



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;

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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

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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

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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

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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 programed. 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

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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

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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.

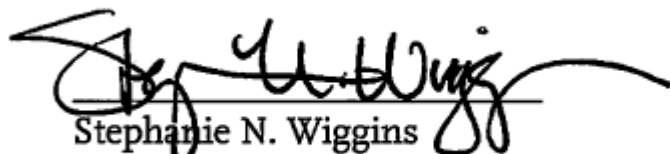
### **ATTACHMENTS**

Attachment A - SCRRA FY 25 Budget Transmittal

Prepared by: Yvette Reeves, Senior Manager, Transportation Planning, (213) 418-3176  
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Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274





Stephanie N. Wiggins  
Chief Executive Officer



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

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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.



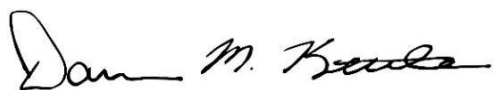
The Proposed FY25 Budget documentation, which was presented at the Board of Directors Meeting on April 26, 2024, is attached for your review. It includes:

- 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 SCRRA 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](https://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
<b>Operating Revenue</b>				
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
<b>Subtotal-Pro Forma FareBox</b>	<b>38,463</b>	<b>48,341</b>	<b>9,878</b>	<b>25.68%</b>
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%
<b>Total Operating Revenue</b>	<b>54,048</b>	<b>68,028</b>	<b>13,980</b>	<b>25.87%</b>
<b>Operating Expenses</b>				
<b><u>Operations &amp; Services</u></b>				
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%
<b>Subtotal Operations &amp; Services</b>	<b>174,093</b>	<b>182,987</b>	<b>8,894</b>	<b>5.11%</b>
<b><u>Maintenance-of-Way</u></b>				
MoW - Line Segments	53,546	53,978	432	0.81%
MoW - Extraordinary Maintenance	794	640	(154)	-19.39%
<b>Subtotal Maintenance-of-Way</b>	<b>54,340</b>	<b>54,618</b>	<b>278</b>	<b>0.51%</b>
<b><u>Administration &amp; Services</u></b>				
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%
<b>Subtotal Admin &amp; Services</b>	<b>57,426</b>	<b>56,314</b>	<b>(1,112)</b>	<b>-1.94%</b>
<b>Contingency</b>	<b>88</b>	<b>50</b>	<b>(38)</b>	<b>-42.86%</b>
<b>Total Operating Expenses</b>	<b>285,947</b>	<b>293,969</b>	<b>8,022</b>	<b>2.81%</b>
<b><u>Insurance and Legal</u></b>				
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%
<b>Subtotal Insurance and Legal</b>	<b>19,974</b>	<b>23,237</b>	<b>3,263</b>	<b>16.34%</b>
<b>Mobilization</b>	<b>-</b>	<b>10,338</b>	<b>10,338</b>	<b>n/a</b>
<b>Student Adventure Pass</b>	<b>-</b>	<b>3,211</b>	<b>3,211</b>	<b>n/a</b>
<b>Outside 20'</b>	<b>-</b>	<b>1,300</b>	<b>1,300</b>	<b>n/a</b>
<b>Total Expense</b>	<b>305,921</b>	<b>332,056</b>	<b>26,135</b>	<b>8.54%</b>
<b>Loss / Member Support Required</b>	<b>(251,873)</b>	<b>(264,028)</b>	<b>(12,155)</b>	<b>4.83%</b>

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
<b>Operating Revenue</b>							
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
<b>Subtotal-Pro Forma FareBox</b>	<b>16,256</b>	<b>28,288</b>	<b>34,546</b>	<b>38,463</b>	<b>48,341</b>	<b>9,878</b>	<b>25.68%</b>
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%
<b>Total Operating Revenue</b>	<b>30,225</b>	<b>42,407</b>	<b>51,287</b>	<b>54,048</b>	<b>68,028</b>	<b>13,980</b>	<b>25.87%</b>
<b>Operating Expenses</b>							
<b><u>Operations &amp; Services</u></b>							
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%
<b>Subtotal Operations &amp; Services</b>	<b>133,621</b>	<b>136,741</b>	<b>155,000</b>	<b>174,093</b>	<b>182,987</b>	<b>8,894</b>	<b>5.11%</b>
<b><u>Maintenance-of-Way</u></b>							
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%
<b>Subtotal Maintenance-of-Way</b>	<b>44,355</b>	<b>49,982</b>	<b>49,264</b>	<b>54,340</b>	<b>54,618</b>	<b>278</b>	<b>0.51%</b>
<b><u>Administration &amp; Services</u></b>							
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%
<b>Subtotal Admin &amp; Services</b>	<b>42,917</b>	<b>42,622</b>	<b>43,161</b>	<b>57,426</b>	<b>56,314</b>	<b>(1,112)</b>	<b>-1.94%</b>
<b>Contingency</b>	<b>-</b>	<b>-</b>	<b>40</b>	<b>88</b>	<b>50</b>	<b>(38)</b>	<b>-42.86%</b>
<b>Total Operating Expenses</b>	<b>220,893</b>	<b>229,344</b>	<b>247,465</b>	<b>285,947</b>	<b>293,969</b>	<b>8,022</b>	<b>2.81%</b>
<b><u>Insurance and Legal</u></b>							
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%
<b>Total Net Insurance and Legal</b>	<b>13,129</b>	<b>13,880</b>	<b>15,723</b>	<b>19,974</b>	<b>23,237</b>	<b>3,263</b>	<b>16.34%</b>
<b>Mobilization</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,338</b>	<b>10,338</b>	<b>n/a</b>
<b>Student Adventure Pass</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,211</b>	<b>3,211</b>	<b>n/a</b>
<b>Outside 20'</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,300</b>	<b>1,300</b>	<b>n/a</b>
<b>Total Expense</b>	<b>239,627</b>	<b>243,224</b>	<b>263,188</b>	<b>305,921</b>	<b>332,056</b>	<b>26,135</b>	<b>8.5%</b>
<b>Loss/Member Support Required</b>	<b>(209,402)</b>	<b>(200,817)</b>	<b>(211,901)</b>	<b>(251,873)</b>	<b>(264,028)</b>	<b>(12,155)</b>	<b>4.8%</b>

(\$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
<b>Net Surplus / (Deficit) before Non-Recurring</b>	<b>(40,622)</b>	<b>(2,412)</b>	<b>14,979</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
Non-Recurring Settlement Expense 1	3,234	-	-	-	-	-	n/a
Non-Recurring Settlement Expense 2	2,370	-	-	-	-	-	n/a
<b>Total Expenses including Non-Recurring</b>	<b>239,627</b>	<b>243,224</b>	<b>263,188</b>	<b>305,921</b>	<b>332,056</b>	<b>26,135</b>	<b>8.5%</b>
<b>Net Loss including Non-Recurring</b>	<b>(209,402)</b>	<b>(200,817)</b>	<b>(211,901)</b>	<b>(251,873)</b>	<b>(264,028)</b>	<b>(12,155)</b>	<b>4.8%</b>
<b>All Member Support</b>	<b>163,176</b>	<b>198,405</b>	<b>226,880</b>	<b>251,873</b>	<b>264,028</b>	<b>12,155</b>	<b>4.8%</b>
<b>COVID-19 Relief Funding</b>	<b>46,226</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
<b>Net Surplus / (Deficit)</b>	<b>-</b>	<b>(2,412)</b>	<b>14,979</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
<b>*San Clemente Track Work</b>							
Member Support	-	5,000	5,896	1,557	-	-	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
<b>San Clemente #2</b>							
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
<b>San Clemente #3</b>							
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
<b>Operating Revenue</b>						
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	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>26,694</b>	<b>10,589</b>	<b>4,138</b>	<b>5,469</b>	<b>1,451</b>	<b>48,341</b>
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
<b>Total Operating Revenue</b>	<b>37,153</b>	<b>15,178</b>	<b>5,506</b>	<b>7,744</b>	<b>2,447</b>	<b>68,028</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
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
<b>Subtotal Operations &amp; Services</b>	<b>95,778</b>	<b>37,544</b>	<b>20,449</b>	<b>20,203</b>	<b>9,012</b>	<b>182,987</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	30,593	10,364	3,369	6,757	2,895	53,978
MoW - Extraordinary Maintenance	375	92	61	68	44	640
<b>Subtotal Maintenance-of-Way</b>	<b>30,968</b>	<b>10,456</b>	<b>3,430</b>	<b>6,825</b>	<b>2,939</b>	<b>54,618</b>
<b><u>Administration &amp; Services</u></b>						
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
<b>Subtotal Admin &amp; Services</b>	<b>27,207</b>	<b>10,071</b>	<b>8,015</b>	<b>5,890</b>	<b>5,132</b>	<b>56,314</b>
<b><u>Contingency</u></b>	<b>24</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>50</b>
<b>Total Operating Expenses</b>	<b>153,977</b>	<b>58,079</b>	<b>31,901</b>	<b>32,924</b>	<b>17,088</b>	<b>293,969</b>
<b>Insurance and Legal</b>						
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
<b>Total Net Insurance and Legal</b>	<b>12,380</b>	<b>4,442</b>	<b>2,519</b>	<b>2,961</b>	<b>934</b>	<b>23,237</b>
<b>Mobilization</b>	<b>5,615</b>	<b>2,244</b>	<b>1,044</b>	<b>1,042</b>	<b>393</b>	<b>10,338</b>
Student Adventure Pass	1,641	743	331	386	110	3,211
Outside 20'	1,300	-	-	-	-	1,300
<b>Total Expense</b>	<b>174,913</b>	<b>65,509</b>	<b>35,796</b>	<b>37,313</b>	<b>18,525</b>	<b>332,056</b>
<b>Loss/Member Support Required</b>	<b>(137,760)</b>	<b>(50,331)</b>	<b>(30,289)</b>	<b>(29,570)</b>	<b>(16,078)</b>	<b>(264,028)</b>

## FY25 Proposed Operating Budget by Line - Hybrid Schedule

(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
<b>Operating Revenue</b>								
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	-	-	-	-	-	-	-	-
<b>Subtotal-Pro Forma FareBox</b>	<b>13,716</b>	<b>4,020</b>	<b>8,262</b>	<b>3,472</b>	<b>10,601</b>	<b>3,898</b>	<b>4,370</b>	<b>48,341</b>
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
<b>Total Operating Revenue</b>	<b>18,791</b>	<b>6,587</b>	<b>12,842</b>	<b>4,085</b>	<b>14,205</b>	<b>5,739</b>	<b>5,780</b>	<b>68,028</b>
<b>Operating Expenses</b>								
<b><u>Operations &amp; Services</u></b>								
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
<b>Subtotal Operations &amp; Services</b>	<b>42,100</b>	<b>20,751</b>	<b>36,397</b>	<b>13,726</b>	<b>29,991</b>	<b>19,875</b>	<b>20,148</b>	<b>182,987</b>
<b><u>Maintenance-of-Way</u></b>								
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
<b>Subtotal Maintenance-of-Way</b>	<b>16,316</b>	<b>8,110</b>	<b>12,975</b>	<b>1,283</b>	<b>7,805</b>	<b>4,816</b>	<b>3,313</b>	<b>54,618</b>
<b><u>Administration &amp; Services</u></b>								
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
<b>Subtotal Admin &amp; Services</b>	<b>8,897</b>	<b>8,845</b>	<b>10,436</b>	<b>7,702</b>	<b>6,034</b>	<b>6,807</b>	<b>7,593</b>	<b>56,314</b>
<b>Contingency</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>50</b>
<b>Total Operating Expenses</b>	<b>67,321</b>	<b>37,714</b>	<b>59,817</b>	<b>22,718</b>	<b>43,834</b>	<b>31,505</b>	<b>31,061</b>	<b>293,969</b>
<b>Insurance and Legal</b>								
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
<b>Total Net Insurance and Legal</b>	<b>5,994</b>	<b>2,421</b>	<b>4,569</b>	<b>1,646</b>	<b>3,517</b>	<b>2,584</b>	<b>2,506</b>	<b>23,237</b>
<b>Mobilization</b>	<b>2,406</b>	<b>1,027</b>	<b>2,279</b>	<b>557</b>	<b>1,875</b>	<b>1,128</b>	<b>1,066</b>	<b>10,338</b>
<b>Total with Mobilization</b>	<b>75,721</b>	<b>41,162</b>	<b>66,665</b>	<b>24,921</b>	<b>49,227</b>	<b>35,216</b>	<b>34,632</b>	<b>327,545</b>
<b>Loss with Mobilization</b>	<b>(56,931)</b>	<b>(34,575)</b>	<b>(53,823)</b>	<b>(20,837)</b>	<b>(35,022)</b>	<b>(29,477)</b>	<b>(28,853)</b>	<b>(259,517)</b>
<b>*Student Adventure Pass</b>								<b>3,211</b>
<b>*Outside 20'</b>								<b>1,300</b>
<b>Total Expense</b>								<b>332,056</b>
<b>Loss/Member Support Required</b>								<b>(264,028)</b>

\*Note: Amounts by Line unavailable



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

### Support by Member Agency

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

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

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	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 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.	\$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 serves 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

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	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 ADRESSES 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

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	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

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	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
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

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	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

																		FUNDINGS							
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	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	• 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	• 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	• 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	Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life.  Train Control Back Office: 1) DOC/MOC/Vegas Servers 2) CAD Workstations and Monitors 3) CAD/BOS/MDM/IC3 4) Train Control Firewall, Routers and Switches	\$2,833,000	\$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 fleer, 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)	Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:  - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems  Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	\$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 PROJECT COUNT																		\$161,614,750	\$67,558,975	\$37,930,330	\$20,723,685	\$21,854,640	\$13,547,120	\$0	
																		45							
REHAB TOTAL REHAB COUNT																		\$161,614,750	\$67,558,975	\$37,930,330	\$20,723,685	\$21,854,640	\$13,547,120	\$0	
																		45							
CAPITAL TOTAL CAPITAL COUNT																		\$0	\$0	\$0	\$0	\$0	\$0	\$0	



