532,000					

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



PROJECT PROPOSAL

FY25

ZAVALLAL PROJECT# 2938.00

PROJECT : SOGR_FY25_ORANGE_TRACK

SCOPE	TYPE: REHAB MRP
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RAIL:
 Replace Curve 175.84-2 North/South Rail (MT2-MP 175.89-176.17, 2960 LF); Curve 197.87-1 North Rail South (MT-MP 197.85-197.97, 640 LF); Curve 199.92-1 South Rail (MT-MP 199.92-200.23, 1640 LF);
 GRADE CROSSING:
 MP 167.07 E. La Palma Ave. (240 TF), MP 172.21 S. State College Blvd. (270 TF)
 Mile Posts: 165.08 - 207.40

Division: Orange County: OC Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> 1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 	

JUSTIFICATION	RANKING // PROJECT READINESS
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.	<ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.
Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END		Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			FY					
DESIGN	\$0			2025	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0			2026	\$163,850	\$163,850	\$163,850	\$163,850	\$655,400
ROW ACQUISITION	\$0			2027	\$573,475	\$573,475	\$573,475	\$573,475	\$2,293,900
MATERIAL	\$1,398,000			2028	\$573,475	\$573,475	\$573,475	\$573,475	\$2,293,900
CONSTRUCTION	\$3,431,000			2029	\$327,700	\$327,700	\$327,700	\$327,700	\$1,310,800
SPECIAL RAIL EQUIP	\$0			2030	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$43,000								
CLOSE OUT	\$69,000								
DBE/LABOR	\$34,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$686,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$351,000								
CONTINGENCY	\$542,000								
TOTAL	\$6,554,000								

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



PROJECT PROPOSAL

FY25

ZAVALLAL PROJECT# 2940.00

PROJECT : SOGR_FY25_RIVER_TRACK

SCOPE	TYPE: REHAB MRP
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RAIL:
 River Curve 1.19-3 South Rail (MT3-MP 1.18-1.29, 580 LF); River WB Curve 143.03-4 South Rail (MT4-MP 143.03-143.39, 1900 LF); River EB Curve 482.41-2, Curve 482.61-2, and Curve 482.62-2 North Rail (MT2-MP 482.31-482.63, 1690 LF)

GRADE CROSSING:
 MP 1.18 N. Main St. (200 TF), MP 481.69 N. Main St./Albion St. (160 TF)

Mile Posts: 1.18 - 482.62 Division: River County: ALL Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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<ol style="list-style-type: none"> 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 	
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JUSTIFICATION	RANKING // PROJECT READINESS
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Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High
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RISK CREATED BY NON-IMPLEMENTATION	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

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

BUDGET	CASH FLOW
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AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING								
\$0								
DESIGN								
\$0								
ENVIRONMENTAL								
\$0								
ROW ACQUISITION								
\$0								
MATERIAL								
\$485,000								
CONSTRUCTION								
\$1,768,000								
SPECIAL RAIL EQUIP								
\$0								
FLAGGING								
\$0								
BUS BRIDGES								
\$45,000								
CLOSE OUT								
\$35,000								
DBE/LABOR								
\$18,000								
PROJECT MANAGEMENT								
* P.M STAFF								
\$354,000								
* SUPPORT STAFF								
\$0								
* CONSULTANT								
\$198,000								
CONTINGENCY								
\$262,000								
TOTAL								
\$3,165,000								

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



PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2942.00

PROJECT : SOGR_FY25_PERRIS VALLEY_TRACK

SCOPE	TYPE: REHAB MRP
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GRADE CROSSING:
 MP 65.13 Villa St. (20 TF), MP 85.89 Mapes Rd. (40 TF), and MP 86.79 Watson Rd. (70 TF) (All Non-ML crossings)
 BALLAST/SURFACING:
 Ballast to support projects listed

Mile Posts: 65.13 - 86.79

Division: San Jacinto (PVL) County: RV Asset Type: Track

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

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

RISK CREATED BY NON-IMPLEMENTATION	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

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

BUDGET	CASH FLOW
---------------	------------------

	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$0		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$106,000		
CONSTRUCTION	\$452,000		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$0		
CLOSE OUT	\$9,000		
DBE/LABOR	\$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$90,000		
* SUPPORT STAFF	\$0		
* CONSULTANT	\$53,000		
CONTINGENCY	\$65,000		
TOTAL	\$780,000		

FY	Q1	Q2	Q3	Q4	TOTAL
2025	\$0	\$0	\$0	\$0	\$0
2026	\$19,500	\$19,500	\$19,500	\$19,500	\$78,000
2027	\$68,250	\$68,250	\$68,250	\$68,250	\$273,000
2028	\$68,250	\$68,250	\$68,250	\$68,250	\$273,000
2029	\$39,000	\$39,000	\$39,000	\$39,000	\$156,000
2030	\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

ZAVALLAL PROJECT# 2943.00

PROJECT : SOGR_FY25_SYSTEMWIDE_TRACK MEASUREMENT

SCOPE	TYPE: REHAB MRP
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Track Measurement systems:
Tie Scans, GPR, Ballast scanning, MRP Updates
Slopes and Embankments study - Recommended by MRP Consultant

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

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

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

RISK CREATED BY NON-IMPLEMENTATION	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

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

BUDGET	CASH FLOW
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	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$2,300,000		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$0		
CONSTRUCTION	\$0		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$0		
CLOSE OUT	\$10,000		
DBE/LABOR	\$40,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$284,000		
* SUPPORT STAFF	\$0		
* CONSULTANT	\$40,000		
CONTINGENCY	\$161,000		
TOTAL	\$2,835,000		

FY	Q1	Q2	Q3	Q4	TOTAL
2025	\$0	\$0	\$0	\$0	\$0
2026	\$70,875	\$70,875	\$70,875	\$70,875	\$283,500
2027	\$248,062	\$248,062	\$248,062	\$248,064	\$992,250
2028	\$248,062	\$248,062	\$248,062	\$248,064	\$992,250
2029	\$141,750	\$141,750	\$141,750	\$141,750	\$567,000
2030	\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2945.00

PROJECT : LAUS MAIN WATERLINE REPLACEMENT

SCOPE	TYPE: REHAB MRP
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•The current piping is old, galvanized waterline with several leaking and rusted sections.

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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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

JUSTIFICATION	RANKING // PROJECT READINESS
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LAUS Main waterline is rusted and need corrective action this project is priority. Pipe supplies water to SCRRRA PTC simulation building and SCRRRA Beachpt building.

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

RISK CREATED BY NON-IMPLEMENTATION	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

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

BUDGET				CASH FLOW					
	AMOUNT	START	END		Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			FY					
DESIGN	\$15,000			2025	\$0	\$0	\$0	\$11,650	\$11,650
ENVIRONMENTAL	\$0			2026	\$11,650	\$11,650	\$11,650	\$11,650	\$46,600
ROW ACQUISITION	\$0			2027	\$20,388	\$20,388	\$20,388	\$20,386	\$81,550
MATERIAL	\$0			2028	\$17,475	\$17,475	\$17,475	\$17,475	\$69,900
CONSTRUCTION	\$155,000			2029	\$5,825	\$5,825	\$5,825	\$5,825	\$23,300
SPECIAL RAIL EQUIP	\$0			2030	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$1,000								
DBE/LABOR	\$5,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$20,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$15,000								
CONTINGENCY	\$22,000								
TOTAL	\$233,000								

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



PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2946.00

PROJECT : CMF HVAC REPLACEMENT

SCOPE	TYPE: REHAB MRP
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• Replace HVAC units in CMF

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

OBJECTIVES	RISKS CAUSING PROJECT DELAY
1. (Goal 3: Invest in People and Assets) Reduce employee turnover 2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 3. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents	

JUSTIFICATION	RANKING // PROJECT READINESS
HVAC periodically fails in performance.	1. Condition of Asset..... Worn 2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION	
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.	
Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$21,300	\$21,300
DESIGN	\$13,000			2026	\$21,300	\$21,300	\$21,300	\$21,300	\$85,200
ENVIRONMENTAL	\$0			2027	\$37,275	\$37,275	\$37,275	\$37,275	\$149,100
ROW ACQUISITION	\$0			2028	\$31,950	\$31,950	\$31,950	\$31,950	\$127,800
MATERIAL	\$0			2029	\$10,650	\$10,650	\$10,650	\$10,650	\$42,600
CONSTRUCTION	\$330,000			2030	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$1,000								
DBE/LABOR	\$5,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$28,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$10,000								
CONTINGENCY	\$39,000								
TOTAL	\$426,000								

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



PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2947.00

PROJECT : SCADA SYSTEM INSTALLATION & MCC UPGRADE

SCOPE	TYPE: REHAB MRP
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Scope Part 1
 SCADA Remote Control System:
 This system shall remote control and failure prediction of the following equipment, system & sub-system
 1. Tanks/Silos
 at CMF to control three oil tanks , two DEF tanks , two Sand Silos & two antifreeze tanks .
 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 1: Ensure a Safe Operating Environment) Reduce train accidents 3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents	

JUSTIFICATION	RANKING // PROJECT READINESS
Manual functionality is available. Remote control and diagnostic is an option.	1. Condition of Asset..... Worn 2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION	
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END		Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			FY					
DESIGN	\$13,000			2025	\$0	\$0	\$0	\$16,600	\$16,600
ENVIRONMENTAL	\$0			2026	\$16,600	\$16,600	\$16,600	\$16,600	\$66,400
ROW ACQUISITION	\$0			2027	\$29,050	\$29,050	\$29,050	\$29,050	\$116,200
MATERIAL	\$0			2028	\$24,900	\$24,900	\$24,900	\$24,900	\$99,600
CONSTRUCTION	\$250,000			2029	\$8,300	\$8,300	\$8,300	\$8,300	\$33,200
SPECIAL RAIL EQUIP	\$0			2030	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$5,000								
DBE/LABOR	\$6,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$21,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$6,000								
CONTINGENCY	\$31,000								
TOTAL	\$332,000								

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



PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2949.00

PROJECT : LDVR & CAMERA REPLACEMENT

SCOPE	TYPE: REHAB MRP
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- Remaining Rotem cab car,
- All 15 MP36 and
- All 40 F125.
- New CFR compliance related.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

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

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JUSTIFICATION	RANKING // PROJECT READINESS
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Part is obsolete. Continuous funding is required to complete the project for all targeting rolling stocks. New CFR requirement will be in place.

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

RISK CREATED BY NON-IMPLEMENTATION

Impact to locomotive and cab car availability due to no parts available.

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

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$102,550	\$102,550
DESIGN	\$0								
ENVIRONMENTAL	\$0			2026	\$102,550	\$102,550	\$102,550	\$102,550	\$410,200
ROW ACQUISITION	\$0								
MATERIAL	\$1,570,000			2027	\$179,462	\$179,462	\$179,462	\$179,464	\$717,850
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2028	\$153,825	\$153,825	\$153,825	\$153,825	\$615,300
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$51,275	\$51,275	\$51,275	\$51,275	\$205,100
CLOSE OUT	\$3,000								
DBE/LABOR	\$5,000			2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$158,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$128,000								
CONTINGENCY	\$187,000								
TOTAL	\$2,051,000								

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



PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2950.00

PROJECT : OUT-OF-SERVICE CAR REPAIR PROJECT

SCOPE	TYPE: REHAB MRP
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•Repair Out of Service Cars to rehabilitate

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

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

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JUSTIFICATION	RANKING // PROJECT READINESS
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Increase Car availability to support upcoming demand of Metrolink revenue service.

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

RISK CREATED BY NON-IMPLEMENTATION	
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Impact to any effort to increase service capacity in the future.

