Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2025-0211, **File Type:** Program **Agenda Number:** 10.

FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 18, 2025

SUBJECT: METROLINK FY2025-26 ANNUAL WORK PROGRAM AND PASSENGER RAIL SUPPORTIVE ACTIONS

ACTION: APPROVE RECOMMENDATIONS

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) 2025-26 Operating, Rehabilitation, and Capital Budget in the amount of $216,565,092 as described in Attachment A;

B. 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, 2025, to December 31, 2026
- FY 2016-17 SGR Program extended from June 30, 2025, to December 31, 2026
- FY 2017-18 SGR Program extended from June 30, 2025 to December 31, 2026
- FY 2018-19 SGR Program extended from June 30, 2025 to June 30, 2027
- FY 2019-20 SGR Program extended from June 30, 2025 to December 31, 2027
- FY 2020-21 SGR Program extended from June 30, 2025 to June 30, 2027
- Doran Street Grade Separation Project extended from March 31, 2025, to December 31, 2027
- LINK US Task 2 Project extended from June 30, 2025, to December 31, 2026;

C. APPROVING the FY 2025-26 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; and

D. 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 2025-26 budget to the JPA member agencies on April 30, 2025 (Attachment A). SCRRA is seeking member agency approval before adopting its FY 2025-26 budget on June 27, 2025. This report includes staff recommendations for funding Metro's contribution to the FY 2025-26 Metrolink budget.

BACKGROUND

SCRRA operates the Metrolink commuter rail service within Los Angeles (LA) 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. Metrolink and LOSSAN service will connect directly into the future high-speed rail network being built by the California High-Speed Rail Authority. Metrolink will also connect with the future Brightline West system that will operate between Las Vegas and Rancho Cucamonga.

Metro, as the regional transportation planning agency for LA County, works with Metrolink and other passenger rail operators to plan and develop a more holistic, seamless, and multimodal approach to moving people throughout LA County and Southern California between local communities and regional destinations. The Metro Board annually allocates Metro's member agency subsidy to support Metrolink operations, which is 51.3% of Metrolink's total operations budget. SCRRA utilizes an established "all share" formula approved by all the member agencies based on train miles attributed to each respective member agency. Metro's share is based on 151 miles of Metro owned ROW. The Metro Board appoints four of the Metrolink Board's eleven voting members.

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 passenger rail operators so that Metro can better serve local communities and improve LA County's regional transportation system and air quality.

DISCUSSION

PROGRAMMING FOR METRO'S SHARE OF SCRRA'S FY 2025-26 BUDGET

Metrolink is requesting that Metro provide $216,565,092 in funding for Metro's JPA member agency share of SCRRA's FY 2025-26 Budget, consisting of $141,356,992 for Metrolink Commuter Rail Operations and $75,208,100 combined for SGR and New Capital projects.

Metrolink Commuter Rail Operations - $141,356,992

SCRRA's total FY 2025-26 Budget request for Metrolink Commuter Rail Operations from all JPA Member Agencies is $275,508,494. Metro's share of Metrolink Commuter Rail Operations is $141,356,992 (51.3%). This total is a $3,597,160 increase (2.6%) over FY 2024-25 funding levels. The FY 2025-26 budget increase is due to costs necessary to implement new FRA regulations and 2028 Olympic readiness.

As part of the FY 2025-26 budget, Metrolink has executed the consolidation of train operations, equipment, and facilities maintenance functions into one contract which will increase efficiency by having one vendor responsible for these functions which were previously delivered through separate contracts. In addition, Metrolink's new Optimized Service Schedule will be fully implemented; this schedule is designed to increase accessibility and convenience by attracting new riders, restore service eliminated during the COVID pandemic, and 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. This service optimization will allocate resources and crews more efficiently by operating more midday and off-peak service which is anticipated to result in higher ridership per service route. The member agencies continue to work collaboratively with SCRRA to ensure that appropriate and cost-effective service levels are implemented. In addition, for efficiency and cost-savings purposes, Metro contracts with SCRRA to maintain Metro-owned ROW that is beyond the 20-foot center of track up to Metro's property line; this Metro-only cost is now included in the SCRRA operations funding annual budget amount.