# PROJECT PROPOSAL

**FY25**

FERNANDEZK PROJECT# 2823.00

## PROJECT : EAM SOFTWARE ENHANCEMENT

SCOPE				TYPE: REHAB   MRP					
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					
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					
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									
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					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$0	\$0
DESIGN	\$650,000								
ENVIRONMENTAL	\$0			2026	\$53,175	\$53,175	\$53,175	\$53,175	\$212,700
ROW ACQUISITION	\$0								
MATERIAL	\$0			2027	\$124,075	\$124,075	\$124,075	\$124,075	\$496,300
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2028	\$124,075	\$124,075	\$124,075	\$124,075	\$496,300
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$53,175	\$53,175	\$53,175	\$53,175	\$212,700
CLOSE OUT	\$5,000								
DBE/LABOR	\$10,000			2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$84,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
* SUPPORT STAFF	\$35,000								
* CONSULTANT	\$505,000								
CONTINGENCY	\$129,000								
TOTAL	\$1,418,000								





# PROJECT PROPOSAL

**FY25**

POGHOSYANE PROJECT# 2843.00

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

SCOPE				TYPE: REHAB   MRP					
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					
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					
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									
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							
ROW ACQUISITION		\$0		2026	\$115,538	\$115,538	\$115,538	\$115,536	\$462,150
MATERIAL		\$2,750,000							
CONSTRUCTION		\$0							
SPECIAL RAIL EQUIP		\$0		2027	\$539,175	\$539,175	\$539,175	\$539,175	\$2,156,700
FLAGGING		\$0							
BUS BRIDGES		\$0							
CLOSE OUT		\$10,000		2028	\$115,538	\$115,538	\$115,538	\$115,536	\$462,150
DBE/LABOR		\$10,000							
PROJECT MANAGEMENT									
* P.M STAFF		\$70,000		2029	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF		\$39,000							
* CONSULTANT		\$0							
CONTINGENCY		\$202,000		2030	\$0	\$0	\$0	\$0	\$0
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		FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2026	\$85,688	\$85,688	\$85,688	\$85,686	\$342,750
ROW ACQUISITION	\$0								
MATERIAL	\$0			2027	\$28,562	\$28,562	\$28,562	\$28,564	\$114,250
CONSTRUCTION	\$403,000								
SPECIAL RAIL EQUIP	\$0			2028	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$3,000			2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$14,000								
* SUPPORT STAFF	\$7,000								
* CONSULTANT	\$0								
CONTINGENCY	\$30,000								
TOTAL	\$457,000								
				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**

PEREZO PROJECT# 2851.00

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

SCOPE				TYPE: REHAB   MRP					
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					
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				1. Condition of Asset..... Marginal  2. System Impact..... High  The server infrastructure hardware runs and impacts all users in Metrolink					
JUSTIFICATION									
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.									
RISK CREATED BY NON-IMPLEMENTATION									
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					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0								
ENVIRONMENTAL	\$0			2026	\$93,250	\$93,250	\$93,250	\$93,250	\$373,000
ROW ACQUISITION	\$0								
MATERIAL	\$300,000			2027	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2028	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$4,000			2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
* P.M STAFF	\$14,000								
* SUPPORT STAFF	\$21,000								
* CONSULTANT	\$0								
CONTINGENCY	\$34,000								
TOTAL	\$373,000								



# 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					
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					
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									
JUSTIFICATION				RANKING // PROJECT READINESS					
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 exposings 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									
Not performing these critical upgrades will expose the Metrolink infrastructure from outages from power failures, outages from system issues, faulty hardware and									
Current Age: 6 Year(s) Standard Lifespan: 4 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	\$201,375	\$201,375	\$201,375	\$201,375	\$805,500
ROW ACQUISITION	\$0								
MATERIAL	\$780,000			2027	\$67,125	\$67,125	\$67,125	\$67,125	\$268,500
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2028	\$0	\$0	\$0	\$0	\$0
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$6,000			2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
* P.M STAFF	\$28,000								
* SUPPORT STAFF	\$162,000								
* CONSULTANT	\$0								
CONTINGENCY	\$98,000								
TOTAL	\$1,074,000								



# PROJECT PROPOSAL

**FY25**

CONLEYD PROJECT# 2853.00

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

SCOPE				TYPE: REHAB   MRP					
San Gabriel Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:									
<div>- Positive Train Control (PTC) systems</div> <div>- Centralized train control systems</div> <div>- Communication Back-haul systems</div> <div>Mile Posts: 2.4 - 57.7</div>				<div>Division: San Gabriel</div> <div>County: LA / SB</div> <div>Asset Type: Communications</div>					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
<div>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</div> <div>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</div> <div>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</div>									
JUSTIFICATION				RANKING // PROJECT READINESS					
<div>SCRRRA's communications systems infrastructure has evolved over the past 30 years, which requires changes in technology. Much of SCRRRA's infrastructure has aged to the point of its useful life, is obsolete or is no longer supported by its manufacturer. SCRRRA's long-term goal is to upgrade and replace existing infrastructure to not only</div>				<div>1. Condition of Asset..... Marginal</div> <div>2. System Impact..... Low</div>					
RISK CREATED BY NON-IMPLEMENTATION									
<div>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</div> <div>Current Age: 31 Year(s)</div> <div>Standard Lifespan: 15 Year(s)</div>									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2025	\$0	\$0	\$0	\$0	\$0
DESIGN		\$60,000							
ENVIRONMENTAL		\$0							
ROW ACQUISITION		\$0		2026	\$43,875	\$43,875	\$43,875	\$43,875	\$175,500
MATERIAL		\$125,000							
CONSTRUCTION		\$297,000							
SPECIAL RAIL EQUIP		\$0		2027	\$58,500	\$58,500	\$58,500	\$58,500	\$234,000
FLAGGING		\$0							
BUS BRIDGES		\$0							
CLOSE OUT		\$0		2028	\$43,875	\$43,875	\$43,875	\$43,875	\$175,500
DBE/LABOR		\$5,000							
PROJECT MANAGEMENT									
* P.M STAFF		\$46,000		2029	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF		\$18,000							
* CONSULTANT		\$0							
CONTINGENCY		\$34,000		2030	\$0	\$0	\$0	\$0	\$0
TOTAL		\$585,000							
<div>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%</div>									



# PROJECT PROPOSAL

**FY25**

CONLEYD PROJECT# 2856.00

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

SCOPE				TYPE: REHAB   MRP					
Orange Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:									
<div>- Positive Train Control (PTC) systems</div> <div>- Centralized train control systems</div> <div>- Communication Back-haul systems</div> <div>Mile Posts: 165.06 - 207.36</div>				Division: Orange    County: OC    Asset Type: Communications					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair									
2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
JUSTIFICATION				RANKING // PROJECT READINESS					
SCRRRA's communications systems infrastructure has evolved over the past 30 years, which requires changes in technology. Much of SCRRRA's infrastructure has aged to the point of its useful life, is obsolete or is no longer supported by its manufacturer. SCRRRA'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									
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					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2025	\$0	\$0	\$0	\$0	\$0
DESIGN		\$57,000							
ENVIRONMENTAL		\$0		2026	\$41,175	\$41,175	\$41,175	\$41,175	\$164,700
ROW ACQUISITION		\$0							
MATERIAL		\$120,000		2027	\$54,900	\$54,900	\$54,900	\$54,900	\$219,600
CONSTRUCTION		\$275,000							
SPECIAL RAIL EQUIP		\$0		2028	\$41,175	\$41,175	\$41,175	\$41,175	\$164,700
FLAGGING		\$0							
BUS BRIDGES		\$0		2029	\$0	\$0	\$0	\$0	\$0
CLOSE OUT		\$0							
DBE/LABOR		\$5,000		2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF		\$44,000							
* SUPPORT STAFF		\$16,000							
* CONSULTANT		\$0							
CONTINGENCY		\$32,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL		\$549,000							



# PROJECT PROPOSAL

**FY25**

CONLEYD PROJECT# 2857.00

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

SCOPE				TYPE: REHAB   MRP					
Valley Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:									
<div>- Positive Train Control (PTC) systems</div> <div>- Centralized train control systems</div> <div>- Communication Back-haul systems</div> <div>Mile Posts: 3.5 - 76.54</div>				Division: Valley    County: LA    Asset Type: Communications					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair									
2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
JUSTIFICATION				RANKING // PROJECT READINESS					
SCRRRA's communications systems infrastructure has evolved over the past 30 years, which requires changes in technology. Much of SCRRRA's infrastructure has aged to the point of its useful life, is obsolete or is no longer supported by its manufacturer. SCRRRA'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									
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					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$0	\$0
DESIGN	\$35,000								
ENVIRONMENTAL	\$0			2026	\$35,475	\$35,475	\$35,475	\$35,475	\$141,900
ROW ACQUISITION	\$0								
MATERIAL	\$100,000			2027	\$47,300	\$47,300	\$47,300	\$47,300	\$189,200
CONSTRUCTION	\$255,000								
SPECIAL RAIL EQUIP	\$0			2028	\$35,475	\$35,475	\$35,475	\$35,475	\$141,900
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$5,000			2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$35,000								
* SUPPORT STAFF	\$14,000								
* CONSULTANT	\$2,000								
CONTINGENCY	\$27,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$473,000								



# PROJECT PROPOSAL

**FY25**

CONLEYD PROJECT# 2858.00

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

SCOPE				TYPE: REHAB   MRP					
Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:									
<div>- Positive Train Control (PTC) systems</div> <div>- Centralized train control systems</div> <div>- Communication Back-haul systems</div> <div>Mile Posts: 441.24 - 460.8</div>				Division: Ventura - LA County    County: LA    Asset Type: Communications					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
<div>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</div> <div>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</div> <div>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</div>									
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				<div>1. Condition of Asset..... Marginal</div> <div>2. System Impact..... Low</div>					
RISK CREATED BY NON-IMPLEMENTATION									
The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents									
Current Age: 24 Year(s)    Standard Lifespan: 15 Year(s)									
BUDGET				CASH FLOW					
AMOUNT                      START                      END				FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING                      \$0				2025	\$0	\$0	\$0	\$0	\$0
DESIGN                      \$59,000									
ENVIRONMENTAL                      \$0				2026	\$34,200	\$34,200	\$34,200	\$34,200	\$136,800
ROW ACQUISITION                      \$0									
MATERIAL                      \$110,000				2027	\$45,600	\$45,600	\$45,600	\$45,600	\$182,400
CONSTRUCTION                      \$200,000									
SPECIAL RAIL EQUIP                      \$0				2028	\$34,200	\$34,200	\$34,200	\$34,200	\$136,800
FLAGGING                      \$0									
BUS BRIDGES                      \$0				2029	\$0	\$0	\$0	\$0	\$0
CLOSE OUT                      \$0									
DBE/LABOR                      \$5,000				2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF                      \$42,000									
* SUPPORT STAFF                      \$14,000									
* CONSULTANT                      \$0									
CONTINGENCY                      \$26,000				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL                      \$456,000									





# PROJECT PROPOSAL

**FY25**

CONLEYD PROJECT# 2859.00

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

SCOPE				TYPE: REHAB   MRP					
River Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:									
<div>- Positive Train Control (PTC) systems</div> <div>- Centralized train control systems</div> <div>- Communication Back-haul systems</div> <div>Mile Posts: 0.0 - 3.5</div>				<div>Division: River    County: LA    Asset Type: Communications</div>					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair									
2. (Goal 4: Retain and Grow Ridership) 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									
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		2025	\$0	\$0	\$0	\$0	\$0
DESIGN		\$10,000							
ENVIRONMENTAL		\$0							
ROW ACQUISITION		\$0		2026	\$14,175	\$14,175	\$14,175	\$14,175	\$56,700
MATERIAL		\$41,000							
CONSTRUCTION		\$80,000							
SPECIAL RAIL EQUIP		\$0		2027	\$18,900	\$18,900	\$18,900	\$18,900	\$75,600
FLAGGING		\$0							
BUS BRIDGES		\$0							
CLOSE OUT		\$0		2028	\$14,175	\$14,175	\$14,175	\$14,175	\$56,700
DBE/LABOR		\$5,000							
PROJECT MANAGEMENT									
* P.M STAFF		\$23,000		2029	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF		\$14,000							
* CONSULTANT		\$5,000							
CONTINGENCY		\$11,000		2030	\$0	\$0	\$0	\$0	\$0
TOTAL		\$189,000							
				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# 2860.00

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

SCOPE				TYPE: REHAB   MRP					
Riverside Line Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:									
<div>- Positive Train Control (PTC) systems</div> <div>- Centralized train control systems</div> <div>- Communication Back-haul systems</div> <div>Mile Posts: 49.6 UP LA SUB - 61.6 UP LA SUB</div> <div>Division: Riverside    County: RV    Asset Type: Communications</div>									
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair									
2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
JUSTIFICATION				RANKING // PROJECT READINESS					
SCRRRA's communications systems infrastructure has evolved over the past 30 years, which requires changes in technology. Much of SCRRRA's infrastructure has aged to the point of its useful life, is obsolete or is no longer supported by its manufacturer. SCRRRA'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									
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		2025	\$0	\$0	\$0	\$0	\$0
DESIGN		\$35,000							
ENVIRONMENTAL		\$0		2026	\$25,725	\$25,725	\$25,725	\$25,725	\$102,900
ROW ACQUISITION		\$0							
MATERIAL		\$90,000		2027	\$34,300	\$34,300	\$34,300	\$34,300	\$137,200
CONSTRUCTION		\$140,000							
SPECIAL RAIL EQUIP		\$0		2028	\$25,725	\$25,725	\$25,725	\$25,725	\$102,900
FLAGGING		\$0							
BUS BRIDGES		\$0		2029	\$0	\$0	\$0	\$0	\$0
CLOSE OUT		\$0							
DBE/LABOR		\$5,000		2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF		\$28,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
* SUPPORT STAFF		\$14,000							
* CONSULTANT		\$11,000							
CONTINGENCY		\$20,000							
TOTAL		\$343,000							