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

BUDGET	CASH FLOW
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	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$10,000		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$2,700,000		
CONSTRUCTION	\$0		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$0		
CLOSE OUT	\$5,000		
DBE/LABOR	\$15,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$228,000		
* SUPPORT STAFF	\$0		
* CONSULTANT	\$350,000		
CONTINGENCY	\$331,000		
TOTAL	\$3,639,000		

	FY	Q1	Q2	Q3	Q4	TOTAL
2025		\$0	\$0	\$0	\$181,950	\$181,950
2026		\$181,950	\$181,950	\$181,950	\$181,950	\$727,800
2027		\$318,412	\$318,412	\$318,412	\$318,414	\$1,273,650
2028		\$272,925	\$272,925	\$272,925	\$272,925	\$1,091,700
2029		\$90,975	\$90,975	\$90,975	\$90,975	\$363,900
2030		\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2951.00

PROJECT : ROTEM HVAC OVERHAUL/REBUILD

SCOPE	TYPE: REHAB MRP
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- Both HVAC units and control panels.
- Life cycle increase.
- Remove systemic issue

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

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

JUSTIFICATION	RANKING // PROJECT READINESS
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Systemic design issue in OEM HVAC Unit - high maintenance cost and impact to customer convenience and safety. Continue the remaining HVAC units with the ongoing project.

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

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

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

BUDGET	CASH FLOW
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AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING								
\$0								
DESIGN								
\$0								
ENVIRONMENTAL								
\$0								
ROW ACQUISITION								
\$0								
MATERIAL								
\$1,630,000								
CONSTRUCTION								
\$0								
SPECIAL RAIL EQUIP								
\$0								
FLAGGING								
\$0								
BUS BRIDGES								
\$0								
CLOSE OUT								
\$2,000								
DBE/LABOR								
\$8,000								
PROJECT MANAGEMENT								
* P.M STAFF	\$123,000							
* SUPPORT STAFF	\$11,000							
* CONSULTANT	\$150,000							
CONTINGENCY	\$193,000							
TOTAL	\$2,117,000							

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



PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2953.00

PROJECT : BOMBARDIER RAILCAR REBUILD

SCOPE	TYPE: REHAB MRP
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- Increase lifecycle.
- Refurbish remaining Bombardier cars
- Safety and convenience improvement.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

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

JUSTIFICATION	RANKING // PROJECT READINESS
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30 years degraded conditions.
Multiple OEM parts that are obsolete.
FTA recommended life-cycle extension program.

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

RISK CREATED BY NON-IMPLEMENTATION	
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Increase of impact to revenue service due to increase in unscheduled maintenance on degraded equipment.

Current Age: 30 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END		Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			FY					
DESIGN	\$0			2025	\$0	\$0	\$0	\$1,323,000	\$1,323,000
ENVIRONMENTAL	\$0			2026	\$1,323,000	\$1,323,000	\$1,323,000	\$1,323,000	\$5,292,000
ROW ACQUISITION	\$0			2027	\$2,315,250	\$2,315,250	\$2,315,250	\$2,315,250	\$9,261,000
MATERIAL	\$22,300,000			2028	\$1,984,500	\$1,984,500	\$1,984,500	\$1,984,500	\$7,938,000
CONSTRUCTION	\$0			2029	\$661,500	\$661,500	\$661,500	\$661,500	\$2,646,000
SPECIAL RAIL EQUIP	\$0			2030	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$12,000								
DBE/LABOR	\$42,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$350,000								
* SUPPORT STAFF	\$350,000								
* CONSULTANT	\$1,000,000								
CONTINGENCY	\$2,406,000								
TOTAL	\$26,460,000								

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



PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2954.00

PROJECT : HYUNDAI-ROTEM RAILCAR OVERHAUL

SCOPE	TYPE: REHAB MRP
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- Toilet
 - Door
 - LED
 - Truck
 - Exterior Scheme
- Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> 1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 	

JUSTIFICATION	RANKING // PROJECT READINESS
Remove multiple systemic issues in OEM. 15 years of mid-life overhaul program. Improvement in safety system.	<ol style="list-style-type: none"> 1. Condition of Asset..... Worn 2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION	
Impact to Rotem car availability due to increase in unscheduled maintenance. Cost increase in maintenance due to high consumption of parts required for the unscheduled maintenance. Current Age: 124 Year(s) Standard Lifespan: 15 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END		Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			FY					
DESIGN	\$0			2025	\$0	\$0	\$0	\$1,181,250	\$1,181,250
ENVIRONMENTAL	\$0			2026	\$1,181,250	\$1,181,250	\$1,181,250	\$1,181,250	\$4,725,000
ROW ACQUISITION	\$0			2027	\$2,067,188	\$2,067,188	\$2,067,188	\$2,067,186	\$8,268,750
MATERIAL	\$18,000,000			2028	\$1,771,875	\$1,771,875	\$1,771,875	\$1,771,875	\$7,087,500
CONSTRUCTION	\$0			2029	\$590,625	\$590,625	\$590,625	\$590,625	\$2,362,500
SPECIAL RAIL EQUIP	\$0			2030	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$9,000								
DBE/LABOR	\$50,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$368,000								
* SUPPORT STAFF	\$350,000								
* CONSULTANT	\$2,700,000								
CONTINGENCY	\$2,148,000								
TOTAL	\$23,625,000								

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



PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2955.00

PROJECT : LOCOMOTIVE OVERHAULS

SCOPE	TYPE: REHAB MRP
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- Engine (both HEP and Main) partial overhaul - replace as needed basis.
 - HVAC overhaul with R-407c freon replacement
 - Truck/Suspension overhaul
 - Exterior repaint
 - Coupler overhaul
- Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

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

JUSTIFICATION	RANKING // PROJECT READINESS
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This overhaul is intended for life extension/bridging to new loco purchase.

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

RISK CREATED BY NON-IMPLEMENTATION	
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Increase of impact to revenue service due to increase in unscheduled maintenance on degraded equipment.

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

BUDGET	CASH FLOW
---------------	------------------

AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING								
\$0								
DESIGN								
\$0								
ENVIRONMENTAL								
\$0								
ROW ACQUISITION								
\$0								
MATERIAL								
\$6,380,000								
CONSTRUCTION								
\$0								
SPECIAL RAIL EQUIP								
\$0								
FLAGGING								
\$0								
BUS BRIDGES								
\$0								
CLOSE OUT								
\$5,000								
DBE/LABOR								
\$20,000								
PROJECT MANAGEMENT								
* P.M STAFF	\$280,000							
* SUPPORT STAFF	\$175,000							
* CONSULTANT	\$700,000							
CONTINGENCY	\$756,000							
TOTAL	\$8,316,000							

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



PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2956.00

PROJECT : ROLLING STOCK FLEET PA/PEI COMM UPGRADES

SCOPE	TYPE: REHAB MRP
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- Upgrade communication control device.
- Add interior destination panels.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

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

JUSTIFICATION	RANKING // PROJECT READINESS
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Heavily outdated technology in the communication control device - ex) 512MB CF card. This issue is in all control device.

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

RISK CREATED BY NON-IMPLEMENTATION	
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Cost increase in the maintenance due to degraded conditions of communication system.
 Improvement in customer convenience with interior panels that show location
 Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET	CASH FLOW
---------------	------------------

AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING								
\$0								
DESIGN								
\$0								
ENVIRONMENTAL								
\$0								
ROW ACQUISITION								
\$0								
MATERIAL								
\$900,000								
CONSTRUCTION								
\$0								
SPECIAL RAIL EQUIP								
\$0								
FLAGGING								
\$0								
BUS BRIDGES								
\$0								
CLOSE OUT								
\$6,000								
DBE/LABOR								
\$20,000								
PROJECT MANAGEMENT								
* P.M STAFF								
\$70,000								
* SUPPORT STAFF								
\$0								
* CONSULTANT								
\$70,000								
CONTINGENCY								
\$107,000								
TOTAL								
\$1,173,000								

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



PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2957.00

PROJECT : F125 LOCOMOTIVE ENGINE INTERMEDIATE OVERHAULS

SCOPE	TYPE: REHAB MRP
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• Engine overhaul - 100% replacement

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

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

JUSTIFICATION	RANKING // PROJECT READINESS
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Overhaul of engine is required as per the maintenance manual.

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

RISK CREATED BY NON-IMPLEMENTATION	
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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: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET	CASH FLOW
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AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING								
\$0								
DESIGN								
\$0								
ENVIRONMENTAL								
\$0								
ROW ACQUISITION								
\$0								
MATERIAL								
\$4,200,000								
CONSTRUCTION								
\$0								
SPECIAL RAIL EQUIP								
\$0								
FLAGGING								
\$0								
BUS BRIDGES								
\$0								
CLOSE OUT								
\$6,000								
DBE/LABOR								
\$58,000								
PROJECT MANAGEMENT								
* P.M STAFF	\$350,000							
* SUPPORT STAFF	\$315,000							
* CONSULTANT	\$600,000							
CONTINGENCY	\$553,000							
TOTAL	\$6,082,000							

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



PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2960.00

PROJECT : FY25 BACK-OFFICE TRAIN CONTROL SYSTEM

SCOPE	TYPE: REHAB MRP
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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	RISKS CAUSING PROJECT DELAY
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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
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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

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

RISK CREATED BY NON-IMPLEMENTATION	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

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

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$300,000			2025	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2026	\$106,238	\$106,238	\$106,238	\$106,236	\$424,950
MATERIAL	\$1,750,000								
CONSTRUCTION	\$0			2027	\$354,125	\$354,125	\$354,125	\$354,125	\$1,416,500
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2028	\$141,650	\$141,650	\$141,650	\$141,650	\$566,600
CLOSE OUT	\$0								
DBE/LABOR	\$8,000			2029	\$106,238	\$106,238	\$106,238	\$106,236	\$424,950
PROJECT MANAGEMENT									
* P.M STAFF	\$62,000			2030	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$28,000								
* CONSULTANT	\$550,000								
CONTINGENCY	\$135,000								
TOTAL	\$2,833,000								

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



PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2961.00

PROJECT : FY25 SYSTEMWIDE ON-BOARD TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE	TYPE: REHAB MRP
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Procure Slot 10 image development for newer operating software to replace out of date, non-supported version. Pref GPS upgrade for entire fleet, new data radio 220 upgrades to replace out of commissions and support radios being used, 5g cell antenna upgrade.

Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

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

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

RISK CREATED BY NON-IMPLEMENTATION	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

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

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0				2026	\$59,100	\$59,100	\$59,100	\$59,100
ENVIRONMENTAL	\$0			2027		\$206,850	\$206,850	\$206,850	\$206,850
ROW ACQUISITION	\$0				2028	\$206,850	\$206,850	\$206,850	\$206,850
MATERIAL	\$1,250,000			2029		\$118,200	\$118,200	\$118,200	\$118,200
CONSTRUCTION	\$585,000				2030	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$10,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$97,000								
* SUPPORT STAFF	\$56,000								
* CONSULTANT	\$253,000								
CONTINGENCY	\$113,000								
TOTAL	\$2,364,000								

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



PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2984.00

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

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

- Positive Train Control (PTC) systems
- Centralized train control systems
- Communication Back-haul systems

Mile Posts: 426.4 - 441.24

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

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION	RANKING // PROJECT READINESS
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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

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

RISK CREATED BY NON-IMPLEMENTATION	
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The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents.
 Current Age: 24 Year(s) Standard Lifespan: 15 Year(s)

BUDGET	CASH FLOW
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	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$30,000		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$95,000		
CONSTRUCTION	\$111,000		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$0		
CLOSE OUT	\$0		
DBE/LABOR	\$4,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$21,000		
* SUPPORT STAFF	\$9,000		
* CONSULTANT	\$0		
CONTINGENCY	\$14,000		
TOTAL	\$284,000		

	Q1	Q2	Q3	Q4	TOTAL
FY					
2025	\$0	\$0	\$0	\$0	\$0
2026	\$21,300	\$21,300	\$21,300	\$21,300	\$85,200
2027	\$28,400	\$28,400	\$28,400	\$28,400	\$113,600
2028	\$21,300	\$21,300	\$21,300	\$21,300	\$85,200
2029	\$0	\$0	\$0	\$0	\$0
2030	\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 3005.00

PROJECT : METROLINK CAM EXPENSES FOR FISCAL 2025

SCOPE	TYPE: REHAB MRP
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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 amount changes each year.