While Metro staff appreciate SCRRA's cost containment efforts by keeping the FY26 operating funding request to a minimal increase of 2.6%, Metro does have concerns that SCRRA's costs as well as the amount of member subsidy requested to support operations continues to increase. Member agency subsidies have increased to 78% since the COVID pandemic due to Metrolink's decreased revenues and fare box recovery because of decreased ridership. Pre-COVID, member agencies only contributed 49% of Metrolink operating costs. 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%), which are further impacted by lower sales tax receipts than forecasted. Over the past five years, SCRRA's operating costs have increased $103 million but have not resulted in a commensurate increase in ridership or fare revenues.

Metro staff recommends working with SCRRA 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 and capacity-enhancing projects are implemented across the system in support of realizing Metrolink's Southern California Optimized Rail Expansion (SCORE) program. Reduced office building occupancy rates as well as the continued trend of telecommuting suggest Metrolink ridership will continue to have difficulty reaching pre-COVID levels without adding significant costs associated with more service. Metro staff are in the process of developing a strategic plan that will include as part of its scope a review of Metrolink operations and capital needs and identify future cost savings, sustainable investments, service improvements, and new revenue streams for Metrolink operations and capital needs. To that end, Metro has encouraged Metrolink to develop a cohesive, necessary and thoughtful development of a Metrolink 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. To begin this process, Metrolink is implementing a new fare structure in FY26 to bring more riders and revenue onto Metrolink’s system using existing service to increase ridership beyond simply adding more service.

The Student Adventure Pass (SAP) Metrolink operated in recent years has made a positive impact on increasing ridership by offering free fares for K-12, technical school, college, and university students in the Southern California region. However, due to the demand for SAP usage exceeding available grant funding received through the Low Carbon Transit Operations Program (LCTOP), Metrolink FY 2025-26 student fares will no longer be free and students will now have to pay 50% of the fare costs going forward to make the new Student Youth Discount program more sustainable in the long run. Prior to launching the SAP, Metrolink offered a 25% discount to students. Metro is supportive of the Student Youth Discount program but has requested that Metrolink adopt a regional approach to partner with the universities and colleges in its service area to develop a cost-sharing arrangement to offset potential future member agency contributions given the Student Youth Discount program’s rising costs and the potential for LCTOP funds not being available in future years for this program.

Ridership

Metrolink has recovered 70% of its pre-pandemic ridership, steadily making gains despite the impacts of work-from-home and lower office occupancy rates over the past five years (see Table 1). In April 2025 Metrolink ridership set a new post-pandemic record with over 715,000 boardings. This growth in ridership is the result of several trends, including student ridership growth (up 77% from the prior year), better on-time performance, improved optimized scheduling, and more trains in service. Metrolink seeks to build on these positive trends with service improvements to be implemented in FY26.

Table 1
Metrolink Pre-Pandemic Ridership and Post-Pandemic Recovery by Line

LINE	PRE-PANDEMIC MONTHLY RIDERSHIP	APRIL 2025 RIDERSHIP	% RECOVERY BY LINE
91/Perris Valley	76,247	75,835	99%
Antelope Valley	158,409	133,224	84%
IEOC	111,099	65,702	59%
Orange County	244,672	142,796	58%
Riverside	79,983	28,051	35%
San Bernardino	254,709	185,214	73%
Ventura	93,342	69,553	75%
Arrow	N/A	15,051	N/A

TOTALS	**1,018,460**	**715,428**	**70%**

SGR and New Capital Projects - $75,208,100

Through the annual budget process, SCRRA requests SGR and New Capital project funding which will maintain the Metrolink commuter rail system ensuring a healthy safety culture, creating better service reliability, and improving service along the ROW, of which Metro owns 151 miles. Metrolink's FY 2025-26 total SGR and New Capital budget request from all member agencies is $153,080,000, consisting of $137,502,000 for SGR and $15,578,000 for New Capital Projects (see SGR and New Capital Project List in Attachment A). Metro's member agency share is $75,208,100 (49.1% of the total $153,080,000) for the FY 2025-26 Rehabilitation and Capital projects, consisting of the following:

- $37,214,350 for 26 systemwide SGR projects, with costs to be shared by all member agencies, for projects such as rebuilding and rehabilitating locomotives, overhauling railcars, replacing the Central Maintenance Facility roof, rehabilitating bridges, culverts, tunnels and building facilities, replacing the LA Union Station backup generator, upgrading Metrolink's server, upgrading signal, conducting track rehabilitation, making positive train control enhancements, and replacing maintenance of way vehicles and equipment;

- $30,594,200 for 12 line-specific projects within Los Angeles County on the San Bernardino and Antelope Valley Lines to rehabilitate signal system, conduct Tunnel 25 Geotechnical testing and design, upgrade customer information systems, rehabilitate five culverts and six bridge structures, upgrade control points, signals, crossings, rail, ballast and tie replacement, and implement grade crossing improvements;

- $7,399,550 for nine New Capital Projects comprised of a mobile train dispatch operations center, construction of a positive train control training center, electric vehicle (EV) infrastructure for Metrolink yards and non-revenue vehicles, Union Station West Portal ticket office refurbishment, new budget system and portable wheel true and rotor change out equipment.

Metro staff have been working collaboratively with SCRRA and the other member agencies to review Metrolink's FY 2025-26 SGR and New Capital programs, which align with the 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.

Extend Lapsing Dates for Eight SGR and Capital Project MOUs

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

This Recommendation will extend eight MOUs (five for SCRRA SGR projects and three for capital projects) that would otherwise lapse on or before June 30, 2025. Due to unforeseen material supplier

and project work delays, SCRRA is requesting time extensions. SCRRA has indicated their work is in progress, that many projects are close to completion, and that these eight projects will be completed and invoiced by the requested extension dates.

Transfers to Other Operators

Metro provides transfers of Metrolink passengers to other LA County operators via the EZ pass program (e.g. Big Blue Bus, OCTA, Dash, etc.) which is a seamless and convenient transfer process for riders utilizing the Metrolink service to make first/last mile connections within LA County. In exchange for the transfers, Metrolink reimburses Metro at the rate of $1.10 per boarding. This recommendation is requesting that the maximum reimbursement amount Metrolink can bill Metro not exceed $5,592,000. This amount is sufficient to fund the EZ pass program.

Granting CEO Authority

Upon the Board approving this item, a corresponding MOU will be required to be executed clarifying responsibilities and expectations of Metro and SCRRA entering into this funding agreement. This recommendation is requesting Board approval for the CEO to negotiate all necessary terms and execute the MOU funding agreement.

DETERMINATION OF SAFETY IMPACT

Approval of these recommendations will improve safety for Metrolink passengers and the local communities in which Metrolink operates. All Metrolink operations, SGR, and new capital projects will comply with the 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

The funding for this action is included in the FY26 budget in Cost Center 0444, Non-Dept. - Subsidies to Metrolink, under projects 410064 - Commuter Rail OS, and 460064 - Metrolink Transit Capital. The state of good repair and capital costs programmed for in this action will require multi-year funding beyond the FY26 budgeted amounts. The Cost Center Manager will be responsible for annual budget funding allocations for future fiscal years. The Extending Lapsing Dates, Transfers to Other Operators and Granting CEO Authority recommendations have no financial impact.

Impact to Budget
The source of funding for this action will come from Proposition C 10%, Measure M 1% and Measure R 3% that are dedicated funding for Metrolink operations, maintenance, state of good repair and capital projects.