# PROJECT PROPOSAL

**FY25**

FERNANDEZK PROJECT# 2863.00

## PROJECT : FY25 SYSTEMWIDE TRACK REHABILITATION RAIL GRINDING/SURFACING

SCOPE				TYPE: REHAB   MRP					
Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - 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					
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 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 orders with potential delays to passenger service 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							
ENVIRONMENTAL		\$0		2026	\$130,050	\$130,050	\$130,050	\$130,050	\$520,200
ROW ACQUISITION		\$0							
MATERIAL		\$30,000		2027	\$606,900	\$606,900	\$606,900	\$606,900	\$2,427,600
CONSTRUCTION		\$3,250,000		2028	\$130,050	\$130,050	\$130,050	\$130,050	\$520,200
SPECIAL RAIL EQUIP		\$0		2029	\$0	\$0	\$0	\$0	\$0
FLAGGING		\$0		2030	\$0	\$0	\$0	\$0	\$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		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL		\$3,468,000							



# PROJECT PROPOSAL

**FY25**

FERNANDEZK PROJECT# 2864.00

## PROJECT : FY25 SYSTEMWIDE TRACK REHABILITATION RAIL GRINDING/SURFACING BACKLOG

SCOPE				TYPE: REHAB   MRP						
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						
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 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 orders with potential delays to passenger service 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								
ENVIRONMENTAL		\$0		2026	\$73,238	\$73,238	\$73,238	\$73,236	\$292,950	
ROW ACQUISITION		\$0								
MATERIAL		\$50,000		2027	\$341,775	\$341,775	\$341,775	\$341,775	\$1,367,100	
CONSTRUCTION		\$1,000,000		2028	\$73,238	\$73,238	\$73,238	\$73,236	\$292,950	
SPECIAL RAIL EQUIP		\$75,000		2029	\$0	\$0	\$0	\$0	\$0	
FLAGGING		\$0		2030	\$0	\$0	\$0	\$0	\$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		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%						
TOTAL		\$1,953,000								



# PROJECT PROPOSAL

**FY25**

ZAVALAL PROJECT# 2903.00

**PROJECT : SOGR\_FY25\_VENTURA (VN)\_SIGNAL**

SCOPE				TYPE: REHAB   MRP					
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					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.									
RISK CREATED BY NON-IMPLEMENTATION									
Location may fail which will cause train delays and possible safety issues.									
Current Age: 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		\$270,000							
ENVIRONMENTAL		\$0		2026	\$60,000	\$60,000	\$60,000	\$60,000	\$240,000
ROW ACQUISITION		\$81,000							
MATERIAL		\$783,000		2027	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
CONSTRUCTION		\$918,000							
SPECIAL RAIL EQUIP		\$0		2028	\$247,500	\$247,500	\$247,500	\$247,500	\$990,000
FLAGGING		\$0							
BUS BRIDGES		\$135,000		2029	\$210,000	\$210,000	\$210,000	\$210,000	\$840,000
CLOSE OUT		\$54,000							
DBE/LABOR		\$27,000		2030	\$82,500	\$82,500	\$82,500	\$82,500	\$330,000
PROJECT MANAGEMENT									
* P.M STAFF		\$270,000							
* SUPPORT STAFF		\$0							
* CONSULTANT		\$164,000							
CONTINGENCY		\$298,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL		\$3,000,000							



# PROJECT PROPOSAL

**FY25**

ZAVALAL PROJECT# 2906.00

PROJECT : SOGR\_FY25\_VALLEY\_SIGNAL

SCOPE				TYPE: REHAB   MRP						
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 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: 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					Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL		\$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					
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					
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 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: 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	\$836,000								
ENVIRONMENTAL	\$0			2026	\$185,700	\$185,700	\$185,700	\$185,700	\$742,800
ROW ACQUISITION	\$251,000								
MATERIAL	\$2,423,000			2027	\$464,250	\$464,250	\$464,250	\$464,250	\$1,857,000
CONSTRUCTION	\$2,841,000								
SPECIAL RAIL EQUIP	\$0			2028	\$766,012	\$766,012	\$766,012	\$766,014	\$3,064,050
FLAGGING	\$0								
BUS BRIDGES	\$418,000			2029	\$649,950	\$649,950	\$649,950	\$649,950	\$2,599,800
CLOSE OUT	\$167,000								
DBE/LABOR	\$84,000			2030	\$255,338	\$255,338	\$255,338	\$255,336	\$1,021,350
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**

ZAVALAL 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 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: 30 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		\$721,000								
ENVIRONMENTAL		\$0		2026	\$160,160	\$160,160	\$160,160	\$160,160	\$640,640	
ROW ACQUISITION		\$216,000								
MATERIAL		\$2,090,000		2027	\$400,400	\$400,400	\$400,400	\$400,400	\$1,601,600	
CONSTRUCTION		\$2,450,000								
SPECIAL RAIL EQUIP		\$0		2028	\$660,660	\$660,660	\$660,660	\$660,660	\$2,642,640	
FLAGGING		\$0								
BUS BRIDGES		\$360,000		2029	\$560,560	\$560,560	\$560,560	\$560,560	\$2,242,240	
CLOSE OUT		\$144,000								
DBE/LABOR		\$72,000		2030	\$220,220	\$220,220	\$220,220	\$220,220	\$880,880	
PROJECT MANAGEMENT										
* P.M STAFF		\$721,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%						
* SUPPORT STAFF		\$0								
* CONSULTANT		\$440,000								
CONTINGENCY		\$794,000								
TOTAL		\$8,008,000								





# PROJECT PROPOSAL

**FY25**

ZAVALAL 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				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.									
RISK CREATED BY NON-IMPLEMENTATION									
Location may fail which will cause train delays and possible safety issues.									
Current Age: 32 Year(s)    Standard Lifespan: 30 Year(s)									
BUDGET				CASH FLOW					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2025	\$0	\$0	\$0	\$0	\$0
DESIGN		\$340,000							
ENVIRONMENTAL		\$0		2026	\$75,600	\$75,600	\$75,600	\$75,600	\$302,400
ROW ACQUISITION		\$102,000							
MATERIAL		\$987,000		2027	\$189,000	\$189,000	\$189,000	\$189,000	\$756,000
CONSTRUCTION		\$1,157,000							
SPECIAL RAIL EQUIP		\$0		2028	\$311,850	\$311,850	\$311,850	\$311,850	\$1,247,400
FLAGGING		\$0							
BUS BRIDGES		\$170,000		2029	\$264,600	\$264,600	\$264,600	\$264,600	\$1,058,400
CLOSE OUT		\$68,000							
DBE/LABOR		\$34,000		2030	\$103,950	\$103,950	\$103,950	\$103,950	\$415,800
PROJECT MANAGEMENT									
* P.M STAFF		\$340,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
* SUPPORT STAFF		\$0							
* CONSULTANT		\$207,000							
CONTINGENCY		\$375,000							
TOTAL		\$3,780,000							



# PROJECT PROPOSAL

**FY25**

ZAVALAL PROJECT# 2911.00

**PROJECT : SOGR\_FY25\_PERRIS VALLEY\_SIGNAL**

SCOPE				TYPE: REHAB   MRP						
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		2025	\$0	\$0	\$0	\$0	\$0	
DESIGN		\$153,000								
ENVIRONMENTAL		\$0		2026	\$34,020	\$34,020	\$34,020	\$34,020	\$136,080	
ROW ACQUISITION		\$46,000								
MATERIAL		\$444,000		2027	\$85,050	\$85,050	\$85,050	\$85,050	\$340,200	
CONSTRUCTION		\$521,000								
SPECIAL RAIL EQUIP		\$0		2028	\$140,332	\$140,332	\$140,332	\$140,334	\$561,330	
FLAGGING		\$0								
BUS BRIDGES		\$77,000		2029	\$119,070	\$119,070	\$119,070	\$119,070	\$476,280	
CLOSE OUT		\$31,000								
DBE/LABOR		\$15,000		2030	\$46,778	\$46,778	\$46,778	\$46,776	\$187,110	
PROJECT MANAGEMENT										
* P.M STAFF		\$153,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%						
* SUPPORT STAFF		\$0								
* CONSULTANT		\$92,000								
CONTINGENCY		\$169,000								
TOTAL		\$1,701,000								



# PROJECT PROPOSAL

**FY25**

SHAHIDS PROJECT# 2914.00

## PROJECT : PROJECT MANAGEMENT INFORMATION SYSTEM SUPPORT

SCOPE				TYPE: REHAB   NON-MRP					
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					
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					
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									
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					
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0		2025	\$0	\$0	\$0	\$47,250	\$47,250
DESIGN		\$25,000							
ENVIRONMENTAL		\$0		2026	\$47,250	\$47,250	\$47,250	\$47,250	\$189,000
ROW ACQUISITION		\$0							
MATERIAL		\$300,000		2027	\$82,688	\$82,688	\$82,688	\$82,686	\$330,750
CONSTRUCTION		\$0							
SPECIAL RAIL EQUIP		\$0		2028	\$70,875	\$70,875	\$70,875	\$70,875	\$283,500
FLAGGING		\$0							
BUS BRIDGES		\$0		2029	\$23,625	\$23,625	\$23,625	\$23,625	\$94,500
CLOSE OUT		\$5,000							
DBE/LABOR		\$10,000		2030	\$0	\$0	\$0	\$0	\$0
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**

ZAVALAL PROJECT# 2917.00

## PROJECT : SOGR\_FY25\_PERRIS VALLEY\_STRUCTURES\_CONSTRUCTION\_DEFERRED FROM FY23 BUDGET PROCESS

SCOPE				TYPE: REHAB   MRP					
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					
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					
RISK CREATED BY NON-IMPLEMENTATION				2. System Impact..... High					
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.									
Current Age: 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								
ENVIRONMENTAL	\$0			2026	\$230,700	\$230,700	\$230,700	\$230,700	\$922,800
ROW ACQUISITION	\$0								
MATERIAL	\$1,840,000			2027	\$1,153,500	\$1,153,500	\$1,153,500	\$1,153,500	\$4,614,000
CONSTRUCTION	\$2,150,000								
SPECIAL RAIL EQUIP	\$0			2028	\$153,800	\$153,800	\$153,800	\$153,800	\$615,200
FLAGGING	\$615,000								
BUS BRIDGES	\$0			2029	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$2,000								
DBE/LABOR	\$8,000			2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$615,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
* SUPPORT STAFF	\$0								
* CONSULTANT	\$629,000								
CONTINGENCY	\$293,000								
TOTAL	\$6,152,000								



# PROJECT PROPOSAL

**FY25**

ZAVALLA PROJECT# 2918.00

**PROJECT : SOGR\_FY25\_SYSTEMWIDE\_STRUCTURES\_MAINTENANCE & CREW BRIDGE INSPECTOR**

SCOPE				TYPE: REHAB   MRP						
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						
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High						
JUSTIFICATION										
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because the assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.										
RISK CREATED BY NON-IMPLEMENTATION										
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.										
Current Age: 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								
ENVIRONMENTAL		\$0			2026	\$472,500	\$472,500	\$472,500	\$472,500	\$1,890,000
ROW ACQUISITION		\$0								
MATERIAL		\$0			2027	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION		\$1,500,000								
SPECIAL RAIL EQUIP		\$0			2028	\$0	\$0	\$0	\$0	\$0
FLAGGING		\$0								
BUS BRIDGES		\$0			2029	\$0	\$0	\$0	\$0	\$0
CLOSE OUT		\$6,000								
DBE/LABOR		\$25,000			2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT										
* P.M STAFF		\$189,000								
* SUPPORT STAFF		\$0								
* CONSULTANT		\$30,000								
CONTINGENCY		\$140,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL		\$1,890,000								



# PROJECT PROPOSAL

**FY25**

ZAVALAL PROJECT# 2922.00

## PROJECT : SOGR\_FY25\_SAN GABRIEL\_STRUCTURES\_CONSTRUCTION

SCOPE				TYPE: REHAB   MRP					
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					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because the assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 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							
ENVIRONMENTAL		\$0		2026	\$42,525	\$42,525	\$42,525	\$42,525	\$170,100
ROW ACQUISITION		\$0							
MATERIAL		\$340,000		2027	\$127,575	\$127,575	\$127,575	\$127,575	\$510,300
CONSTRUCTION		\$397,000							
SPECIAL RAIL EQUIP		\$0		2028	\$85,050	\$85,050	\$85,050	\$85,050	\$340,200
FLAGGING		\$113,000							
BUS BRIDGES		\$0		2029	\$28,350	\$28,350	\$28,350	\$28,350	\$113,400
CLOSE OUT		\$5,000							
DBE/LABOR		\$12,000		2030	\$0	\$0	\$0	\$0	\$0
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**

ZAVALAL PROJECT# 2926.00

## PROJECT : SOGR\_FY25\_ORANGE\_STRUCTURES\_CONSTRUCTION

SCOPE				TYPE: REHAB   MRP					
Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: _ Bridges _ Culverts _ Tunnels Specific work will include: Mile Posts: 165.08 - 207.4									
				Division: Orange    County: OC    Asset Type: Structures					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because the assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 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							
ENVIRONMENTAL		\$0		2026	\$69,900	\$69,900	\$69,900	\$69,900	\$279,600
ROW ACQUISITION		\$0							
MATERIAL		\$550,000		2027	\$209,700	\$209,700	\$209,700	\$209,700	\$838,800
CONSTRUCTION		\$650,000							
SPECIAL RAIL EQUIP		\$0		2028	\$139,800	\$139,800	\$139,800	\$139,800	\$559,200
FLAGGING		\$186,000							
BUS BRIDGES		\$0		2029	\$46,600	\$46,600	\$46,600	\$46,600	\$186,400
CLOSE OUT		\$2,000							
DBE/LABOR		\$9,000		2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF		\$186,000							
* SUPPORT STAFF		\$0							
* CONSULTANT		\$192,000							
CONTINGENCY		\$89,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL		\$1,864,000							



# PROJECT PROPOSAL

**FY25**

ZAVALAL PROJECT# 2927.00

**PROJECT : SOGR\_FY25\_VENTURA (VN)\_STRUCTURES\_DESIGN**

SCOPE				TYPE: REHAB   MRP						
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						
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents										
JUSTIFICATION				RANKING // PROJECT READINESS						
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because the assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High						
RISK CREATED BY NON-IMPLEMENTATION										
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 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		\$350,000		2026	\$11,825	\$11,825	\$11,825	\$11,825	\$47,300	
ENVIRONMENTAL		\$0		2027	\$41,388	\$41,388	\$41,388	\$41,386	\$165,550	
ROW ACQUISITION		\$0		2028	\$41,388	\$41,388	\$41,388	\$41,386	\$165,550	
MATERIAL		\$0		2029	\$23,650	\$23,650	\$23,650	\$23,650	\$94,600	
CONSTRUCTION		\$0		2030	\$0	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP		\$0								
FLAGGING		\$0								
BUS BRIDGES		\$0								
CLOSE OUT		\$3,000								
DBE/LABOR		\$10,000								
PROJECT MANAGEMENT										
* P.M STAFF		\$47,000								
* SUPPORT STAFF		\$0								
* CONSULTANT		\$20,000								
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**