Mile Posts: n/a

Division: All County: ALL Asset Type: Right of Way

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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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

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

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

RISK CREATED BY NON-IMPLEMENTATION	
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Failure to implement improvements can lead to lead station vulnerability, additional costs in utilities and subcontractor

Current Age: 34 Year(s) Standard Lifespan: 20 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$35,000								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								
MATERIAL	\$0								
CONSTRUCTION	\$1,150,000								
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$10,000								
DBE/LABOR	\$25,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$105,000								
* SUPPORT STAFF	\$75,000								
* CONSULTANT	\$100,000								
CONTINGENCY	\$150,000								
TOTAL	\$1,650,000								

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

PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - NEW CAPITAL PROJECTS ONLY

ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	FUNDINGS					
																		METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	RIEMERM	2025	2025	SAVED	OPEN	2883	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Facilities	West Portal Olympic Readiness Upgrade Project	Current ticket window and customer experience operations are negatively impacted by space constraints at Metrolink's West Portal office at Union Station. In order to meet current demands, improve current safety conditions, and prepare for increased ridership and major events such as the 2028 Olympic and Paralympic games, expansion of the West Portal is fundamental to readiness of operations. This project would provide the capital to expand the West Portal ticketing and lost and found offices, provide necessary office space for the increased number of employees assigned to the location since originally opening in 2002, increase the number of windows and the frontage of the ticketing office at Los Angeles Union Station, improve efficiency through updated customer queueing, and improve Metrolink's visibility in the largest transportation hub in the Southern California region.	\$786,000	\$373,350	\$155,628	\$87,246	\$113,184	\$56,592	\$0
2	SHAHIDS	2025	2025	SAVED	OPEN	2913	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Facilities	EV Infrastructure	•Develop necessary drawings for charging infrastructure, obtain permits and utility rebate applications.	\$1,390,000	\$660,250	\$275,220	\$154,290	\$200,160	\$100,080	\$0
3	SHAHIDS	2025	2025	SAVED	OPEN	2914	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Business Systems	Project Management Information System Support	This includes oversight and support for the Project Management Information System during implementation phase.	\$945,000	\$448,875	\$187,110	\$104,895	\$136,080	\$68,040	\$0
4	SHAHIDS	2025	2025	SAVED	OPEN	2944	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Facilities	CMF Car/Loco Shop Additional Fall Protection	• Install additional fall protection for loco and car shops, including on window rack. • Compliance related.	\$110,000	\$52,250	\$21,780	\$12,210	\$15,840	\$7,920	\$0
5	FERNANDEZK	2025	2025	SAVED	OPEN	2962	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Train Control	New Train Control Simulators and Wayside Detectors	Acquire new wayside detectors to introduce into PTC system that will help aid MOW detect hazards in the field. Acquire new simulators that model new Metrolink purchased locomotives to full training requirements. (Excludes ARROW)	\$2,174,000	\$1,032,650	\$430,452	\$241,314	\$313,056	\$156,528	\$0
6	FERNANDEZK	2025	2025	SAVED	OPEN	2963	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Train Control	PTC Colocation Phase 2	Setup a secondary data center location that has a fiber connection and physical circuits to maintain full train control system operations in the event of a loss of power or emergency at the primary location. The new colocation will strengthen disaster recovery capabilities through geographic diversification of the PTC infrastructure.	\$520,000	\$247,000	\$102,960	\$57,720	\$74,880	\$37,440	\$0
TOTAL																	\$5,925,000	\$2,814,375	\$1,173,150	\$657,675	\$853,200	\$426,600	\$0
PROJECT COUNT																	8						
REHAB TOTAL																	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REHAB COUNT																	0						
CAPITAL TOTAL																	\$5,925,000	\$2,814,375	\$1,173,150	\$657,675	\$853,200	\$426,600	\$0
CAPITAL COUNT																	7						



PROJECT PROPOSAL

FY25

RIEMERM PROJECT# 2883.00

PROJECT : WEST PORTAL OLYMPIC READINESS UPGRADE PROJECT

SCOPE	TYPE: CAPITAL NON-MRP
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Current ticket window and customer experience operations are negatively impacted by space constraints at Metrolink's West Portal office at Union Station. In order to meet current demands, improve current safety conditions, and prepare for increased ridership and major events such as the 2028 Olympic and Paralympic games, expansion of the West Portal is fundamental to readiness of operations. This project would provide the capital to expand the West Portal ticketing and lost and found offices, provide necessary office space for the increased number of employees assigned to the location since originally opening in 2002, increase the number of windows and the frontage of the ticketing office at Los Angeles Union Station, improve efficiency through updated customer queueing, and improve Metrolink's visibility Mile Posts: n/a Division: All County: ALL Asset Type: Facilities

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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1. (Goal 2: Maintain Fiscal Sustainability) Increase fare revenue
2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
3. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
4. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce
5. (Goal 3: Invest in People and Assets) Reduce employee turnover

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JUSTIFICATION	RANKING // PROJECT READINESS
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LA Union Station serves as a crucial transportation hub for the Southern California region, connecting multiple transit agencies, including Metrolink, and facilitating the movement of millions of passengers annually. When Metrolink first took occupancy of the West Portal office, four employees used the space, Monday-Friday. When ticket

1. System Reliability..... High
2. Ridership Increase..... Average
3. Capacity Improvements..... Low

RISK CREATED BY NON-IMPLEMENTATION

If this project does not move forward in FY25, Metrolink will not be well prepared to help increase passenger flow for the 2028 Olympic and Paralympic games - as ridership increases, Metrolink customer experience will be unable to meet the demand. Current Age: 21 Year(s) Standard Lifespan: 0 Year(s)

4. Safety & Security..... High
 5. Environmental..... Low
- Additional support document was submitted

BUDGET	CASH FLOW
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	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$40,000		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$25,000		
CONSTRUCTION	\$425,000		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$0		
CLOSE OUT	\$6,000		
DBE/LABOR	\$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	\$83,000		
* SUPPORT STAFF	\$35,000		
* CONSULTANT	\$90,000		
CONTINGENCY	\$72,000		
TOTAL	\$786,000		

	FY	Q1	Q2	Q3	Q4	TOTAL
2025		\$0	\$0	\$0	\$0	\$0
2026		\$39,300	\$39,300	\$39,300	\$39,300	\$157,200
2027		\$58,950	\$58,950	\$58,950	\$58,950	\$235,800
2028		\$98,250	\$98,250	\$98,250	\$98,250	\$393,000
2029		\$0	\$0	\$0	\$0	\$0
2030		\$0	\$0	\$0	\$0	\$0

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



PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2913.00

PROJECT : EV INFRASTRUCTURE

SCOPE	TYPE: CAPITAL NON-MRP
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•Develop necessary drawings for charging infrastructure, obtain permits and utility rebate applications.

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

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

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JUSTIFICATION	RANKING // PROJECT READINESS
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Under the new regulation public agencies in California must purchase 50% zero Emission (ZEV) vehicle from Model years 2024-2026. Starting from 2027 all vehicle purchased must be ZEV

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

RISK CREATED BY NON-IMPLEMENTATION	
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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: New Standard Lifespan: 10 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$69,500	\$69,500
DESIGN	\$50,000			2026	\$69,500	\$69,500	\$69,500	\$69,500	\$278,000
ENVIRONMENTAL	\$0			2027	\$121,625	\$121,625	\$121,625	\$121,625	\$486,500
ROW ACQUISITION	\$0			2028	\$104,250	\$104,250	\$104,250	\$104,250	\$417,000
MATERIAL	\$0			2029	\$34,750	\$34,750	\$34,750	\$34,750	\$139,000
CONSTRUCTION	\$1,000,000			2030	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$5,000								
DBE/LABOR	\$10,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$108,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$90,000								
CONTINGENCY	\$127,000								
TOTAL	\$1,390,000								

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



PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2914.00

PROJECT : PROJECT MANAGEMENT INFORMATION SYSTEM SUPPORT

SCOPE	TYPE: CAPITAL NON-MRP
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This includes oversight and support for the Project Management Information System during implementation phase.

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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1. (Goal 7: Improve Organizational Efficiency) Clearly define staff roles and
2. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce
3. (Goal 6: Improve Communications to Customers and Stakeholders) Improve

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

JUSTIFICATION	RANKING // PROJECT READINESS
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Proper Oversight is needed for the project to make sure all the requirements are met

RISK CREATED BY NON-IMPLEMENTATION	
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Risk involved in non-implementation is that the project might result in a system which is not fully aligned with Metrolink needs.

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

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$47,250	\$47,250
DESIGN	\$25,000			2026	\$47,250	\$47,250	\$47,250	\$47,250	\$189,000
ENVIRONMENTAL	\$0			2027	\$82,688	\$82,688	\$82,688	\$82,686	\$330,750
ROW ACQUISITION	\$0			2028	\$70,875	\$70,875	\$70,875	\$70,875	\$283,500
MATERIAL	\$300,000			2029	\$23,625	\$23,625	\$23,625	\$23,625	\$94,500
CONSTRUCTION	\$0			2030	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$5,000								
DBE/LABOR	\$10,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$164,000								
* SUPPORT STAFF	\$105,000								
* CONSULTANT	\$250,000								
CONTINGENCY	\$86,000								
TOTAL	\$945,000								

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



PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2944.00

PROJECT : CMF CAR/LOCO SHOP ADDITIONAL FALL PROTECTION

SCOPE				TYPE: CAPITAL MRP					
<ul style="list-style-type: none"> • Install additional fall protection for loco and car shops, including on window rack. • Compliance related. 									
Mile Posts: n/a				Division: All County: ALL Asset Type: Facilities					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Reduce employee turnover 2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Fall Protection at CMF roof is highly recommended to increase safety.				1. System Reliability..... High 2. Ridership Increase..... Average 3. Capacity Improvements..... Low					
RISK CREATED BY NON-IMPLEMENTATION				4. Safety & Security..... High 5. Environmental..... Low					
If not implemented there would be a higher risk of accident from falling									
Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$5,500	\$5,500
DESIGN	\$10,000			2026	\$5,500	\$5,500	\$5,500	\$5,500	\$22,000
ENVIRONMENTAL	\$0			2027	\$9,625	\$9,625	\$9,625	\$9,625	\$38,500
ROW ACQUISITION	\$0			2028	\$8,250	\$8,250	\$8,250	\$8,250	\$33,000
MATERIAL	\$0			2029	\$2,750	\$2,750	\$2,750	\$2,750	\$11,000
CONSTRUCTION	\$70,000			2030	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$2,000								
DBE/LABOR	\$8,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$6,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$4,000								
CONTINGENCY	\$10,000								
TOTAL	\$110,000								



PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2963.00

PROJECT : PTC COLOCATION PHASE 2

SCOPE	TYPE: CAPITAL MRP
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Setup a secondary data center location that has a fiber connection and physical circuits to maintain full train control system operations in the event of a loss of power or emergency at the primary location. The new colocation will strengthen disaster recovery capabilities through geographic diversification of the PTC infrastructure.

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

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents	1. System Reliability..... High 2. Ridership Increase..... Low 3. Capacity Improvements..... Low 4. Safety & Security..... High 5. Environmental..... Low
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JUSTIFICATION	RANKING // PROJECT READINESS
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Project is critical to ensuring continuity of operations in the event of a power outage or natural disaster impacting the Pomona area. Currently both Metrolink dispatching and operations centers (MOC and DOC) are located in Pomona, CA within close proximity to each other. In case of a power outage or natural disaster, the entire network could	Project is critical in the event of a power outage or natural disaster in the Pomona area impacting train service across the entire SCRRRA network.
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RISK CREATED BY NON-IMPLEMENTATION	Project is critical in the event of a power outage or natural disaster in the Pomona area impacting train service across the entire SCRRRA network.
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SCRRRA currently lacks geographic diversity between its existing train control data centers and is at risk of a power outage or natural disaster in the Pomona area impacting train service across the entire SCRRRA network.
 Current Age: New Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0			2026	\$65,000	\$65,000	\$65,000	\$65,000	\$260,000
ENVIRONMENTAL	\$0			2027	\$65,000	\$65,000	\$65,000	\$65,000	\$260,000
ROW ACQUISITION	\$0			2028	\$0	\$0	\$0	\$0	\$0
MATERIAL	\$145,000			2029	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0			2030	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$8,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$18,000								
* SUPPORT STAFF	\$14,000								
* CONSULTANT	\$310,000								
CONTINGENCY	\$25,000								
TOTAL	\$520,000								

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



PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2985.00

PROJECT : NEW SIMULATORS DMU - FOR ARROW LINE

SCOPE	TYPE: CAPITAL NON-MRP
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Acquire new simulators that model new Metrolink purchased Diesel Multi Units (DMU) on ARROW LINE to full training requirements.