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 Focused Communities in Palmdale/Lancaster, the East San Fernando Valley, El Monte, Pomona, and Gateway Cities. Metro funds its share of Metrolink's overall operations as a member agency. Metrolink establishes its equity-based programs separate from Metro.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment in Metrolink operations and equipment purchase of Tier 4 low emission locomotives that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

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 2025-26. However, staff do not recommend a different budget amount since Metro has worked closely with SCRRA and the member agencies to create a balanced FY 2025-26 budget request that supports Metrolink's post-COVID service plans and ensures sufficient SGR to meet safety, service,

and reliability needs.

Metrolink has suggested that Metro provide 5307, 5337, and SB 125 funds to cover the funding gap. While other member agencies with smaller transit systems may take this approach, Metro proactively crafted its sales tax measures to include dedicated Metrolink funding carveouts (Proposition C 10%, Measure M 1% and Measure R 3%). However, while these carveouts were more than sufficient to cover Metrolink's budget ask in years past, Metrolink's funding request now exceeds the amounts generated by the dedicated carveouts while preserving 5307, 5337 and SB 125 funds for Metro operations and other uses as determined by the Metro Board. Any diversion of these funds for Metrolink use would reduce funding available for Metro operations.

NEXT STEPS

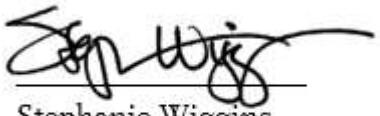
The SCRRA Board is scheduled to adopt their FY 2025-26 budget on June 27, 2025. Upon SCRRA's Board adopting their budget, Metro will execute the corresponding funding agreement. Metro staff will monitor the implementation of SCRRA's budget and report back to the Board with any issues requiring action. Metro is firmly supportive and committed to being a strategic partner with SCRRA.

ATTACHMENT

Attachment A - SCRRA FY 26 Budget Transmittal

Prepared by: Yvette Ford, Senior Manager, Passenger Rail Planning, (213) 418-3176
Michael Cano, Senior Executive Officer (interim), Countywide Planning and Development, (213) 418-3010
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

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



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

METROLINK
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
900 Wilshire Blvd. Suite 1500 Los Angeles, CA 91767
metrolinktrains.com

April 30, 2025

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

FROM: Darren M. Kettle, *Chief Executive Officer, SCRRA*

SUBJECT: SCRRA Request for Adoption of the Authority's FY 2025-26 (FY26) Budget

---

On April 25, 2025, the SCRRA Board approved the transmission of the Proposed FY26 Budget for your consideration and adoption.

The FY26 Budget operating revenue is projected to be $76.9M while the operating expenses are projected to be $352.4M. The total operating support requested from Member Agencies is $275.5M. The FY26 Capital Program includes $137.5M for State of Good Repair (SGR), and $15.6M for New Capital.

We continue to focus on achieving a sustainable operating budget into the future given our financial challenges as we navigate through reimagining Metrolink.

Our strategic vision for meeting these challenges includes such initiatives as:

- The Optimized Service schedule which increases accessibility and convenience.
- Reduced Fares for all Students attracting our next generation of riders.
- Continue intense pursuit of non-riders and broadening from Commuters to Leisure riders.
- Fare structure study implementation.
- Promoting awareness of Metrolink throughout the region.

On the side of efficiency

- Execution of the consolidation of Train Operators, Equipment and Facilities Maintenance agreement with Alstom.

Staff will continue monitoring and reporting Ridership, Farebox Revenues and Expenses.

The Proposed FY26 Budget documentation, which was presented at the Board of Directors Meeting on April 25, 2025, is attached for your review. It includes:

- Board Item # 6B Approved at the Board of Director's Meeting on April 25, 2025
- Board item # 6B attachments, which includes:

- Attachment A – Operating Budget
- Attachment B - Historical Budget
- Attachment C - Budget by Member Agency
- Attachment D - Budget by Line
- Attachment E - Support by Member Agency
- Attachment F - FY26 Proposed SGR Projects by Member Agency, Line, and Project Detail List
- Attachment G - FY26 Proposed New Capital by Member Agency, Line, and Project Detail List
- Attachment H - FY26 SGR Carryover Projects
- Attachment I - FY26 New Capital Carryover Projects
- Attachment J - FY26 Proposed Capital Program Cashflow
- Attachment K
  - K-1 - FY27 Forecast
  - K-2 - FY28 Forecast
  - K-3 - FY29 Forecast
  - K-4 - FY30 Forecast
- Attachment L - FY26 Annual Contract Authority Renewal