ZAVALAL PROJECT# 2928.00

## PROJECT : SOGR\_FY25\_RIVER\_STRUCTURES\_DESIGN\_DRAINAGE IMPROVEMENT

SCOPE				TYPE: REHAB   MRP					
*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					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because the assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 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		\$650,000							
ENVIRONMENTAL		\$0		2026	\$21,275	\$21,275	\$21,275	\$21,275	\$85,100
ROW ACQUISITION		\$0							
MATERIAL		\$0		2027	\$74,462	\$74,462	\$74,462	\$74,464	\$297,850
CONSTRUCTION		\$0							
SPECIAL RAIL EQUIP		\$0		2028	\$74,462	\$74,462	\$74,462	\$74,464	\$297,850
FLAGGING		\$0							
BUS BRIDGES		\$0		2029	\$42,550	\$42,550	\$42,550	\$42,550	\$170,200
CLOSE OUT		\$6,000							
DBE/LABOR		\$10,000		2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF		\$85,000							
* SUPPORT STAFF		\$0							
* CONSULTANT		\$22,000							
CONTINGENCY		\$78,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL		\$851,000							



# PROJECT PROPOSAL

**FY25**

ZAVALAL PROJECT# 2930.00

## PROJECT : SOGR\_FY25\_VENTURA (VN)\_TRACK

SCOPE				TYPE: REHAB   MRP					
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					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
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	\$0								
ENVIRONMENTAL	\$0			2026	\$54,250	\$54,250	\$54,250	\$54,250	\$217,000
ROW ACQUISITION	\$0								
MATERIAL	\$378,000			2027	\$189,875	\$189,875	\$189,875	\$189,875	\$759,500
CONSTRUCTION	\$1,172,000			2028	\$189,875	\$189,875	\$189,875	\$189,875	\$759,500
SPECIAL RAIL EQUIP	\$0			2029	\$108,500	\$108,500	\$108,500	\$108,500	\$434,000
FLAGGING	\$0			2030	\$0	\$0	\$0	\$0	\$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					
<p>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</p>				Division: Valley County: LA Asset Type: Track					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
<p>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</p>									
JUSTIFICATION				RANKING // PROJECT READINESS					
<p>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.</p>				<p>1. Condition of Asset..... Worn 2. System Impact..... High</p>					
RISK CREATED BY NON-IMPLEMENTATION									
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)</p>									
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					
ROW ACQUISITION									
MATERIAL				2027					
CONSTRUCTION									
SPECIAL RAIL EQUIP				2028					
FLAGGING									
BUS BRIDGES				2029					
CLOSE OUT									
DBE/LABOR				2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF									
* SUPPORT STAFF									
* CONSULTANT									
CONTINGENCY									
TOTAL	\$4,725,000								



# PROJECT PROPOSAL

**FY25**

ZAVALAL PROJECT# 2936.00

## PROJECT : SOGR\_FY25\_SAN GABRIEL\_TRACK

SCOPE				TYPE: REHAB   MRP					
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					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
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	\$0								
ENVIRONMENTAL	\$0			2026	\$138,300	\$138,300	\$138,300	\$138,300	\$553,200
ROW ACQUISITION	\$0								
MATERIAL	\$1,084,000			2027	\$484,050	\$484,050	\$484,050	\$484,050	\$1,936,200
CONSTRUCTION	\$2,955,000			2028	\$484,050	\$484,050	\$484,050	\$484,050	\$1,936,200
SPECIAL RAIL EQUIP	\$0			2029	\$276,600	\$276,600	\$276,600	\$276,600	\$1,106,400
FLAGGING	\$0			2030	\$0	\$0	\$0	\$0	\$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						
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						
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents										
JUSTIFICATION				RANKING // PROJECT READINESS						
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High						
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		\$0								
ENVIRONMENTAL		\$0			2026	\$163,850	\$163,850	\$163,850	\$163,850	\$655,400
ROW ACQUISITION		\$0								
MATERIAL		\$1,398,000		2027		\$573,475	\$573,475	\$573,475	\$573,475	\$2,293,900
CONSTRUCTION		\$3,431,000								
SPECIAL RAIL EQUIP		\$0			2028	\$573,475	\$573,475	\$573,475	\$573,475	\$2,293,900
FLAGGING		\$0								
BUS BRIDGES		\$43,000		2029		\$327,700	\$327,700	\$327,700	\$327,700	\$1,310,800
CLOSE OUT		\$69,000								
DBE/LABOR		\$34,000			2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT										
* P.M STAFF		\$686,000								
* SUPPORT STAFF		\$0								
* CONSULTANT		\$351,000								
CONTINGENCY				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%						
TOTAL		\$6,554,000								



# PROJECT PROPOSAL

**FY25**

ZAVALAL PROJECT# 2940.00

## PROJECT : SOGR\_FY25\_RIVER\_TRACK

SCOPE				TYPE: REHAB   MRP					
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					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 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							
ENVIRONMENTAL		\$0		2026	\$79,125	\$79,125	\$79,125	\$79,125	\$316,500
ROW ACQUISITION		\$0							
MATERIAL		\$485,000		2027	\$276,938	\$276,938	\$276,938	\$276,936	\$1,107,750
CONSTRUCTION		\$1,768,000		2028	\$276,938	\$276,938	\$276,938	\$276,936	\$1,107,750
SPECIAL RAIL EQUIP		\$0		2029	\$158,250	\$158,250	\$158,250	\$158,250	\$633,000
FLAGGING		\$0		2030	\$0	\$0	\$0	\$0	\$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					
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					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 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							
ENVIRONMENTAL		\$0		2026	\$19,500	\$19,500	\$19,500	\$19,500	\$78,000
ROW ACQUISITION		\$0							
MATERIAL		\$106,000		2027	\$68,250	\$68,250	\$68,250	\$68,250	\$273,000
CONSTRUCTION		\$452,000							
SPECIAL RAIL EQUIP		\$0		2028	\$68,250	\$68,250	\$68,250	\$68,250	\$273,000
FLAGGING		\$0							
BUS BRIDGES		\$0		2029	\$68,250	\$68,250	\$68,250	\$68,250	\$273,000
CLOSE OUT		\$9,000							
DBE/LABOR		\$5,000		2030	\$39,000	\$39,000	\$39,000	\$39,000	\$156,000
PROJECT MANAGEMENT									
* P.M STAFF		\$90,000		2030	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF		\$0							
* CONSULTANT		\$53,000							
CONTINGENCY		\$65,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL		\$780,000							



# PROJECT PROPOSAL

**FY25**

ZAVALAL PROJECT# 2943.00

## PROJECT : SOGR\_FY25\_SYSTEMWIDE\_TRACK MEASUREMENT

SCOPE				TYPE: REHAB   MRP					
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					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.									
Current Age: 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	\$2,300,000			2026	\$70,875	\$70,875	\$70,875	\$70,875	\$283,500
ENVIRONMENTAL	\$0			2027	\$248,062	\$248,062	\$248,062	\$248,064	\$992,250
ROW ACQUISITION	\$0			2028	\$248,062	\$248,062	\$248,062	\$248,064	\$992,250
MATERIAL	\$0			2029	\$141,750	\$141,750	\$141,750	\$141,750	\$567,000
CONSTRUCTION	\$0			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	\$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								





# PROJECT PROPOSAL

**FY25**

SHAHIDS PROJECT# 2945.00

## PROJECT : LAUS MAIN WATERLINE REPLACEMENT

SCOPE				TYPE: REHAB   MRP											
•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											
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					
LAUS Main waterline is rusted and need corrective action this project is priority. Pipe supplies water to SCRRRA PTC simulation building and SCRRRA Beauchpt building.															
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	\$11,650	\$11,650						
DESIGN		\$15,000													
ENVIRONMENTAL		\$0		2026	\$11,650	\$11,650	\$11,650	\$11,650	\$46,600						
ROW ACQUISITION		\$0													
MATERIAL		\$0		2027	\$20,388	\$20,388	\$20,388	\$20,386	\$81,550						
CONSTRUCTION		\$155,000													
SPECIAL RAIL EQUIP		\$0		2028	\$17,475	\$17,475	\$17,475	\$17,475	\$69,900						
FLAGGING		\$0													
BUS BRIDGES		\$0		2029	\$5,825	\$5,825	\$5,825	\$5,825	\$23,300						
CLOSE OUT		\$1,000													
DBE/LABOR		\$5,000		2030	\$0	\$0	\$0	\$0	\$0						
PROJECT MANAGEMENT															
* P.M STAFF		\$20,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%											
* SUPPORT STAFF		\$0													
* CONSULTANT		\$15,000													
CONTINGENCY		\$22,000													
TOTAL		\$233,000													



# PROJECT PROPOSAL

**FY25**

SHAHIDS PROJECT# 2946.00

## PROJECT : CMF HVAC REPLACEMENT

SCOPE				TYPE: REHAB   MRP						
• 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				1. Condition of Asset..... Worn  2. System Impact..... High						
JUSTIFICATION										
HVAC periodically fails in performance.										
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								
ENVIRONMENTAL		\$0		2026	\$21,300	\$21,300	\$21,300	\$21,300	\$85,200	
ROW ACQUISITION		\$0								
MATERIAL		\$0		2027	\$37,275	\$37,275	\$37,275	\$37,275	\$149,100	
CONSTRUCTION		\$330,000								
SPECIAL RAIL EQUIP		\$0		2028	\$31,950	\$31,950	\$31,950	\$31,950	\$127,800	
FLAGGING		\$0								
BUS BRIDGES		\$0		2029	\$10,650	\$10,650	\$10,650	\$10,650	\$42,600	
CLOSE OUT		\$1,000								
DBE/LABOR		\$5,000		2030	\$0	\$0	\$0	\$0	\$0	
PROJECT MANAGEMENT										
* P.M STAFF		\$28,000								
* SUPPORT STAFF		\$0								
* CONSULTANT		\$10,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%						
CONTINGENCY		\$39,000								
TOTAL		\$426,000								



# PROJECT PROPOSAL

**FY25**

SHAHIDS PROJECT# 2947.00

## PROJECT : SCADA SYSTEM INSTALLATION & MCC UPGRADE

SCOPE				TYPE: REHAB   MRP					
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		FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$16,600	\$16,600
DESIGN	\$13,000			2026	\$16,600	\$16,600	\$16,600	\$16,600	\$66,400
ENVIRONMENTAL	\$0			2027	\$29,050	\$29,050	\$29,050	\$29,050	\$116,200
ROW ACQUISITION	\$0			2028	\$24,900	\$24,900	\$24,900	\$24,900	\$99,600
MATERIAL	\$0			2029	\$8,300	\$8,300	\$8,300	\$8,300	\$33,200
CONSTRUCTION	\$250,000			2030	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$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# 2950.00

## PROJECT : OUT-OF-SERVICE CAR REPAIR PROJECT

SCOPE				TYPE: REHAB   MRP					
•Repair Out of Service Cars to rehabilitate									
Mile Posts: n/a				Division: All    County: ALL    Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
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					
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									
Impact to any effort to increase service capacity in the future.									
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	\$181,950	\$181,950
DESIGN	\$10,000			2026	\$181,950	\$181,950	\$181,950	\$181,950	\$727,800
ENVIRONMENTAL	\$0			2027	\$318,412	\$318,412	\$318,412	\$318,414	\$1,273,650
ROW ACQUISITION	\$0			2028	\$272,925	\$272,925	\$272,925	\$272,925	\$1,091,700
MATERIAL	\$2,700,000			2029	\$90,975	\$90,975	\$90,975	\$90,975	\$363,900
CONSTRUCTION	\$0			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	\$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								



# PROJECT PROPOSAL

**FY25**

SHAHIDS PROJECT# 2951.00

## PROJECT : ROTEM HVAC OVERHAUL/REBUILD

SCOPE				TYPE: REHAB   MRP					
<div>• Both HVAC units and control panels.</div> <div>• Life cycle increase.</div> <div>• Remove systemic issue</div>									
Mile Posts: n/a				Division: All    County: ALL    Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
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					
Systemic design issue in OEM HVAC Unit - high maintenance cost and impact to costumer 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									
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					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$105,850	\$105,850
DESIGN	\$0								
ENVIRONMENTAL	\$0			2026	\$105,850	\$105,850	\$105,850	\$105,850	\$423,400
ROW ACQUISITION	\$0								
MATERIAL	\$1,630,000			2027	\$185,238	\$185,238	\$185,238	\$185,236	\$740,950
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2028	\$158,775	\$158,775	\$158,775	\$158,775	\$635,100
FLAGGING	\$0								
BUS BRIDGES	\$0			2029	\$52,925	\$52,925	\$52,925	\$52,925	\$211,700
CLOSE OUT	\$2,000								
DBE/LABOR	\$8,000			2030	\$0	\$0	\$0	\$0	\$0
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# 2954.00