Mile Posts: n/a

Division: Redlands County: SB Asset Type: Train Control

OBJECTIVES	RISKS CAUSING PROJECT DELAY
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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

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

JUSTIFICATION	RANKING // PROJECT READINESS
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These simulators are integral to the Authority's PTC Safety Plan, facilitating initial train qualification training and ongoing refresher training for our train crews. In alignment with regulatory requirements, acquiring additional simulators to accommodate newly acquired vehicle models, such as the Diesel Multi Unit (DMU) locomotives, is crucial for

RISK CREATED BY NON-IMPLEMENTATION

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

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$0	\$0
DESIGN	\$600,000			2026	\$37,500	\$37,500	\$37,500	\$37,500	\$150,000
ENVIRONMENTAL	\$0			2027	\$131,250	\$131,250	\$131,250	\$131,250	\$525,000
ROW ACQUISITION	\$0			2028	\$131,250	\$131,250	\$131,250	\$131,250	\$525,000
MATERIAL	\$600,000			2029	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
CONSTRUCTION	\$0			2030	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$10,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$56,000								
* SUPPORT STAFF	\$42,000								
* CONSULTANT	\$55,000								
CONTINGENCY	\$137,000								
TOTAL	\$1,500,000								

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

FY25 PROPOSED CAPITAL PROGRAM CASHFLOW
as of 04.16.24

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY25 State of Good Repair	\$67.6M	\$37.9M	\$20.7M	\$21.9M	\$13.5M	\$0.0M	\$161.6M
CASH OUTLAY							
2024-25	\$9.2M	\$5.2M	\$2.8M	\$3.0M	\$1.8M	\$0.0M	\$22.1M
2025-26	\$18.9M	\$10.6M	\$5.8M	\$6.1M	\$3.8M	\$0.0M	\$45.3M
2026-27	\$18.2M	\$10.2M	\$5.6M	\$5.9M	\$3.7M	\$0.0M	\$43.6M
2027-28	\$14.4M	\$8.1M	\$4.4M	\$4.7M	\$2.9M	\$0.0M	\$34.4M
2028-29	\$6.0M	\$3.4M	\$1.9M	\$2.0M	\$1.2M	\$0.0M	\$14.5M
2029-30	\$0.7M	\$0.4M	\$0.2M	\$0.2M	\$0.1M	\$0.0M	\$1.7M
Totals	\$67.6M	\$37.9M	\$20.7M	\$21.9M	\$13.5M	\$0.0M	\$161.6M

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY25 New Capital	\$2.8M	\$1.2M	\$0.7M	\$0.9M	\$0.4M	\$0.0M	\$5.9M
CASH OUTLAY							
2024-25	\$0.4M	\$0.2M	\$0.1M	\$0.1M	\$0.1M	\$0.0M	\$0.8M
2025-26	\$0.8M	\$0.3M	\$0.2M	\$0.2M	\$0.1M	\$0.0M	\$1.7M
2026-27	\$0.8M	\$0.3M	\$0.2M	\$0.2M	\$0.1M	\$0.0M	\$1.6M
2027-28	\$0.6M	\$0.3M	\$0.1M	\$0.2M	\$0.1M	\$0.0M	\$1.3M
2028-29	\$0.3M	\$0.1M	\$0.1M	\$0.1M	\$0.0M	\$0.0M	\$0.5M
2029-30	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.1M
Totals	\$2.8M	\$1.2M	\$0.7M	\$0.9M	\$0.4M	\$0.0M	\$5.9M

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY25 Capital Program	\$70.4M	\$39.1M	\$21.4M	\$22.7M	\$14.0M	\$0.0M	\$167.5M
CASH OUTLAY							
2024-25	\$9.6M	\$5.3M	\$2.9M	\$3.1M	\$1.9M	\$0.0M	\$22.9M
2025-26	\$19.7M	\$11.0M	\$6.0M	\$6.4M	\$3.9M	\$0.0M	\$47.0M
2026-27	\$19.0M	\$10.6M	\$5.8M	\$6.1M	\$3.8M	\$0.0M	\$45.2M
2027-28	\$15.0M	\$8.3M	\$4.6M	\$4.8M	\$3.0M	\$0.0M	\$35.7M
2028-29	\$6.3M	\$3.5M	\$1.9M	\$2.0M	\$1.3M	\$0.0M	\$15.0M
2029-30	\$0.7M	\$0.4M	\$0.2M	\$0.2M	\$0.1M	\$0.0M	\$1.7M
Totals	\$70.4M	\$39.1M	\$21.4M	\$22.7M	\$14.0M	\$0.0M	\$167.5M



METROLINK

**Revised Proposed FY25 Budget – Hybrid Optimized
Service Level**

Agenda

- Budget Challenges
- FY25 Budget Assumptions
- Sperry Capital / KPMG Ridership Forecast
- Proposed FY25 Operating Budget
- Proposed FY25 Capital Program Budget
- Summary

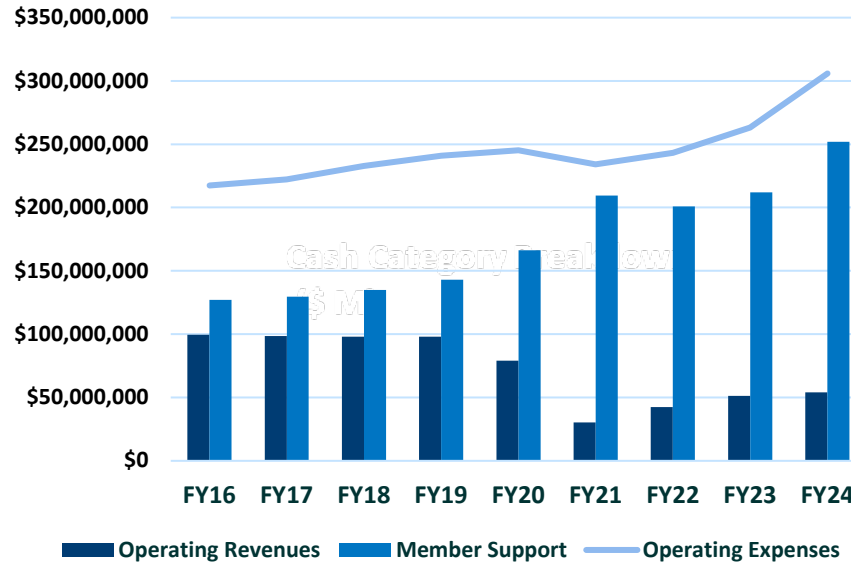


Our Operating Budget Challenges

- Both Ridership and Revenue are growing slowly but continues to lag pre-COVID numbers.
- Operating expenses are increasing Year-over-Year
 - ~60% of the Operational costs are fixed.
- Member Agencies are currently providing 80% of the funding for operating expenses.
- Financial challenges continue to place a burden on Member Agencies.

Operating Budget Challenges

Revenues, Support, and Expenses by Year



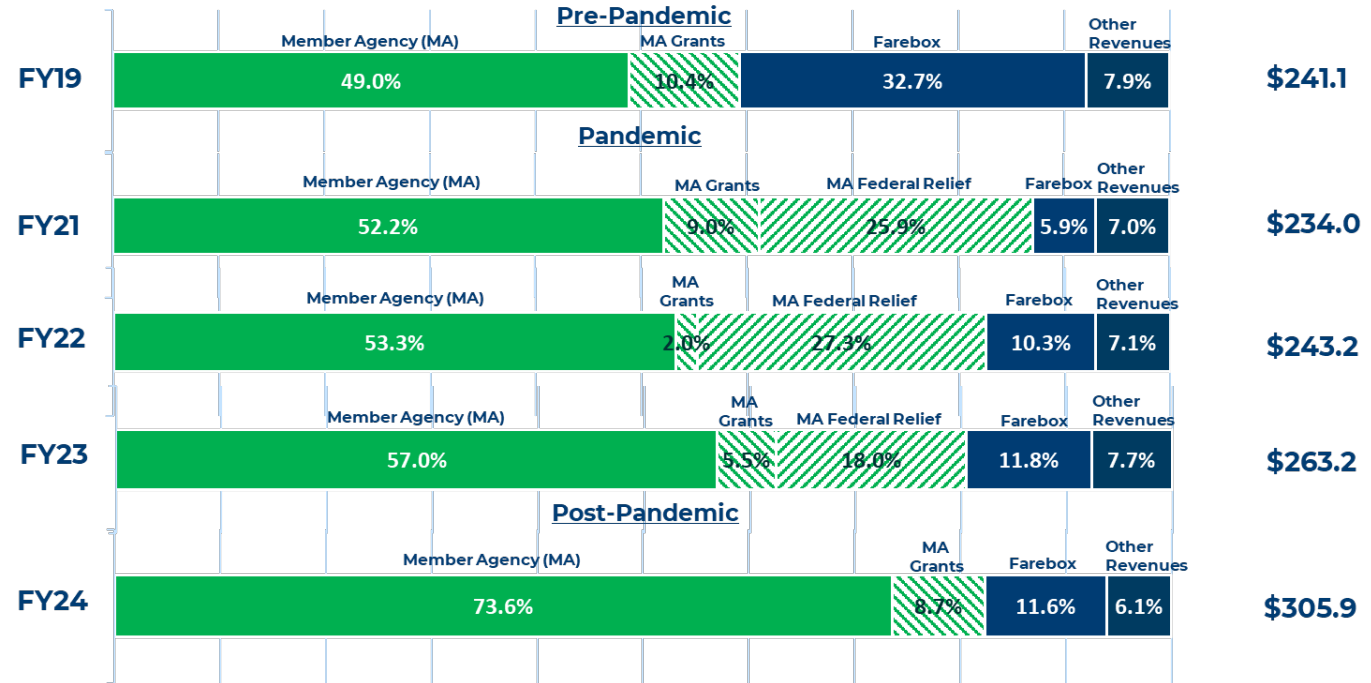
- Revenues:
 - Pre-Pandemic Revenues roughly flat (FY16 – FY19)
 - Post-Pandemic revenues are slowly increasing
- Expenses
 - Pre-Pandemic Operating Expenses increasing YOY
- Required Member Agency support increasing YOY

Notes:

- FY16 - FY23 Actuals
- FY24 Budgets

Metrolink Operating Funding Sources

Metrolink's Operating Budget Funds



Proposed FY25 Operating Budget Assumptions

Service Level:

- Hybrid Optimized Service Level – Current Service Start on July 1, 2024 with Optimized Start October 2024

Revenue:

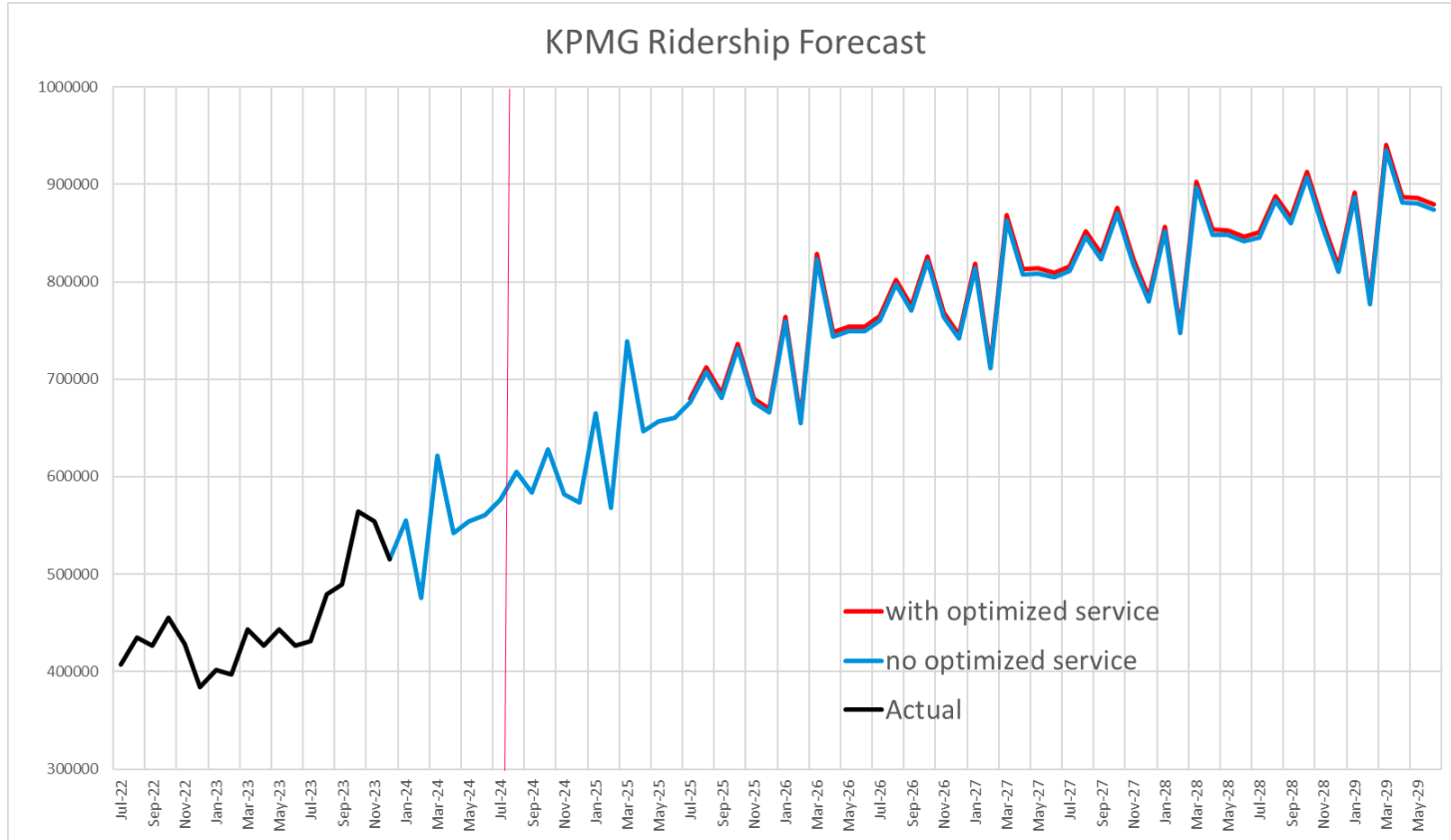
- Revenue / Ridership based on Updated Sperry Capital / KPMG Forecast
- No Fare Increases
- New Fare Promotions

Expenses:

- Contractor Increases only as Mandated by Agreements
- No New FTE Headcount
- 3.0% Merit Pool
- 3.0% COLA
- Mini-Bundle Mobilization estimated at \$10.33M
- *Includes Student Adventure Pass Support*

Note: Arrow Service is a Separate Budget

Sperry Capital / KPMG Ridership Forecast



Operating Budget

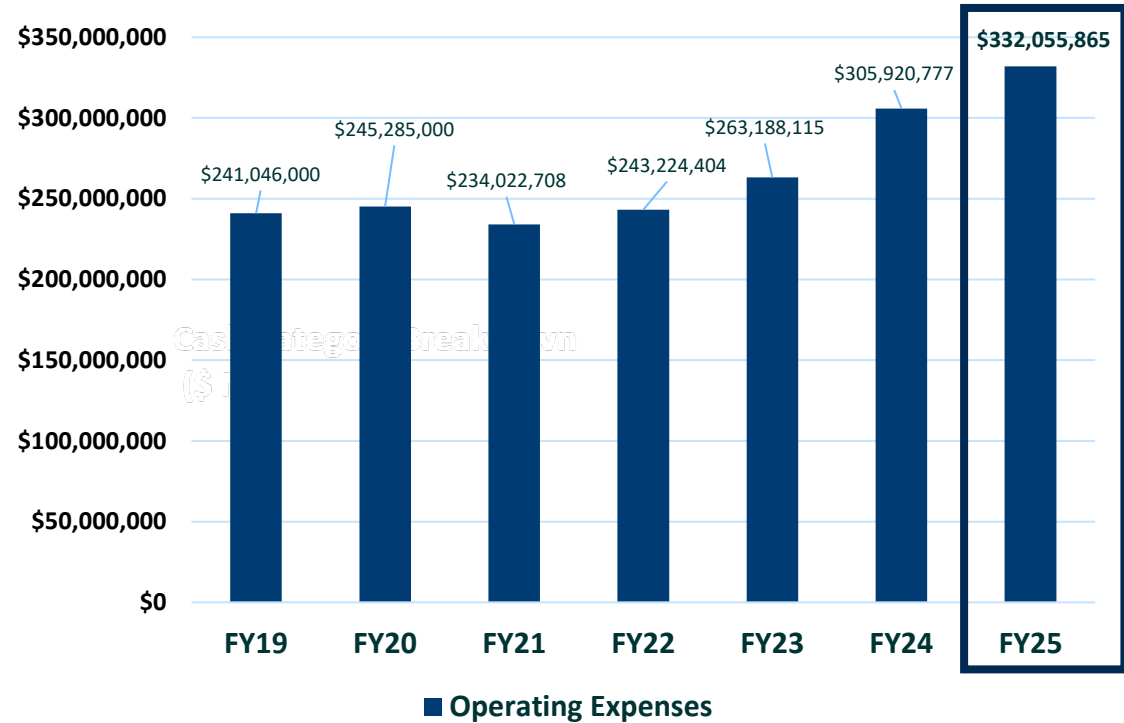


Proposed FY25 Operating Budget Summary

- Operating Revenue - **\$68.0M**
 - Increase from FY24 of **\$14.0M** or **26.0%**
- Total Expenses - **\$332.1M**
 - Increase from FY24 of **\$26.1M** or **8.5%**
 - Including Hybrid Optimized Service
 - Including one-time Mini-Bundle Mobilization expense
 - Includes Student Adventure Pass Support
- Member Agency Support - **\$264.0M**
 - Increase from FY24 of **\$12.2M** or **4.8%**

Operating Expenses FY19 – FY25

Operating Expenses FY19 – FY25

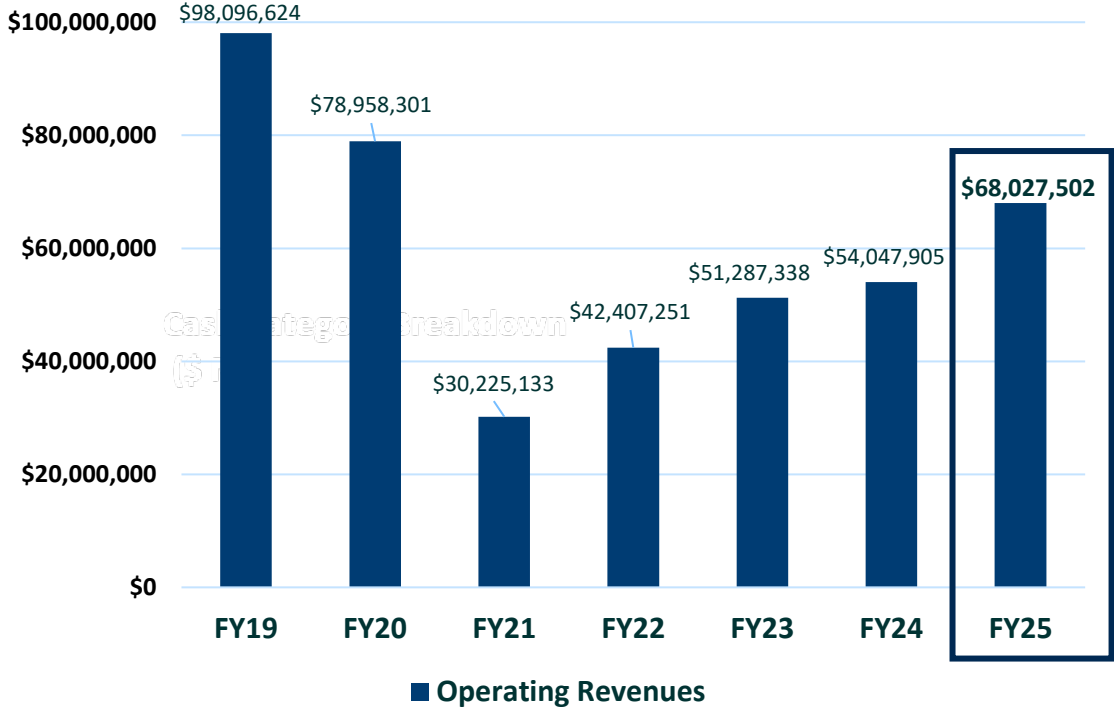


Notes:

- FY19, FY20, FY21, FY22, & FY23 Actuals
- FY24 & FY25 (Hybrid Optimized Service) Budgets not Actuals
- FY25 includes Mini-Bundle Mobilization
- Includes Student Adventure Pass Support

Operating Revenues FY19 – FY25

Operating Revenues

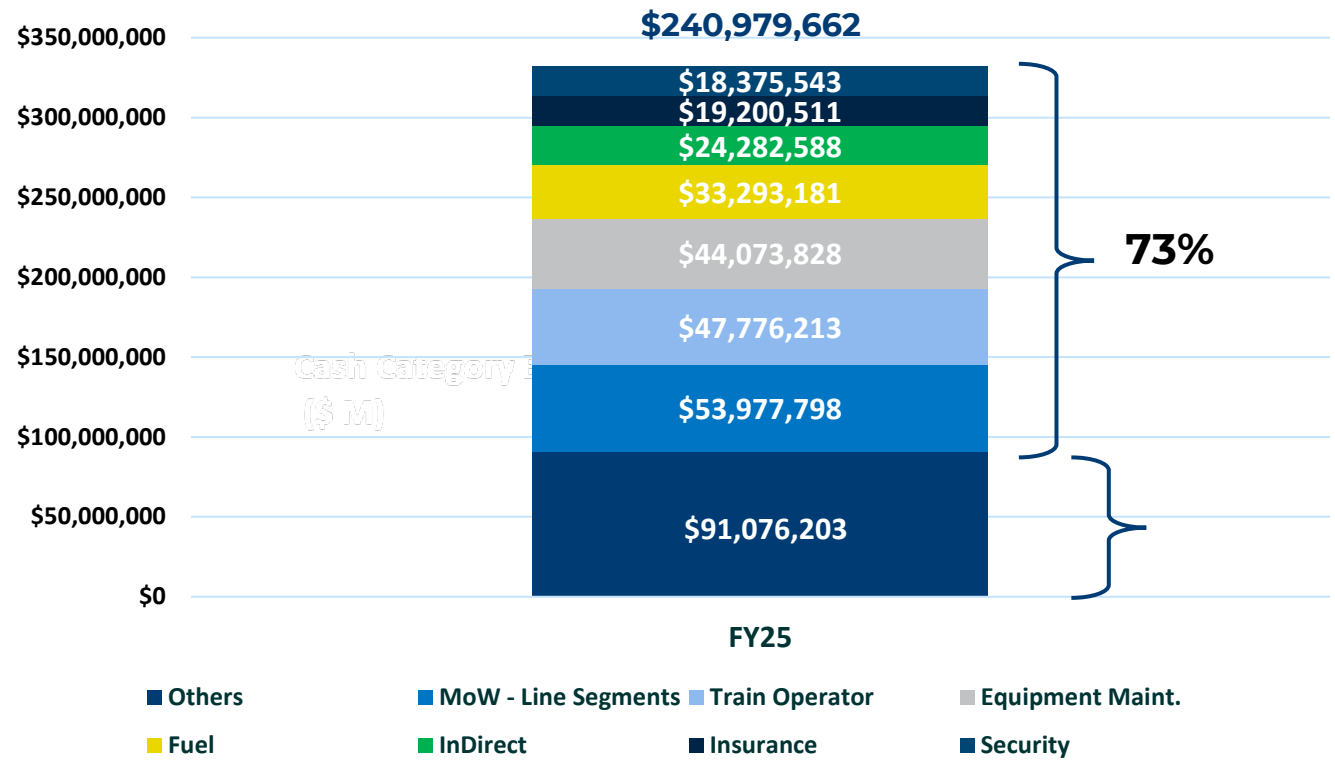


Note:

- FY19, FY20, FY21, FY22, & FY23 Actuals
- FY24 & FY25 (Hybrid Optimized Service) Budgets not Actuals (does not in Student Adventure Pass)

Top Drivers of \$332.1M Operating Expenses FY25

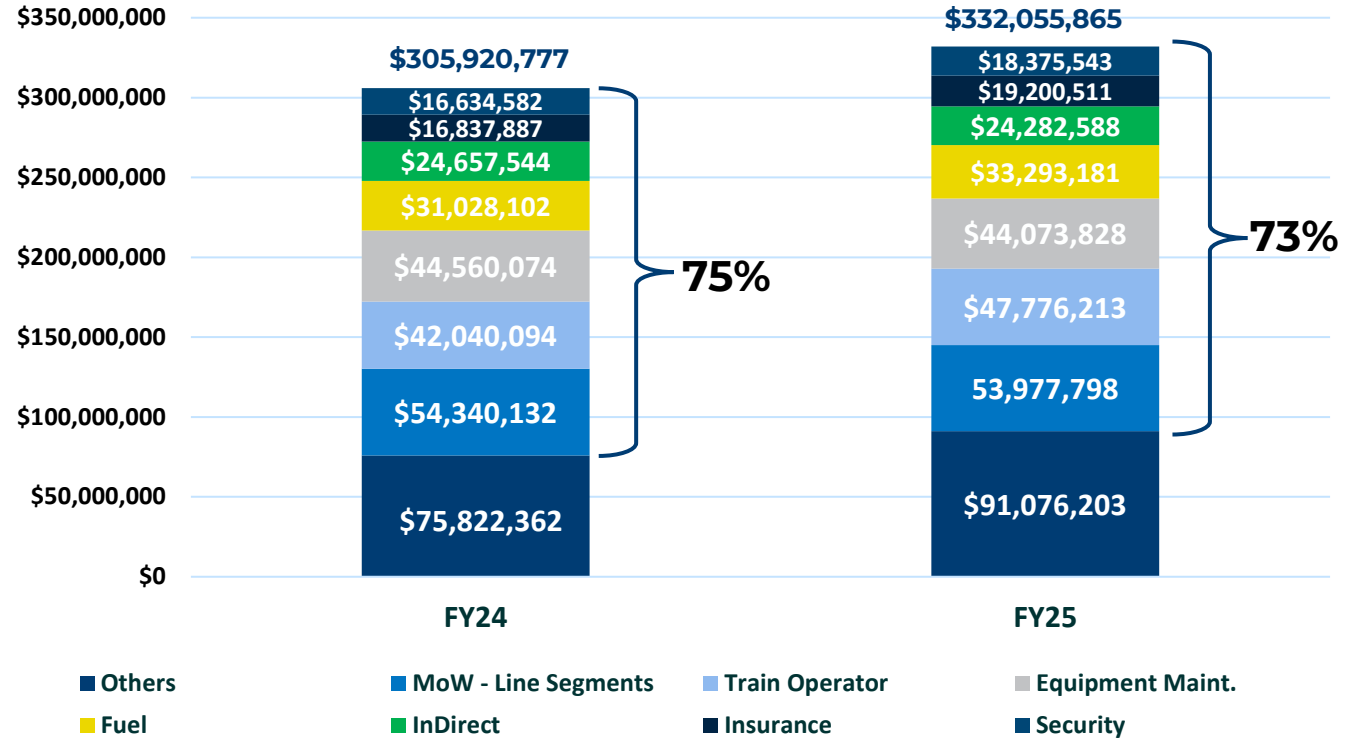
Top Drivers of Operating Expenses



Note:

- MoW – Line Segments = Tracks & Signals and Structures

Top Drivers Comparing Operating Expenses FY24 vs FY25



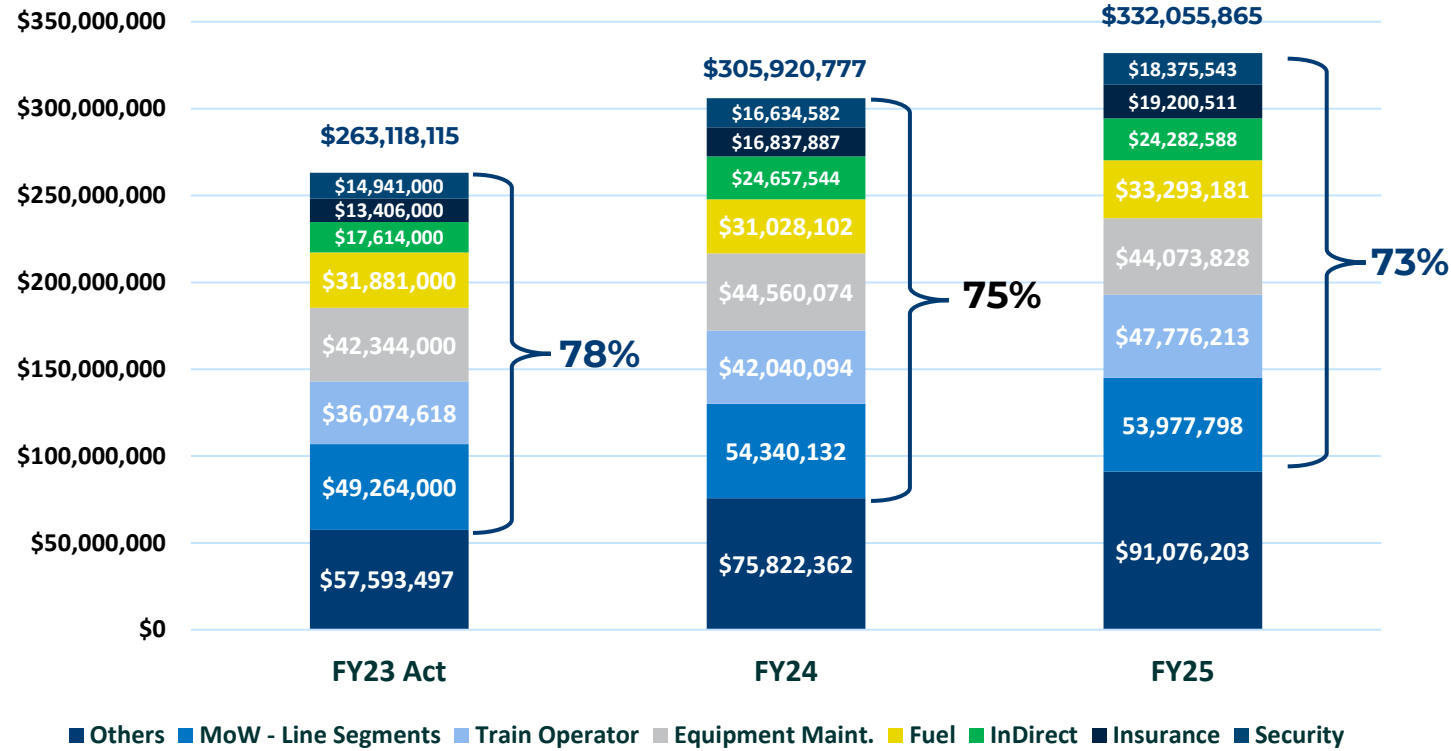
Note:

- MoW – Line Segments = Tracks & Signals and Structures

Top Operating Expense Drivers Comparison FY24 vs FY25

Top Drivers Comparing Operating Expenses FY23 vs FY24 vs FY25

Top Operating Expense Drivers Comparison FY23 vs FY24 vs FY25

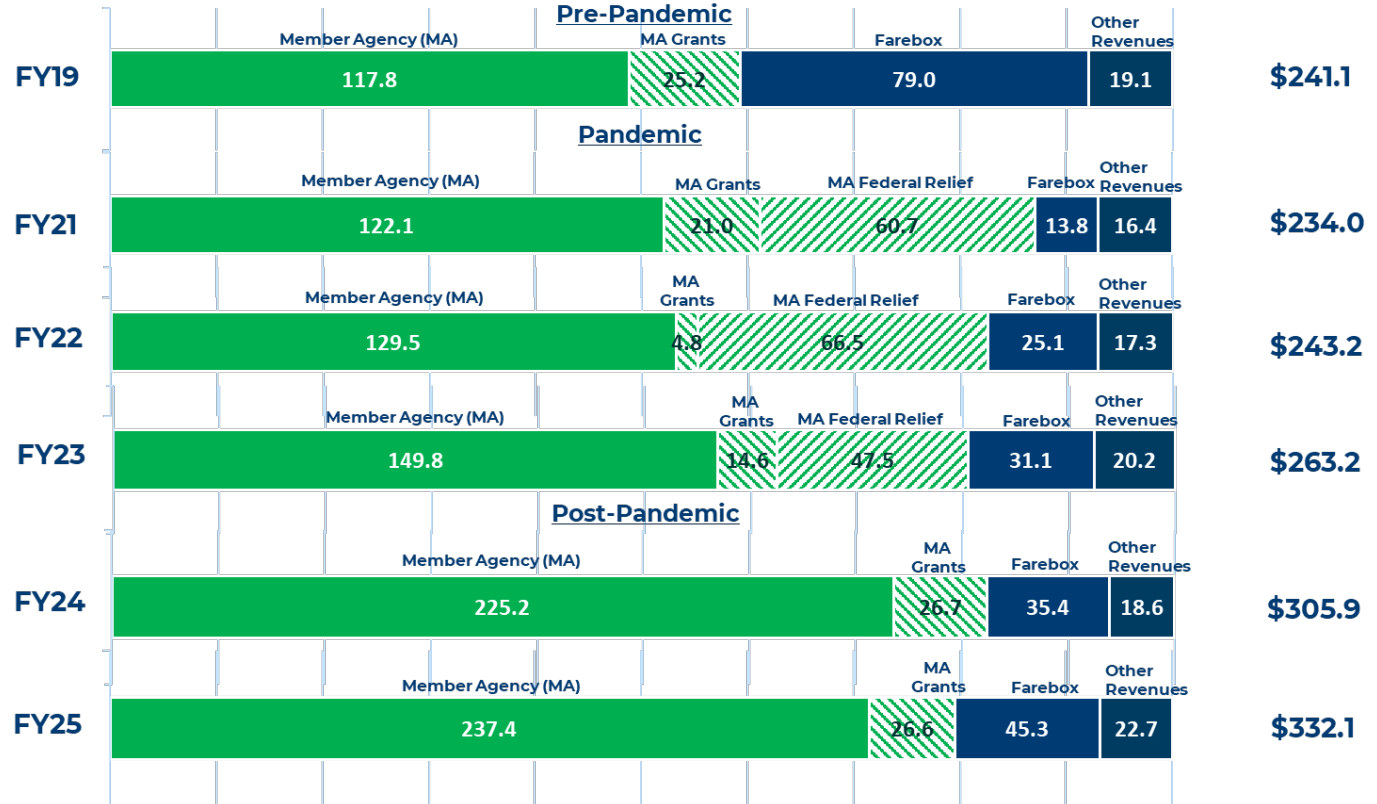


Note:

- MoW – Line Segments = Tracks & Signals and Structures

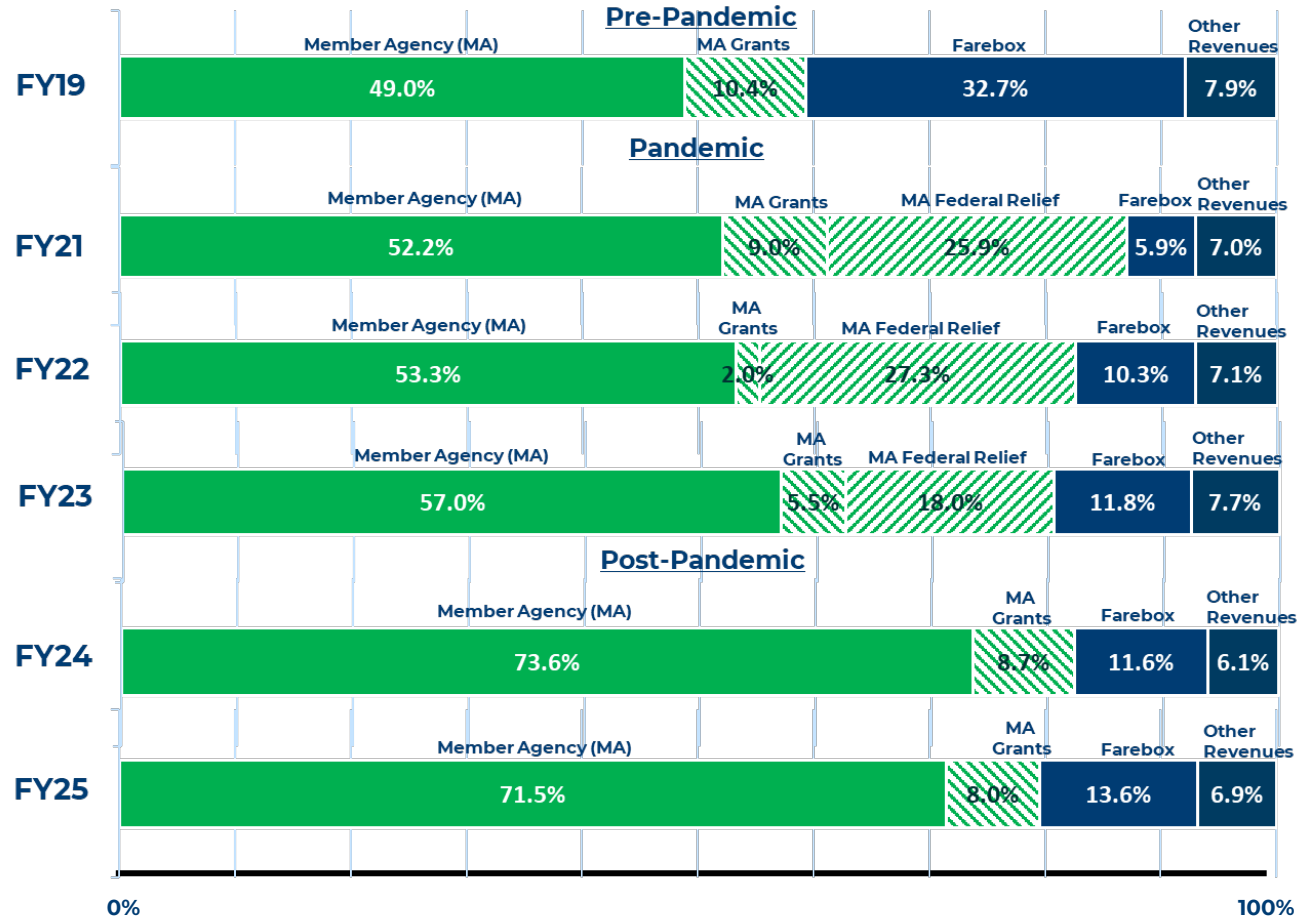
Metrolink Operating Funding Sources

Metrolink's Operating Budget Funds



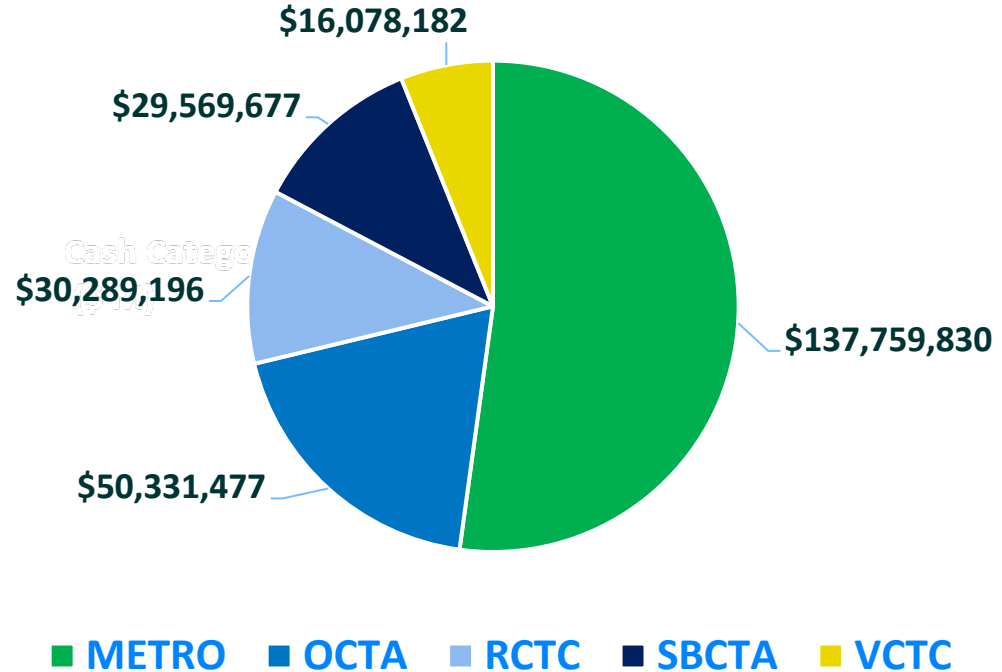
Metrolink Operating Funding Sources

Metrolink's Operating Budget Funds



Proposed FY25 Operating Support Required by Member Agency

Operating Support Required (\$264.0M)



Notes:

- Hybrid Service Level – Current Service Start on July 1, 2024 with Optimized Start October 2024
- Total includes Mini-Bundle Mobilization
- Total include Student Adventure Pass Support

Operating Support Required from Member Agencies

Comparative FY25 Operating Support Required by Member Agency

Comparative FY25 Operating Support Required from Member Agencies

Service	Total	LA METRO	OCTA	RCTC	SBCTA	VCTC
Initial	\$273,822,921	\$142,066,738	\$52,744,589	\$31,460,544	\$30,610,111	\$16,940,938
Revised	\$264,028,362	\$137,759,830	\$50,331,477	\$30,289,196	\$29,569,677	\$16,078,182

Notes:

- Hybrid Service Level – Current Service Start on July with Optimized Start October 2024
- Total includes Mini-Bundle Mobilization (One-Time Expenses)
- Total includes Student Adventure Pass Support

Revised New Capital Program Budget



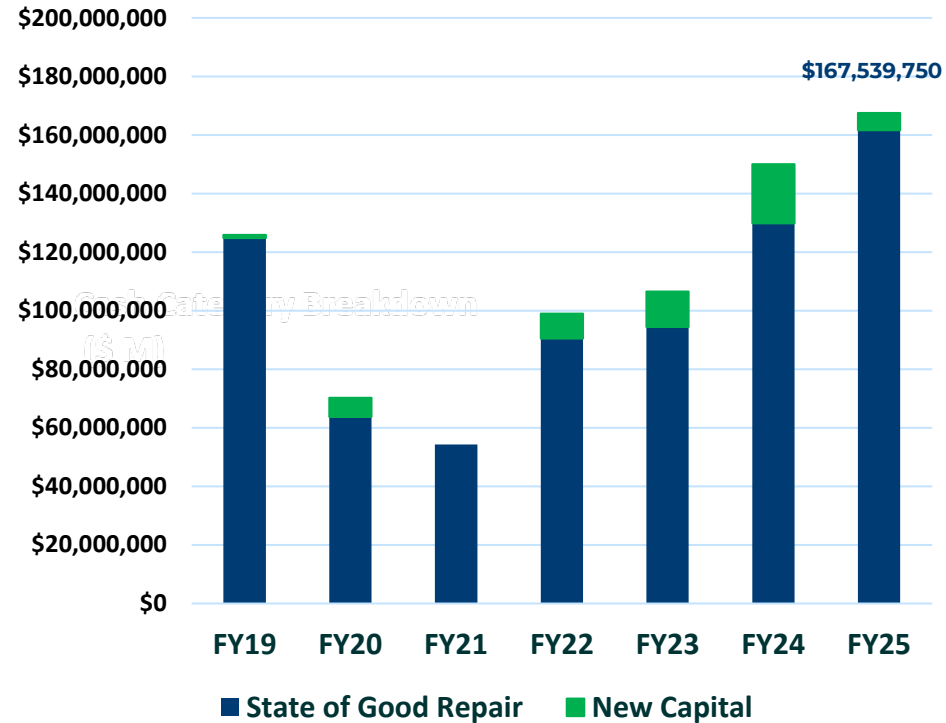


Revised Proposed FY25 System Capital Program Overview

- State of Good Repair - **\$161.6M**
 - Increase from FY24 of **\$31.8M** or **24.5%**
- New Capital - **\$5.9M**
 - Decrease from FY24 of **(\$14.3M)** or **(70.0%)**

Revised Proposed FY25 Capital Program FY19 – FY25 State of Good Repair & New Capital

**FY25 Capital Program
FY19 – FY25
- SGR
- New Capital**

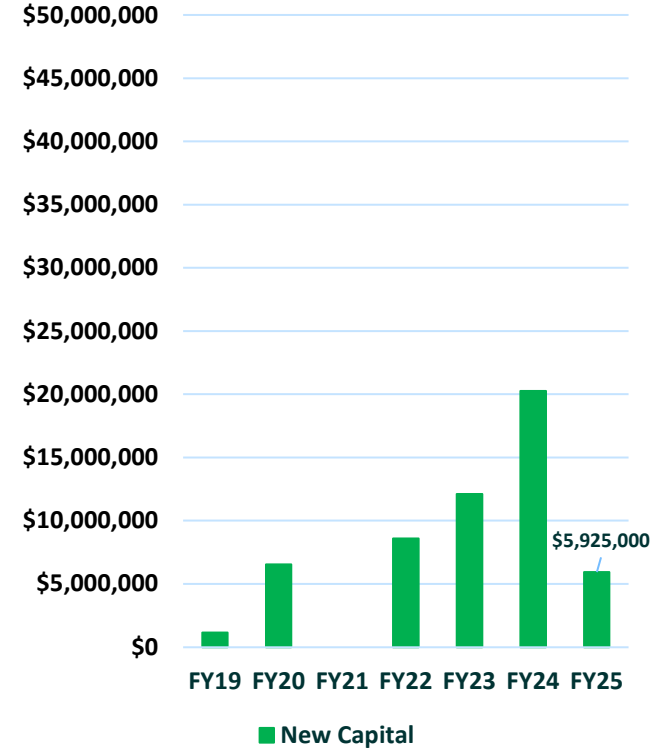
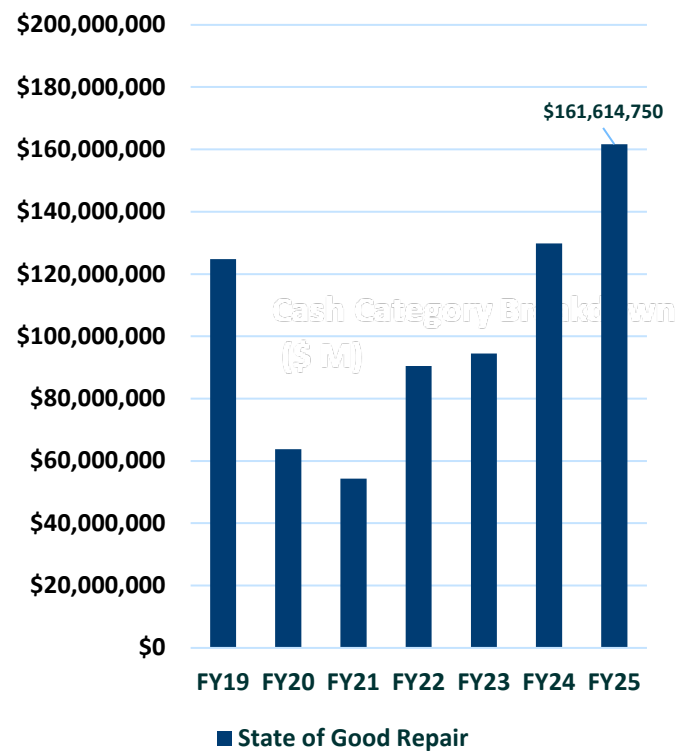