Next Steps

April - June 2025	Staff present at Member Agencies' Committees and/or Board meetings as requested
June 27, 2025	Proposed FY26 Budget to SCRRA Board for Adoption

Thank you for your ongoing support and active participation in the development of the FY26 Proposed Metrolink Budget. If you have any comments or concerns, please do not hesitate to contact me directly at (213) 452-0405. You may also contact Tom Schamber, Interim Chief Financial Officer at 213-452-0348.

FY26 Proposed Operating Budget

($000s)	FY25 Adopted Budget	FY26 Proposed Budget	Variance FY26 Proposed vs FY25 Adopted	
			$ Variance	% Variance
Operating Revenue				
Farebox Revenue	45,348	51,717	6,369	14.05%
Fare Reduction Subsidy	427	408	(19)	-4.36%
LCTOP Grant	-	3,574	3,574	n/a
Other Train Subsidies	2,565	2,565	-	0.00%
Subtotal-Pro Forma FareBox	**48,341**	**58,265**	**9,924**	**20.53%**
Dispatching	2,207	2,257	50	2.25%
Other Revenues	4,353	2,873	(1,481)	-34.01%
MOW Revenues	13,127	13,520	394	3.00%
Total Operating Revenue	**68,028**	**76,915**	**8,887**	**13.06%**
Operating Expenses				
Operations & Services				
Train Operators	47,776	54,293	6,517	13.64%
Train Dispatch	5,919	6,033	114	1.93%
Equipment Maintenance	31,724	32,440	717	2.26%
Materials	12,350	15,160	2,810	22.75%
Fuel	33,293	31,831	(1,462)	-4.39%
Non-Scheduled Rolling Stock Repairs	150	125	(25)	-16.67%
Operating Facilities Maintenance	2,486	5,150	2,664	107.16%
Other Operating Train Services	973	1,115	142	14.58%
Security - LA Sheriffs	12,785	13,785	1,000	7.82%
Security - SB Sheriffs	-	3,290	3,290	n/a
Security - Guards	5,340	5,682	342	6.41%
Supplemental Security	251	251	-	0.00%
Public Safety Program	53	67	14	25.49%
Passenger Relations	1,975	1,978	4	0.19%
TVM Maintenance/Revenue Collection	4,929	6,035	1,107	22.45%
Marketing	3,003	3,651	648	21.57%
Media & External Communications	304	289	(14)	-4.76%
Utilities/Leases	2,704	2,843	139	5.15%
Transfers to Other Operators	2,615	2,892	277	10.60%
Amtrak Transfers	671	688	17	2.55%
Station Maintenance	6,266	6,980	714	11.40%
Rail Agreements	6,922	7,331	409	5.91%
Special Trains	500	-	(500)	-100.00%
Subtotal Operations & Services	**182,987**	**201,910**	**18,924**	**10.34%**
Maintenance-of-Way				
MoW - Line Segments	44,890	52,672	7,782	17.34%
MoW Labor & Benefits	4,741	4,804	63	1.33%
Overhead MoW Expenses	4,347	4,634	287	6.61%
MoW - Extraordinary Maintenance	640	829	188	29.43%
Subtotal Maintenance-of-Way	**54,618**	**62,939**	**8,320**	**15.23%**
Administration & Services				
Ops Salaries & Benefits	17,764	19,553	1,789	10.07%
Ops Non-Labor Expenses	11,613	11,713	99	0.86%
Indirect Administrative Expenses	24,283	26,741	2,459	10.13%
Ops Professional Services	2,654	2,175	(479)	-18.06%
Subtotal Admin & Services	**56,314**	**60,182**	**3,868**	**6.87%**
Contingency	**50**	**50**	**-**	**0.00%**
Total Operating Expenses	**293,969**	**325,081**	**31,112**	**10.58%**
Insurance and Legal				
Liability/Property/Auto	19,201	18,804	(397)	-2.07%
Net Claims / SI	1,841	1,841	-	0.00%
Claims Administration	2,196	2,206	11	0.48%
Subtotal Insurance and Legal	**23,237**	**22,851**	**(386)**	**-1.66%**
Total Expense	**317,206**	**347,932**	**30,725**	**9.69%**
Loss	**(249,179)**	**(271,017)**	**(21,838)**	**8.76%**
Mobilization	10,338	-	(10,338)	-100.00%
Student Adventure Pass	3,211	-	(3,211)	-100.00%
2028 Olympics Readiness	-	1,100	1,100	n/a
CFR 245-246	-	500	500	n/a
Outside 20'	1,300	2,891	1,591	122.42%
Total Expense	**332,056**	**352,423**	**20,367**	**6.13%**
Loss / Member Support Required	**(264,028)**	**(275,508)**	**(11,480)**	**4.35%**