## PROJECT : HYUNDAI-ROTEM RAILCAR OVERHAUL

SCOPE				TYPE: REHAB   MRP						
<div>• Toilet</div> <div>• Door</div> <div>• LED</div> <div>• Truck</div> <div>• Exterior Scheme</div> <div>Mile Posts: n/a</div>				<div>Division: All    County: ALL    Asset Type: Rolling Stock</div>						
OBJECTIVES				RISKS CAUSING PROJECT DELAY						
<div>1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</div> <div>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</div> <div>3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</div> <div>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</div> <div>5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</div>										
JUSTIFICATION				RANKING // PROJECT READINESS						
<div>Remove multiple systemic issues in OEM.</div> <div>15 years of mid-life overhaul program.</div> <div>Improvement in safety system.</div>				<div>1. Condition of Asset..... Worn</div> <div>2. System Impact..... High</div>						
RISK CREATED BY NON-IMPLEMENTATION										
<div>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</div> <div>Current Age: 124 Year(s)    Standard Lifespan: 15 Year(s)</div>										
BUDGET				CASH FLOW						
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL	
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$1,181,250	\$1,181,250	
DESIGN	\$0									
ENVIRONMENTAL	\$0			2026	\$1,181,250	\$1,181,250	\$1,181,250	\$1,181,250	\$4,725,000	
ROW ACQUISITION	\$0									
MATERIAL	\$18,000,000			2027	\$2,067,188	\$2,067,188	\$2,067,188	\$2,067,186	\$8,268,750	
CONSTRUCTION	\$0									
SPECIAL RAIL EQUIP	\$0			2028	\$1,771,875	\$1,771,875	\$1,771,875	\$1,771,875	\$7,087,500	
FLAGGING	\$0									
BUS BRIDGES	\$0			2029	\$590,625	\$590,625	\$590,625	\$590,625	\$2,362,500	
CLOSE OUT	\$9,000									
DBE/LABOR	\$50,000			2030	\$0	\$0	\$0	\$0	\$0	
PROJECT MANAGEMENT										
* P.M STAFF	\$368,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%						
* SUPPORT STAFF	\$350,000									
* CONSULTANT	\$2,700,000									
CONTINGENCY	\$2,148,000									
TOTAL	\$23,625,000									





# PROJECT PROPOSAL

**FY25**

SHAHIDS PROJECT# 2955.00

## PROJECT : LOCOMOTIVE OVERHAULS

SCOPE				TYPE: REHAB   MRP					
<div>• Engine (both HEP and Main) partial overhaul - replace as needed basis.</div> <div>• HVAC overhaul with R-407c freon replacement</div> <div>• Truck/Suspension overhaul</div> <div>• Exterior repaint</div> <div>• Coupler overhaul</div> <div>Mile Posts: n/a</div>				Division: All    County: ALL    Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
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					
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									
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			2025	\$0	\$0	\$0	\$415,800	\$415,800
DESIGN	\$0								
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0								
MATERIAL	\$6,380,000			2026	\$415,800	\$415,800	\$415,800	\$415,800	\$1,663,200
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2027	\$727,650	\$727,650	\$727,650	\$727,650	\$2,910,600
CLOSE OUT	\$5,000								
DBE/LABOR	\$20,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$280,000			2028	\$623,700	\$623,700	\$623,700	\$623,700	\$2,494,800
* SUPPORT STAFF	\$175,000								
* CONSULTANT	\$700,000								
CONTINGENCY	\$756,000			2029	\$207,900	\$207,900	\$207,900	\$207,900	\$831,600
TOTAL	\$8,316,000								
				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# 2957.00

## PROJECT : F125 LOCOMOTIVE ENGINE INTERMEDIATE OVERHAULS

SCOPE				TYPE: REHAB   MRP						
• Engine overhaul - 100% replacement										
Mile Posts: n/a				Division: All    County: ALL    Asset Type: Rolling Stock						
OBJECTIVES				RISKS CAUSING PROJECT DELAY						
1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 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										
Overhaul of engine is required as per the maintenance manual.										
RISK CREATED BY NON-IMPLEMENTATION										
Increase of impact to revenue service due to engine failures. Impact to shop availability due to increase of unscheduled maintenance for the failed engines.										
Current Age: 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	\$304,100	\$304,100	
DESIGN		\$0								
ENVIRONMENTAL		\$0								
ROW ACQUISITION		\$0								
MATERIAL		\$4,200,000								
CONSTRUCTION		\$0		2026	\$304,100	\$304,100	\$304,100	\$304,100	\$1,216,400	
SPECIAL RAIL EQUIP		\$0								
FLAGGING		\$0								
BUS BRIDGES		\$0								
CLOSE OUT		\$6,000								
DBE/LABOR		\$58,000		2027	\$532,175	\$532,175	\$532,175	\$532,175	\$2,128,700	
PROJECT MANAGEMENT										
* P.M STAFF		\$350,000								
* SUPPORT STAFF		\$315,000								
* CONSULTANT		\$600,000								
CONTINGENCY		\$553,000		2028	\$456,150	\$456,150	\$456,150	\$456,150	\$1,824,600	
TOTAL		\$6,082,000								
				2029	\$152,050	\$152,050	\$152,050	\$152,050	\$608,200	
				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**

FERNANDEZK PROJECT# 2960.00

## PROJECT : FY25 BACK-OFFICE TRAIN CONTROL SYSTEM

SCOPE				TYPE: REHAB   MRP					
Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life.									
Train Control Back Office: 1) DOC/MOC/Vegas Servers 2) CAD Workstations and Monitors Mile Posts: n/a				Division: All    County: ALL    Asset Type: Train Control					
OBJECTIVES				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					
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									
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		\$300,000							
ENVIRONMENTAL		\$0		2026	\$106,238	\$106,238	\$106,238	\$106,236	\$424,950
ROW ACQUISITION		\$0							
MATERIAL		\$1,750,000		2027	\$354,125	\$354,125	\$354,125	\$354,125	\$1,416,500
CONSTRUCTION		\$0							
SPECIAL RAIL EQUIP		\$0		2028	\$141,650	\$141,650	\$141,650	\$141,650	\$566,600
FLAGGING		\$0							
BUS BRIDGES		\$0		2029	\$106,238	\$106,238	\$106,238	\$106,236	\$424,950
CLOSE OUT		\$0							
DBE/LABOR		\$8,000		2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF		\$62,000							
* SUPPORT STAFF		\$28,000							
* CONSULTANT		\$550,000							
CONTINGENCY		\$135,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL		\$2,833,000							



# PROJECT PROPOSAL

**FY25**

FERNANDEZK PROJECT# 2961.00

## PROJECT : FY25 SYSTEMWIDE ON-BOARD TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE				TYPE: REHAB   MRP					
Procure Slot 10 image development for newer operating software to replace out of date, non-supported version. Pref GPS upgrade for entire fleer, 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					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) 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									
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							
ENVIRONMENTAL		\$0		2026	\$59,100	\$59,100	\$59,100	\$59,100	\$236,400
ROW ACQUISITION		\$0							
MATERIAL		\$1,250,000		2027	\$206,850	\$206,850	\$206,850	\$206,850	\$827,400
CONSTRUCTION		\$585,000							
SPECIAL RAIL EQUIP		\$0		2028	\$206,850	\$206,850	\$206,850	\$206,850	\$827,400
FLAGGING		\$0							
BUS BRIDGES		\$0		2029	\$118,200	\$118,200	\$118,200	\$118,200	\$472,800
CLOSE OUT		\$0							
DBE/LABOR		\$10,000		2030	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF		\$97,000							
* SUPPORT STAFF		\$56,000							
* CONSULTANT		\$253,000							
CONTINGENCY		\$113,000		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL		\$2,364,000							





																		FUNDINGS						
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	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						
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						
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										
JUSTIFICATION				RANKING // PROJECT READINESS						
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				4. Safety & Security..... High 5. Environmental..... Low						
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)				Additional support document was submitted						
BUDGET				CASH FLOW						
AMOUNT		START	END	FY	Q1	Q2	Q3	Q4	TOTAL	
CONTRACT PACKAGING		\$0		2025	\$0	\$0	\$0	\$0	\$0	
DESIGN		\$40,000		2026	\$39,300	\$39,300	\$39,300	\$39,300	\$157,200	
ENVIRONMENTAL		\$0		2027	\$58,950	\$58,950	\$58,950	\$58,950	\$235,800	
ROW ACQUISITION		\$0		2028	\$98,250	\$98,250	\$98,250	\$98,250	\$393,000	
MATERIAL		\$25,000		2029	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION		\$425,000		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		\$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								



# PROJECT PROPOSAL

**FY25**

SHAHIDS PROJECT# 2913.00

## PROJECT : EV INFRASTRUCTURE

SCOPE				TYPE: CAPITAL   NON-MRP					
•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					
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									
JUSTIFICATION				RANKING // PROJECT READINESS					
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					
RISK CREATED BY NON-IMPLEMENTATION				2. Ridership Increase..... Average					
				3. Capacity Improvements..... High					
				4. Safety & Security..... Low					
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years				5. Environmental..... High					
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			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	\$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								





# PROJECT PROPOSAL

**FY25**

SHAHIDS PROJECT# 2944.00

## PROJECT : CMF CAR/LOCO SHOP ADDITIONAL FALL PROTECTION

SCOPE				TYPE: CAPITAL   MRP					
<div>• Install additional fall protection for loco and car shops, including on window rack.</div> <div>• Compliance related.</div>									
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					
RISK CREATED BY NON-IMPLEMENTATION				2. Ridership Increase..... Average					
				3. Capacity Improvements..... Low					
				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# 2985.00

PROJECT : NEW SIMULATORS DMU - FOR ARROW LINE

SCOPE				TYPE: CAPITAL   NON-MRP					
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					
1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
JUSTIFICATION				RANKING // PROJECT READINESS					
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 Diesl Multi Unit (DMu)locomotives, is crucial for				1. System Reliability..... Average					
RISK CREATED BY NON-IMPLEMENTATION				2. Ridership Increase..... Minor					
				3. Capacity Improvements..... Minor					
				4. Safety & Security..... High					
Current Age: New    Standard Lifespan: 0 Year(s)				5. Environmental..... High					
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		Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
FLAGGING		\$0							
BUS BRIDGES		\$0							
CLOSE OUT		\$0							
DBE/LABOR		\$10,000							
PROJECT MANAGEMENT									
* P.M STAFF		\$56,000							
* SUPPORT STAFF		\$42,000							
* CONSULTANT		\$55,000							
CONTINGENCY		\$137,000							
TOTAL		\$1,500,000							

FY25 PROPOSED CAPITAL PROGRAM CASHFLOW  
as of 04.16.24

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

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

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





# METROLINK

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

# Agenda

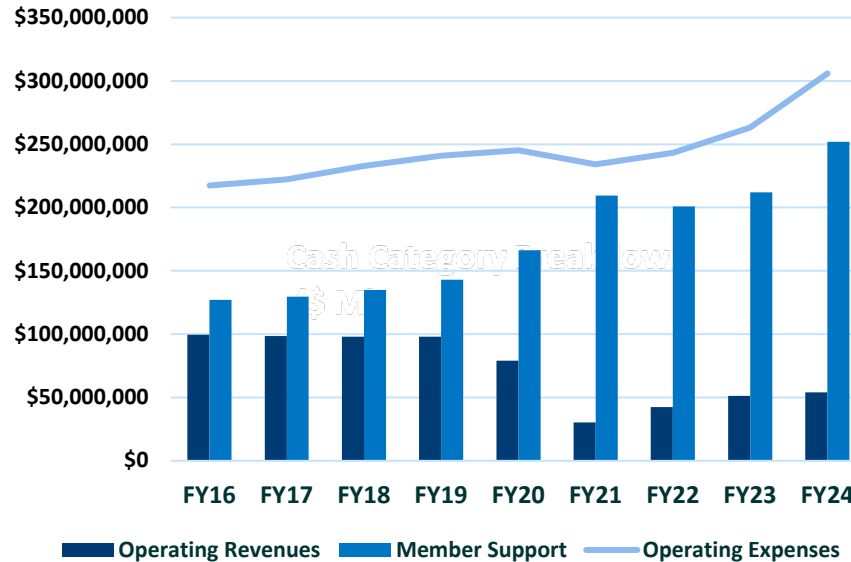
- Budget Challenges
- FY25 Budget Assumptions
- Sperry Capital / KPMG Ridership Forecast
- Proposed FY25 Operating Budget
- Proposed FY25 Capital Program Budget
- Summary

# 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



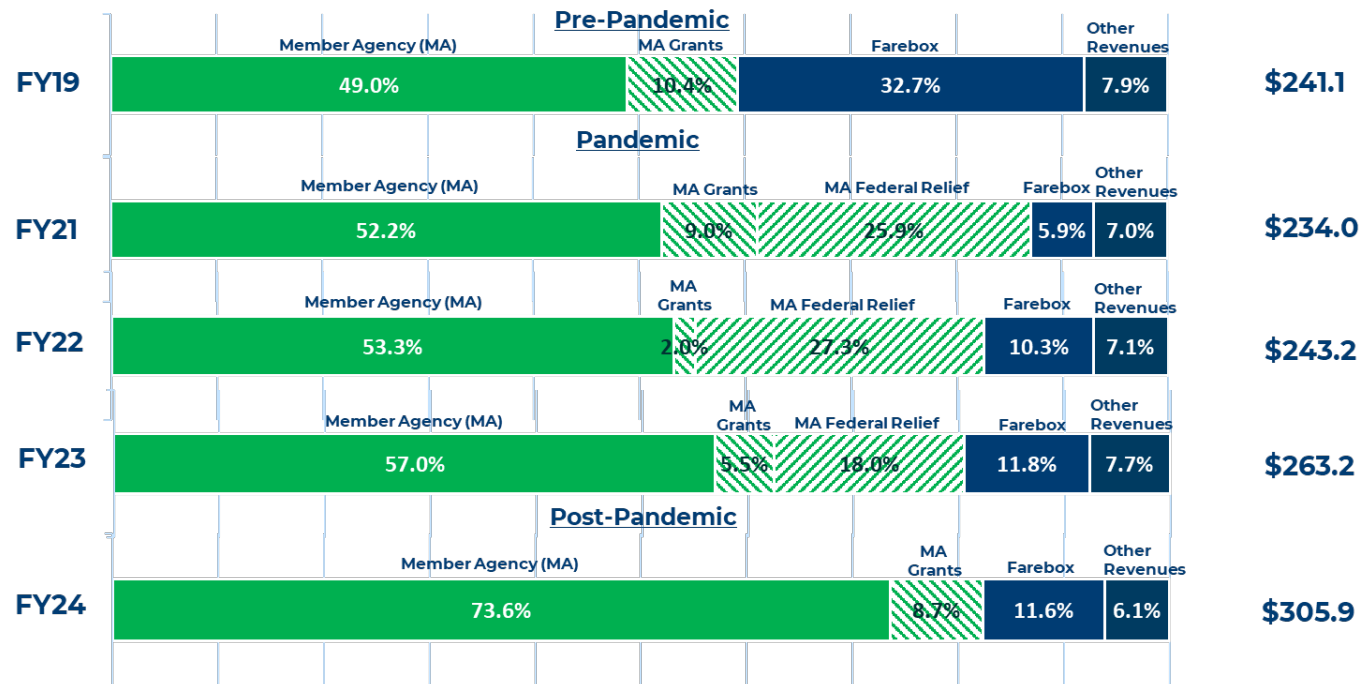
- Revenues:
  - Pre-Pandemic Revenues roughly flat (FY16 – FY19)
  - Post-Pandemic revenues are slowly increasing
- Expenses
  - Pre-Pandemic Operating Expenses increasing YOY
- Required Member Agency support increasing YOY