Note:

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

Revised Proposed FY25 Capital Program FY19 – FY25 State of Good Repair & New Capital

**FY25 Capital Program
FY19 – FY25
- SGR
- New Capital**



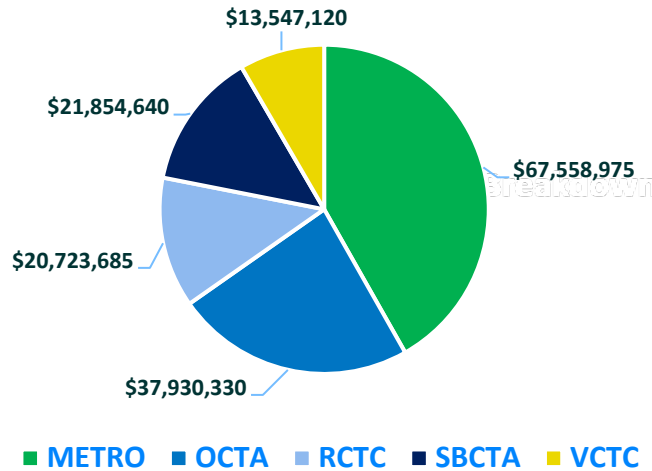
Note:

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

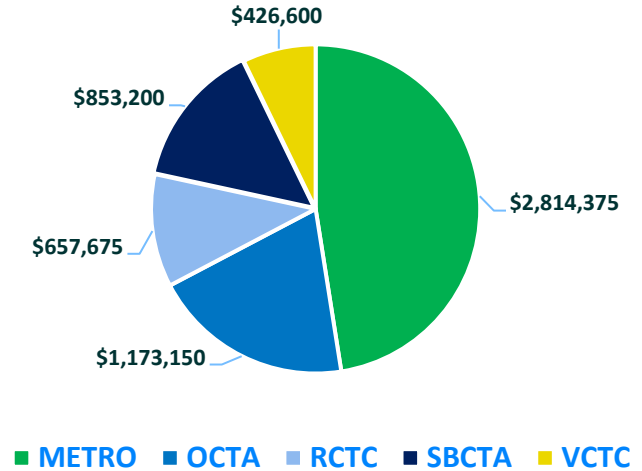
Proposed FY25 Capital Program By Member Agency

FY25 Capital Program
By Member Agency
- SGR
- New Capital

State of Good Repair



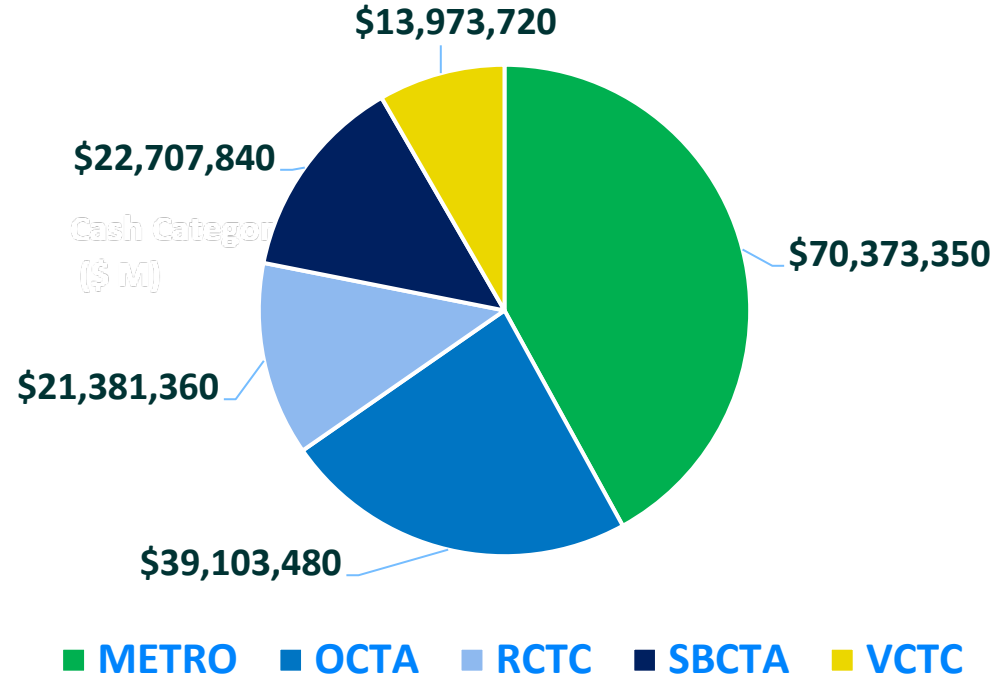
New Capital



Notes:

Proposed FY25 Capital Program By Member Agency

Capital Support Required (\$167.5M)



Notes:

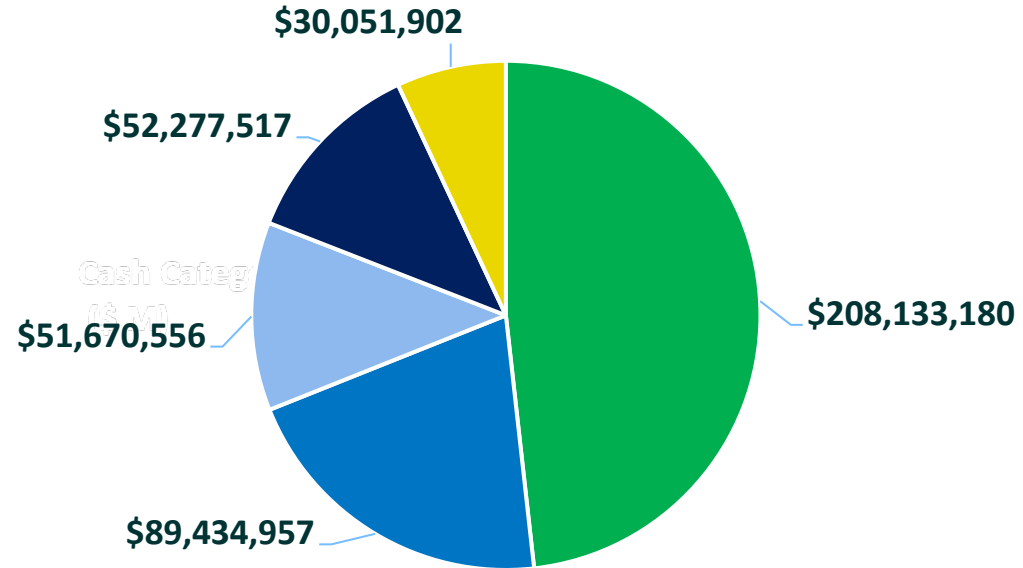


Summary

- This budget will help Metrolink transition from Commuter Rail to Regional Rail.

Proposed FY25 Budget Support Required by Member Agency

Total Support Required (\$431.6M)



■ METRO ■ OCTA ■ RCTC ■ SBCTA ■ VCTC

Notes:

- Hybrid Service Level – Current Service Start on July with Optimized Start October 2024
- Total includes Mini-Bundle Mobilization
- Includes Student Adventure Pass Support

Proposed FY25 Budget (Operating & Capital Program) Support Required from Member Agencies

Proposed FY25 Budget Summary of Support by Member Agency

FY25 Budget Summary of Support by Member Agencies

FY25 Proposed Budget Hybrid Scenario (includes mobilization)						
	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	13,973,720	167,539,750
Total	208,133,180	89,434,957	51,670,556	52,277,517	30,051,902	431,568,112
Cash Category Breakdown (\$ MIL)						
FY24 Amended Budget						
	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Support	128,093,315	50,557,390	28,141,155	28,754,730	16,326,283	251,872,872
Total Capital Support	72,989,847	29,554,225	15,624,704	17,967,472	13,923,752	150,060,000
Total	201,083,162	80,111,615	43,765,859	46,722,202	30,250,035	401,932,872
Year-Over-Year Variance						
	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Support	7,050,018	9,323,343	7,904,697	5,555,316	(198,133)	29,635,240
<i>% variance</i>	3.5%	11.6%	18.1%	11.9%	-0.7%	7.4%



Thank you! Questions?



Metrolink FY 25 Annual Work Program

Finance, Budget and Audit Committee

June 20, 2024



Metro

Recommendations

- A. APPROVE \$206,833,180 as Metro's contribution to Metrolink for FY 25 Metrolink Operations, Rehabilitation and Capital budget;
- B. APPROVE increasing Metrolink funding to \$2,920,232 for Outside 20' Maintenance of Metro Owned Right of Way beginning FY 2024-25 along with transferring management of program to Countywide Planning and Development;
- C. APPROVE \$500,000 in additional funding for the San Bernardino Line 25% Fare Reduction Program and extending program date to June 30, 2025;
- D. EXTEND lapsing dates for four MOUs with Metrolink;
- E. APPROVE FY25 Transfers to Other Operators \$1.10 reimbursement rate;
- F. AMEND the FY25 budget to include \$29,290,000 for the Metrolink Working Capital Fund which was previously programmed and approved in Board Item 2023-2016 (June 14, 2023);
- G. AUTHORIZE the CEO to negotiate and execute all necessary agreements.



Recommendation A: Metrolink Operations, Rehabilitation and Capital Funding for FY 25

- Metro subsidy for Metrolink Operations is increasing 7.5%.
 - The increase is due to additional train and engine crews for service expansion, fuel costs, annual fixed operating contract escalators of 3% to 5%, system security, station maintenance, and one-time start-up costs for a new train and engine crew contract.
 - Metro has concerns that Metrolink's costs have increased by \$91M in the last five years compared to pre-COVID costs with member agencies now shouldering 80% of the operating costs compared to only 49% pre-COVID. This level of cost increases is not sustainable.
- Metro subsidy for Metrolink Rehabilitation and Capital projects is 42% of the FY 24-2025 budget request.
 - Metro's share for 35 Rehabilitation projects is \$67,558,975.
 - Metro's share for 6 Capital projects is \$2,814,375.

Recommendation B: Right of Way (ROW) Maintenance Funding

- Metrolink maintains Metro-owned ROW within 20 feet of the center of track with funding Metro provides as part of the annual budget process.
- Metro provides additional funding to Metrolink separate from the annual budget to maintain Metro-owned ROW beyond 20 feet from the center of track.
- Metro's current budget for Metrolink to perform the outside 20' services is \$1,195,916. Metrolink has requested an FY 2024-25 increase of \$1,724,316 for a total of \$2,920,232.
- Services for both efforts include trash removal, graffiti abatement, fence repair, homeless encampment removal, tree trimming, and weed abatement.
- Metro assessed bringing this function in house, however, retaining Metrolink to maintain our ROW is the most efficient and cost-effective option.

Recommendation C: Extend San Bernardino Line 25% Fare Reduction Program

- In April 2018 and May 2019 Metro's Board approved \$4,190,969 to fund the San Bernardino Line (SBL) 25% Fare Reduction program for fiscal years 2018-19 through 2022-23.
- The SBL 25% Fare Reduction program has become part of Metrolink's permanent fare structure.
- Metrolink was required to conduct a ridership and revenue analysis in FY22 which was not completed.
- Although the 25% Fare Reduction program expired June 30, 2023, Metro is being invoiced for costs incurred since June 2023. Sufficient funds remain on the project to cover costs through FY24.
- Staff is requesting up to \$500,000 to extend the SBL 25% Fare Reduction program through FY25 and to allow Metrolink time to complete the analysis.

Recommendations D, E, F and G

- RECOMMENDATION D is requesting an extension for one SGR MOU and three capital project MOUs that lapse in FY 2024.
- RECOMMENDATION E is requesting approval for the FY25 Transfers to Other Operators reimbursement rate to Metro.
- RECOMMENDATION F - Metrolink asked the member agencies for a \$50,000,000 Working Capital Long-Term Loan which will be used to provide Metrolink sufficient funding to advance and award capital projects as well as avoid cash flow issues. The Board approved programming this in June 2023 and Recommendation F is requesting amendment of the FY25 budget to include \$29,290,000 for Metro's share.
- RECOMMENDATION G is requesting approval for the CEO to negotiate and execute all necessary agreements with Metrolink.