Numbers may not foot due to rounding

Historical Actual and Budgeted Operating Statements

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

($000s)	FY 21-22 Actual	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Adopted Budget	FY 25-26 Proposed Budget	Variance FY26 Proposed vs FY25 Adopted $ Variance	Variance FY26 Proposed vs FY25 Adopted % Variance
Mobilization	**-**	**-**	**-**	**10,338**	**-**	**(10,338)**	**-100.0%**
Student Adventure Pass	**-**	**-**	**-**	**3,211**	**-**	**(3,211)**	**-100.0%**
2028 Olympics Readiness	**-**	**-**	**-**	**-**	**1,100**	**1,100**	**n/a**
CFR 245-246	**-**	**-**	**-**	**-**	**500**	**500**	**n/a**
Outside 20'	**-**	**-**	**-**	**1,300**	**2,891**	**1,591**	**122.4%**
Total Expense before Non-Recurring	**243,224**	**263,188**	**284,115**	**332,056**	**352,423**	**20,367**	**6.1%**
Loss before Non-Recurring	**(200,817)**	**(211,901)**	**(219,552)**	**(264,028)**	**(275,508)**	**(11,480)**	**4.3%**
Net Effect of Unbudgeted Special Trains	-	-	108	-	-	-	n/a
Member Support before Non-Recurring	198,209	229,801	252,342	264,028	275,508	11,480	4.3%
Surplus / (Deficit) before Non-Recurring	(2,608)	17,900	32,899	-	-	-	n/a
Prior year Carryforward / (Deficit)	196	(2,921)	-	-	-	-	n/a
Net Surplus / (Deficit) before Non-Recurring	**(2,412)**	**14,979**	**32,899**	**-**	**-**	-	n/a
Non-Recurring Settlement Expense 3	**-**	**-**	**3,000**	**-**	**-**	**-**	**n/a**
Total Expenses including Non-Recurring	**243,224**	**263,188**	**287,347**	**332,056**	**352,423**	**20,367**	**6.1%**
Net Loss including Non-Recurring	**(200,817)**	**(211,901)**	**(222,443)**	**(264,028)**	**(275,508)**	**(11,480)**	**4.3%**
All Member Support	**198,405**	**226,880**	**252,342**	**264,028**	**275,508**	**11,480**	**4.3%**
Net Surplus / (Deficit)	**(2,412)**	**14,979**	**29,899**	**-**	**-**	**-**	**n/a**
***San Clemente Track Work**							
Member Support	5,000	5,896	1,557	1,666	-	-	n/a
Total Expense	3,604	4,339	60	-	-	-	n/a
Surplus / (Deficit)	1,396	1,557	1,497	-	-	-	n/a
Surplus transferred to next year	1,396	1,557	1,497	-	-	-	n/a
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a
San Clemente #2							
Member Support	-	6,000	4,887	2,913	-	-	n/a
Total Expense	-	1,113	1,966	-	-	-	n/a
Surplus / (Deficit)	-	4,887	2,922	-	-	-	n/a
Surplus transferred to next year	-	4,887	2,922	-	-	-	n/a
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a
San Clemente #3							
Member Support	-	-	8,900	4,003	-	-	n/a
Total Expense	-	-	5,286	-	-	-	n/a
Surplus / (Deficit)	-	-	3,614	-	-	-	n/a
Surplus transferred to next year	-	-	3,614	-	-	-	n/a
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a