### 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

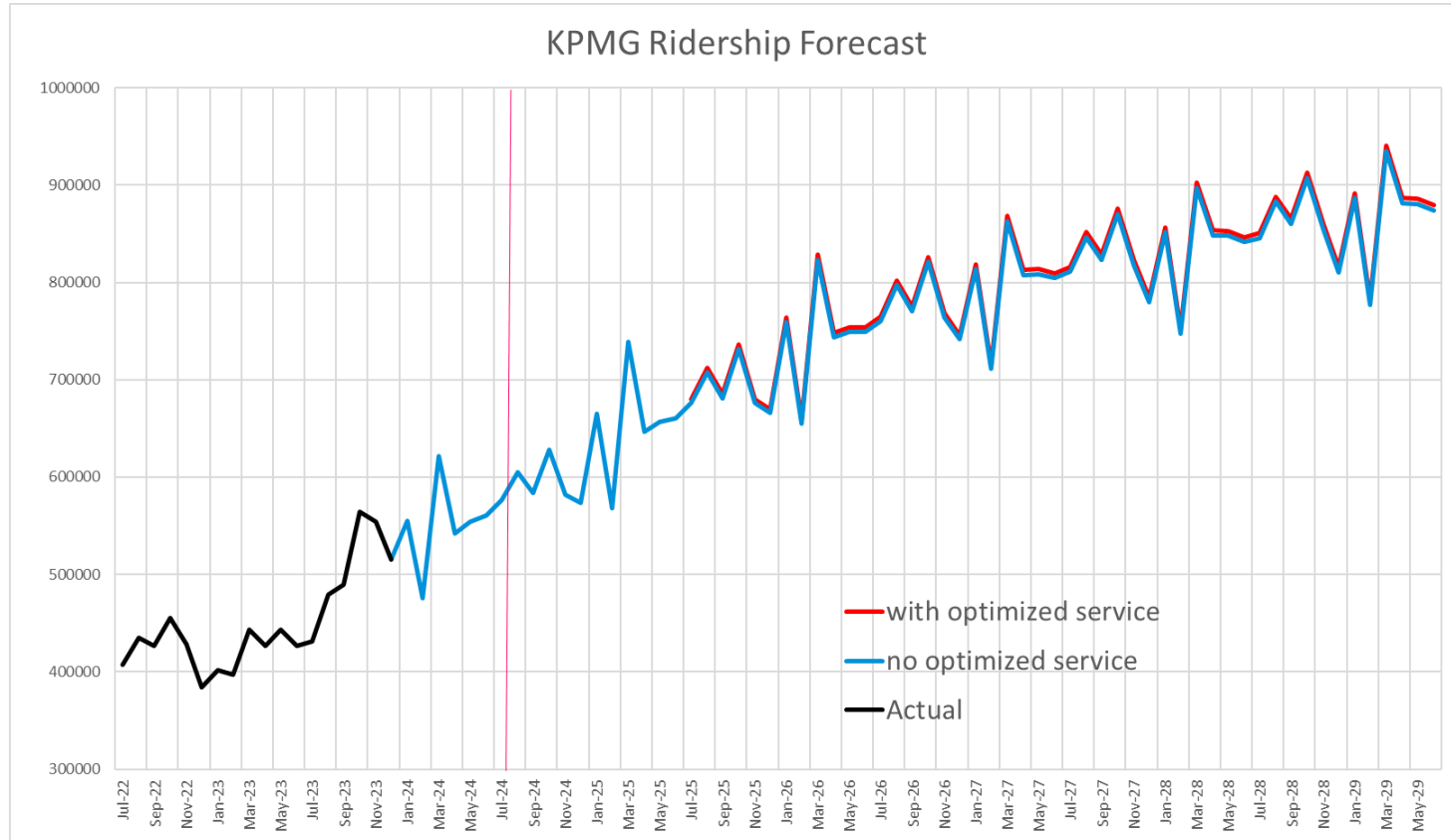
## **Expenses:**

- 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



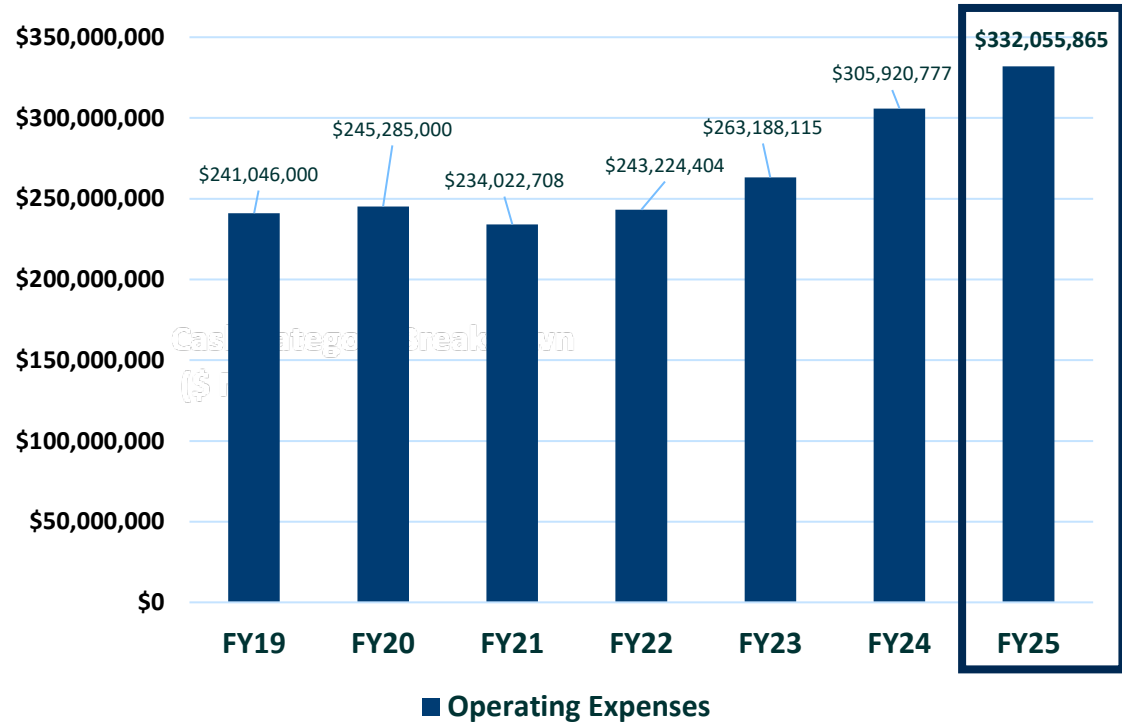


# Proposed FY25 Operating Budget Summary

- 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

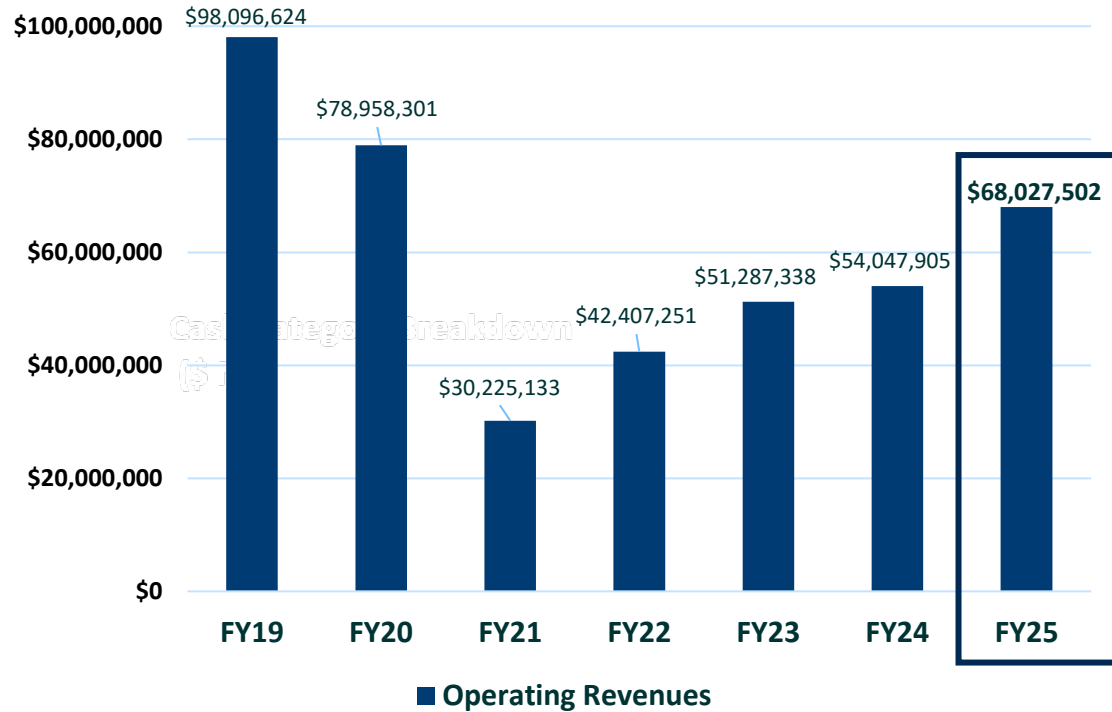


### Notes:

- 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

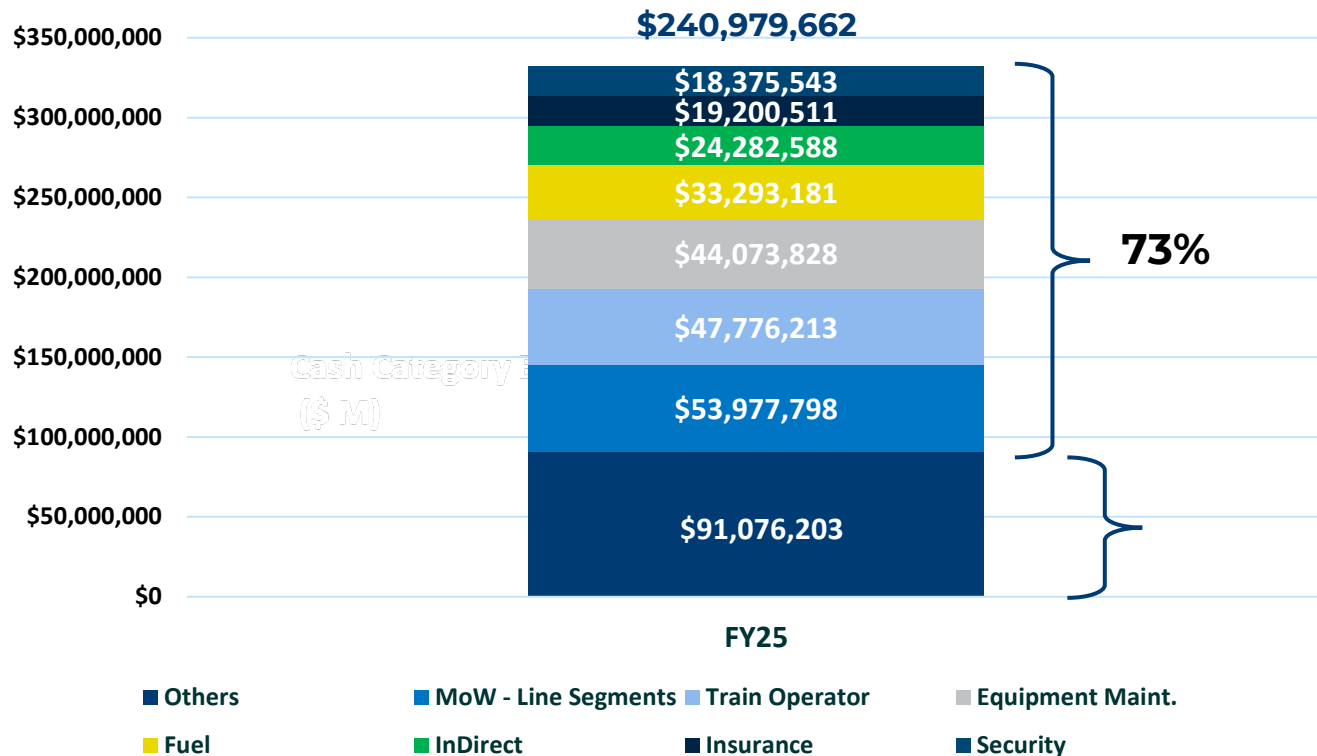


### Note:

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

# Top Drivers of \$332.1M Operating Expenses FY25

## Top Drivers of Operating Expenses

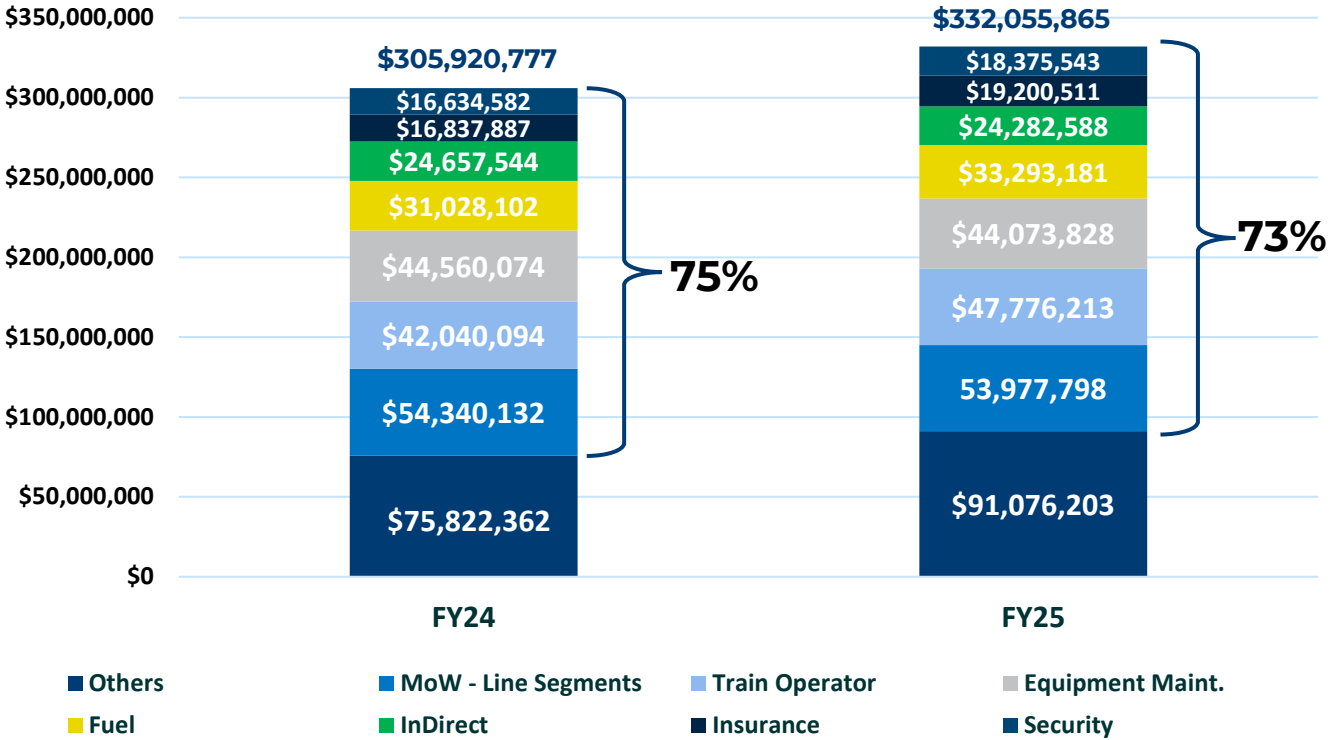


### Note:

- MoW – Line Segments = Tracks & Signals and Structures

Top Operating  
Expense Drivers  
Comparison FY24  
vs FY25

Top Drivers Comparing Operating Expenses  
FY24 vs FY25

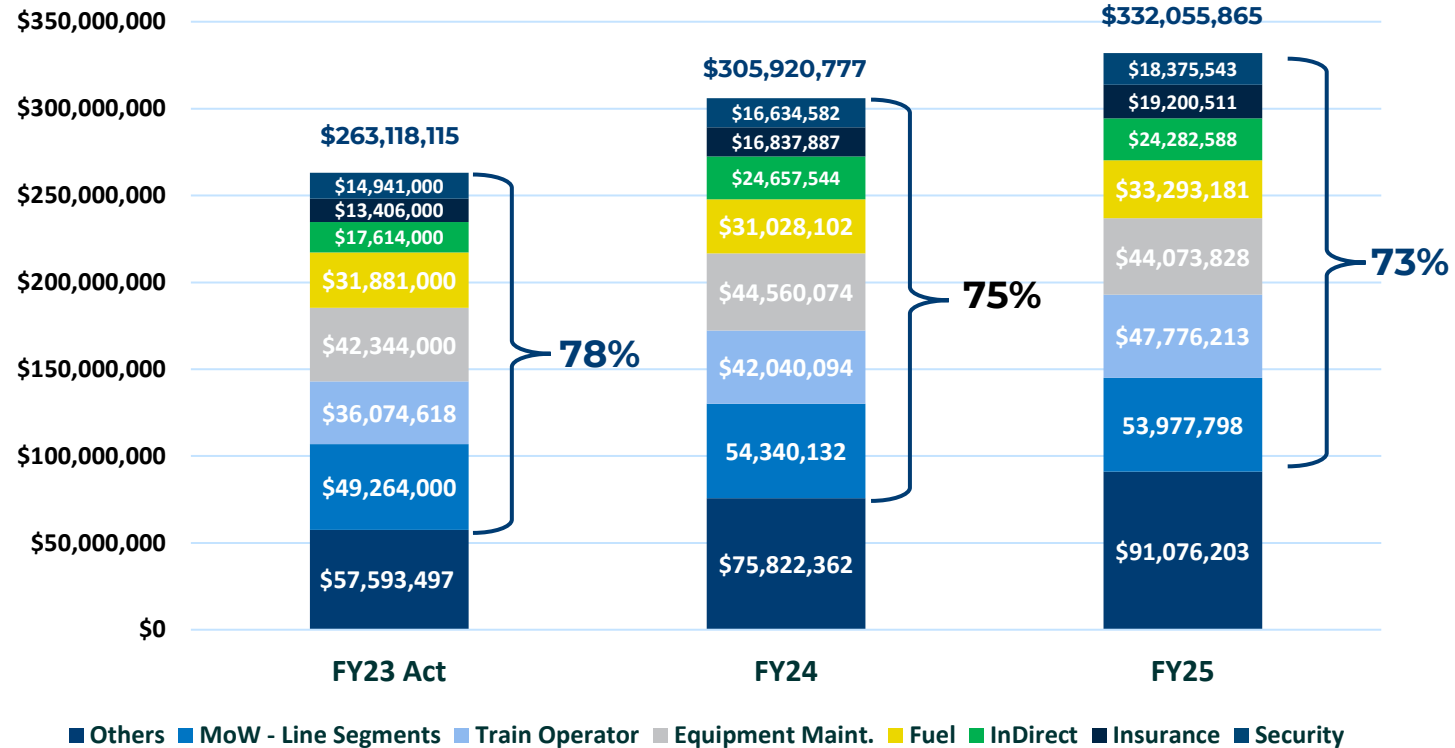


Note:

- MoW – Line Segments = Tracks & Signals and Structures

# Top Operating Expense Drivers Comparison FY23 vs FY24 vs FY25

## Top Drivers Comparing Operating Expenses FY23 vs FY24 vs FY25

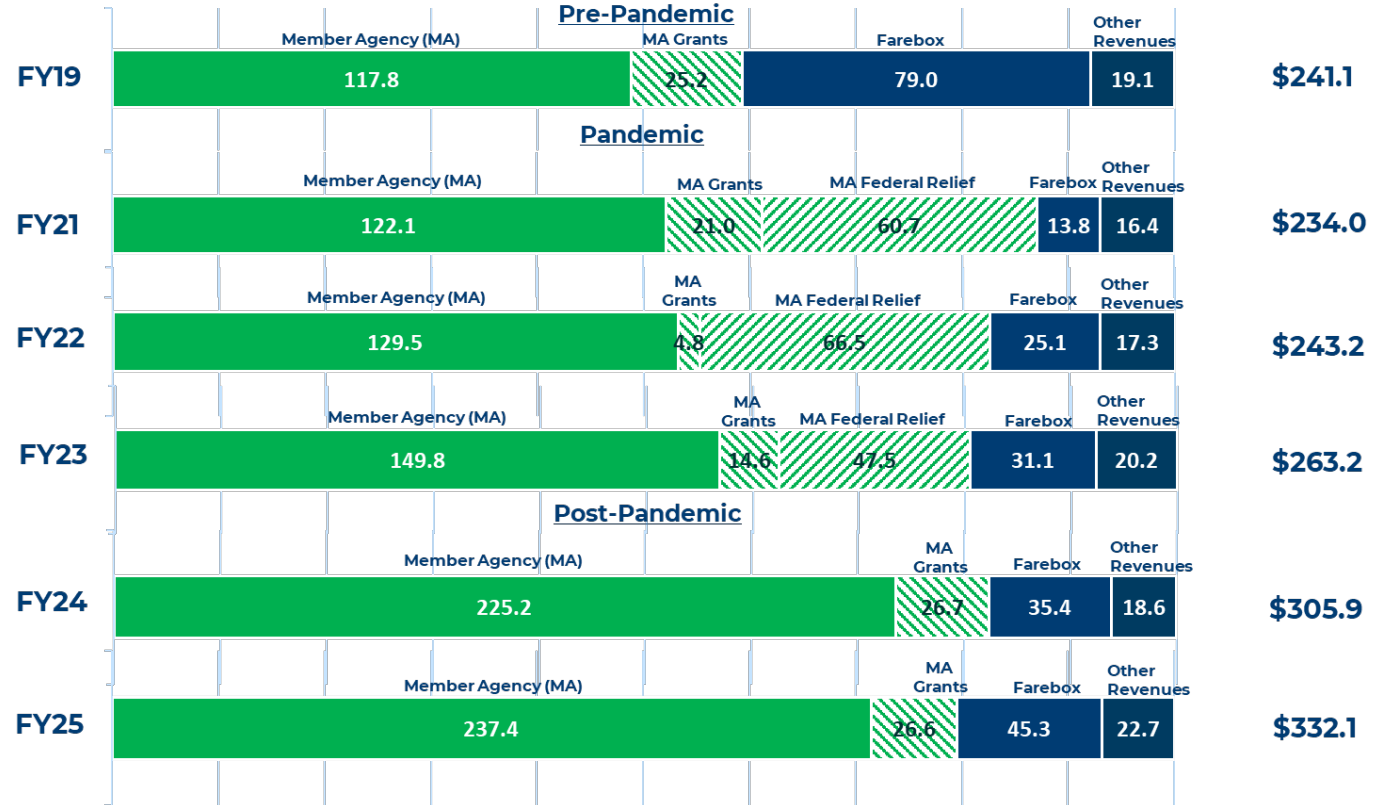


### Note:

- MoW - Line Segments = Tracks & Signals and Structures

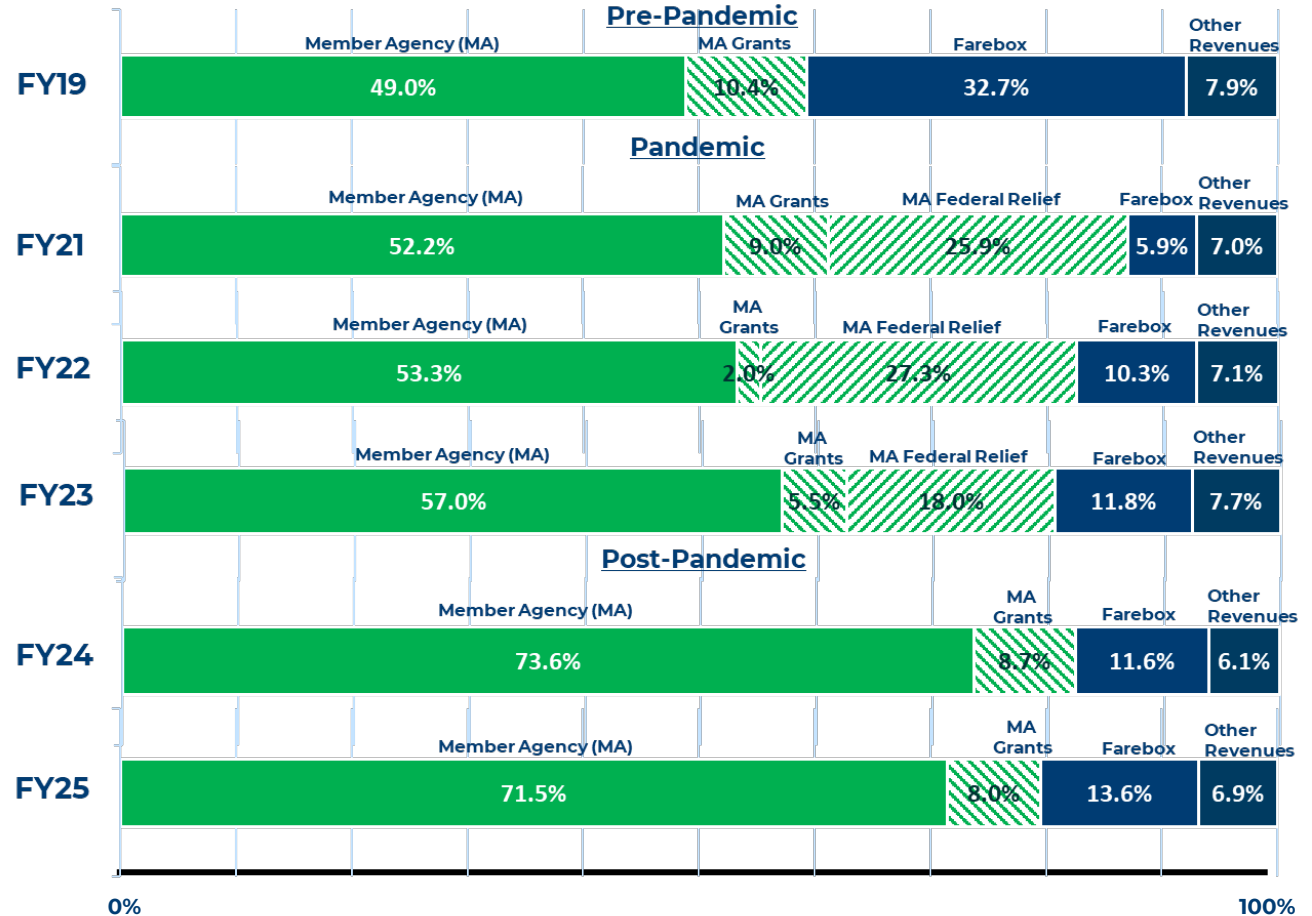
# Metrolink Operating Funding Sources

## Metrolink's Operating Budget Funds



## Metrolink's Operating Budget Funds

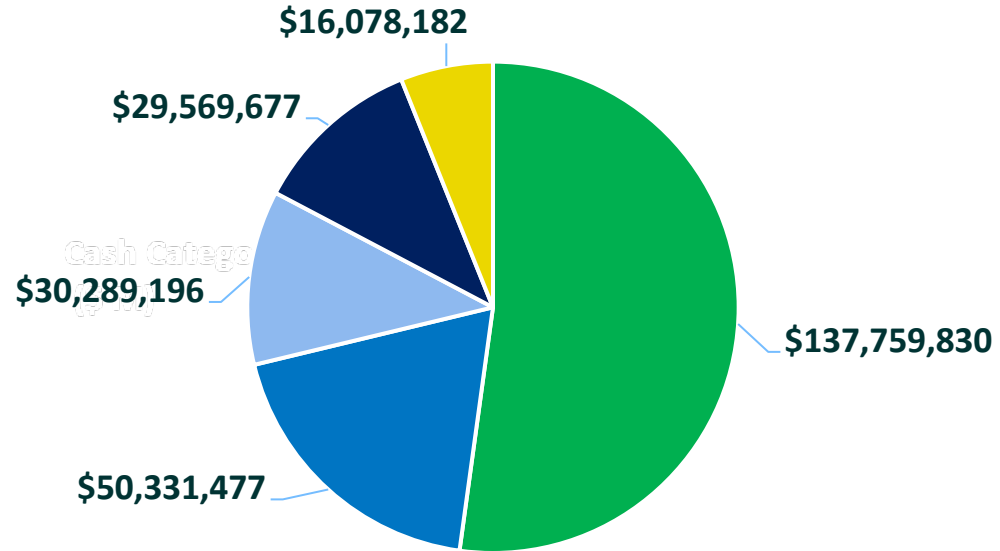
# Metrolink Operating Funding Sources





# Proposed FY25 Operating Support Required by Member Agency

Operating Support Required (\$264.0M)



■ METRO ■ OCTA ■ RCTC ■ SBCTA ■ VCTC

## 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



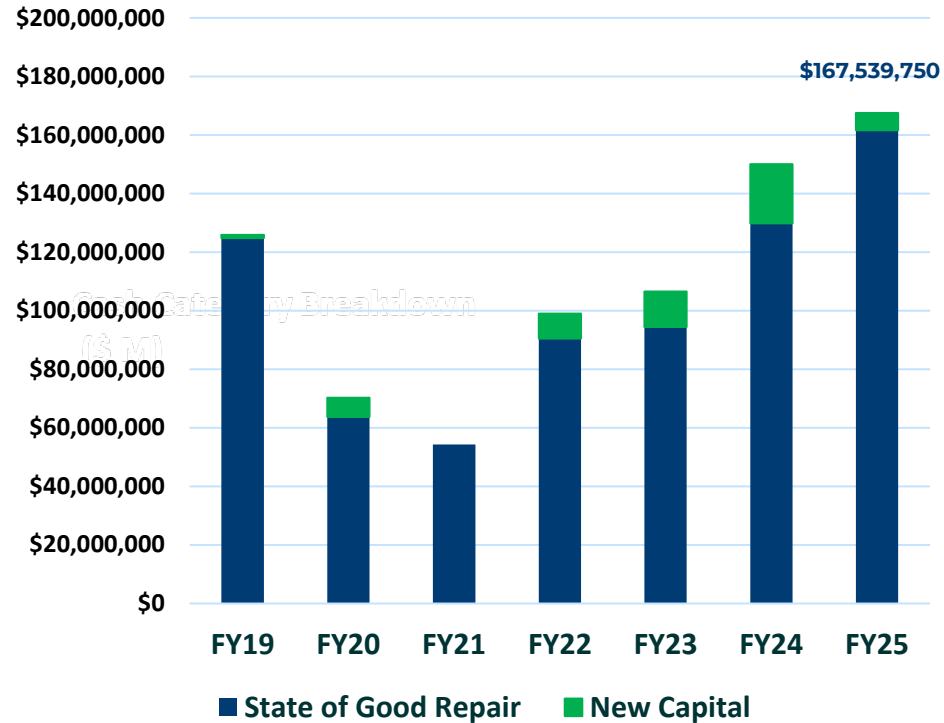


## Revised Proposed FY25 System Capital Program Overview

- 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

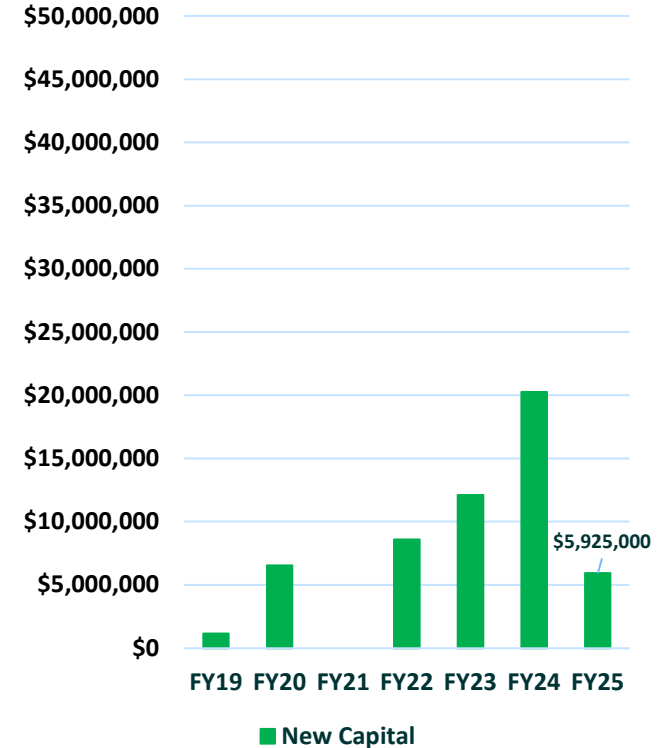
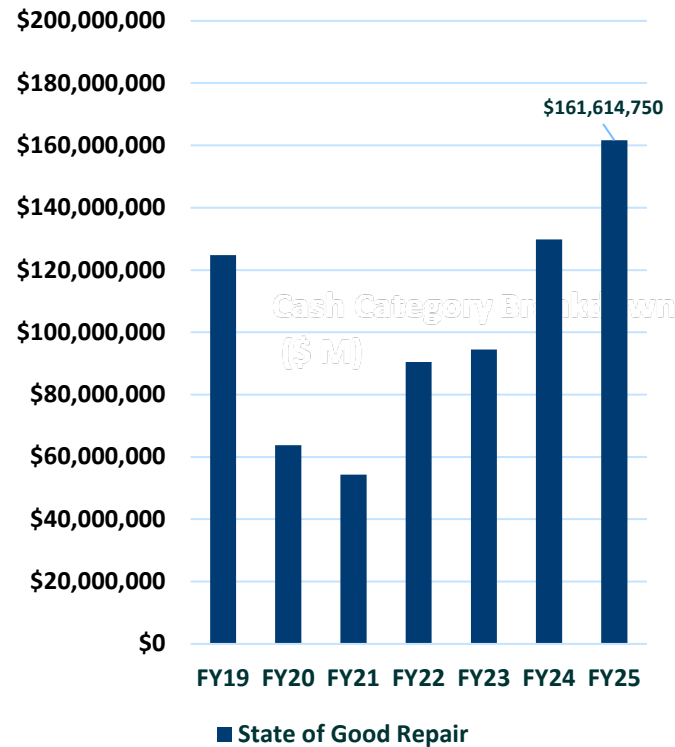


### Note:

- 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



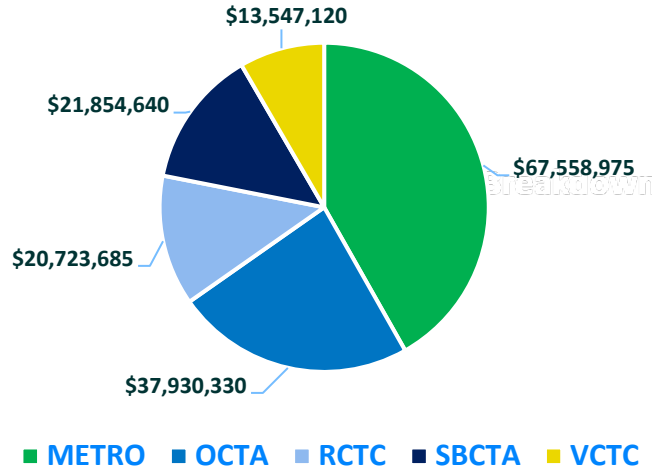
### Note:

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

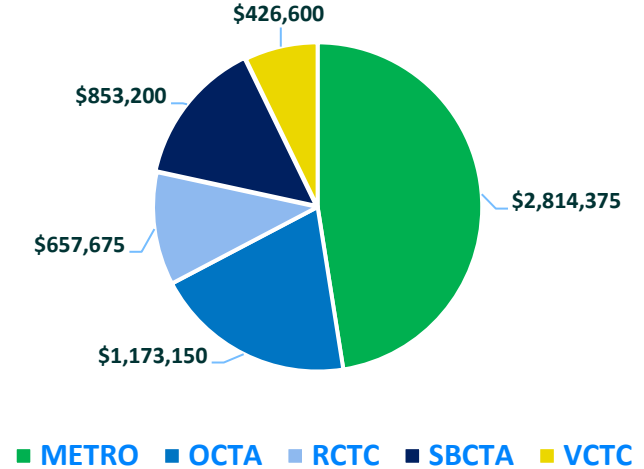
# Proposed FY25 Capital Program By Member Agency

**FY25 Capital Program  
By Member Agency**  
- *SGR*  
- *New Capital*

## State of Good Repair



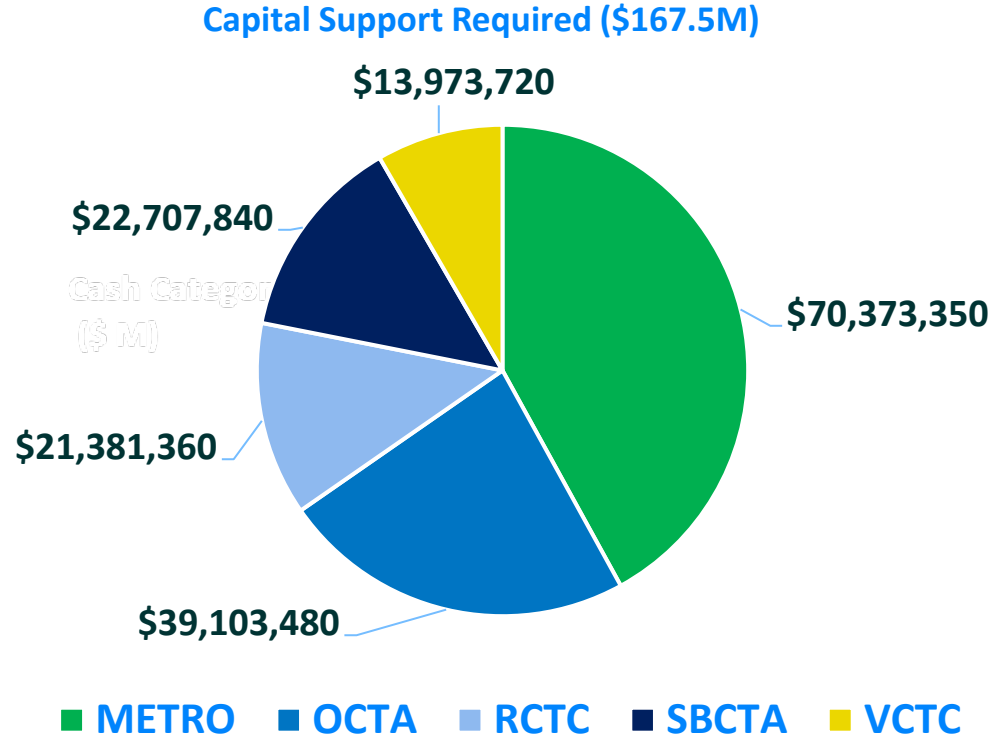
## New Capital



Notes:

# Proposed FY25 Capital Program By Member Agency

FY25 Capital  
Program  
By Member Agency  
- SGR  
- New Capital





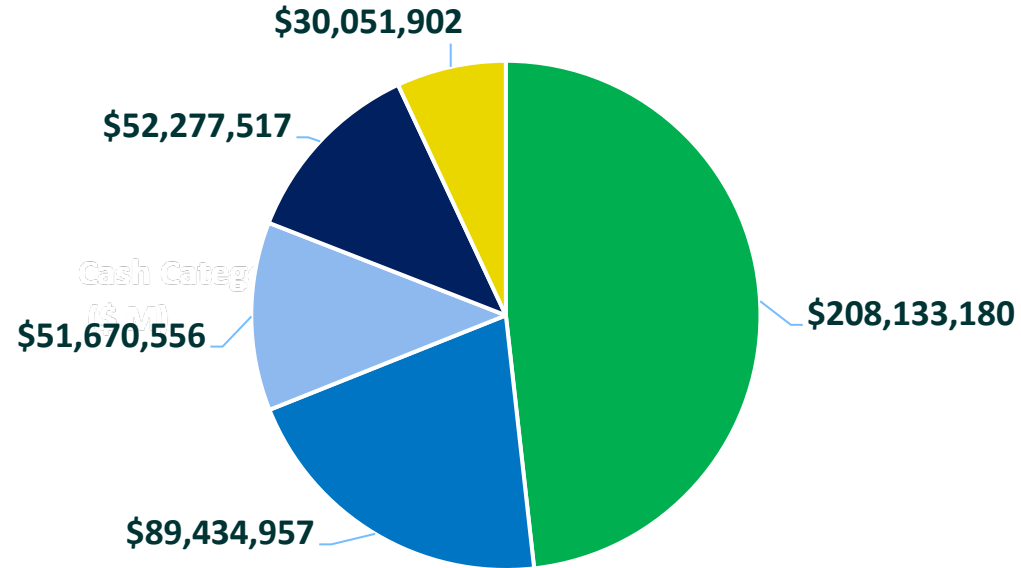
# Summary

- 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
<b>Total</b>	<b>208,133,180</b>	<b>89,434,957</b>	<b>51,670,556</b>	<b>52,277,517</b>	<b>30,051,902</b>	<b>431,568,112</b>
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
<b>Total</b>	<b>201,083,162</b>	<b>80,111,615</b>	<b>43,765,859</b>	<b>46,722,202</b>	<b>30,250,035</b>	<b>401,932,872</b>
Year-Over-Year Variance						
	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Total Support</b>	<b>7,050,018</b>	<b>9,323,343</b>	<b>7,904,697</b>	<b>5,555,316</b>	<b>(198,133)</b>	<b>29,635,240</b>
<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





# 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.



**Metro**

# 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.