Numbers may not foot due to rounding.

**Note: FY26 budgeted amounts for San Clemente will be available subsequent to FY25 year-end*

FY26 Proposed Operating Budget by Member Agency

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	27,722	11,983	4,371	6,039	1,603	51,717
Fare Reduction Subsidy	244	-	-	164	-	408
LCTOP Grant	1,916	828	302	417	111	3,574
Other Train Subsidies	2,565	-	-	-	-	2,565
Subtotal-Pro Forma FareBox	**32,447**	**12,811**	**4,673**	**6,620**	**1,714**	**58,265**
Dispatching	1,135	713	19	135	254	2,257
Other Revenues	1,489	551	332	325	176	2,873
MOW Revenues	7,359	3,103	889	1,684	486	13,520
Total Operating Revenue	**42,431**	**17,178**	**5,913**	**8,764**	**2,629**	**76,915**
Operating Expenses						
Operations & Services						
Train Operators	29,009	11,901	5,788	5,505	2,090	54,293
Train Dispatch	3,567	1,071	471	591	333	6,033
Equipment Maintenance	16,713	6,504	3,620	3,906	1,697	32,440
Materials	7,811	3,040	1,692	1,825	793	15,160
Fuel	17,007	6,977	3,393	3,228	1,225	31,831
Non-Scheduled Rolling Stock Repairs	67	25	13	15	5	125
Operating Facilities Maintenance	2,763	1,044	517	605	221	5,150
Other Operating Train Services	558	219	136	124	79	1,115
Security - LA Sheriffs	7,395	2,795	1,384	1,620	590	13,785
Security - SB Sheriffs	-	-	-	3,290	-	3,290
Security - Guards	2,507	911	1,184	555	526	5,682
Supplemental Security	135	58	21	30	8	251
Public Safety Program	32	12	10	7	7	67
Passenger Relations	1,017	441	179	272	69	1,978
TVM Maintenance/Revenue Collection	2,637	1,296	984	760	358	6,035
Marketing	1,881	816	327	503	124	3,651
Media & External Communications	137	50	43	30	29	289
Utilities/Leases	1,349	490	423	299	283	2,843
Transfers to Other Operators	1,705	556	185	351	95	2,892
Amtrak Transfers	290	304	-	-	95	688
Station Maintenance	4,459	985	440	787	310	6,980
Rail Agreements	2,112	2,012	1,817	439	950	7,331
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	**103,149**	**41,506**	**22,626**	**24,742**	**9,887**	**201,910**
Maintenance-of-Way						
MoW - Line Segments	29,775	10,123	3,359	6,634	2,781	52,672
MoW Labor & Benefits	2,707	867	365	577	289	4,804
Overhead MoW Expenses	2,706	823	336	510	258	4,634
MoW - Extraordinary Maintenance	485	119	79	88	57	829
Subtotal Maintenance-of-Way	**35,673**	**11,932**	**4,139**	**7,809**	**3,385**	**62,939**
Administration & Services						
Ops Salaries & Fringe Benefits	9,276	3,369	2,910	2,053	1,946	19,553
Ops Non-Labor Expenses	6,025	2,440	1,387	1,209	652	11,713
Indirect Administrative Expenses	12,686	4,608	3,979	2,808	2,661	26,741
Ops Professional Services	1,032	375	324	228	216	2,175
Subtotal Admin & Services	**29,019**	**10,791**	**8,600**	**6,298**	**5,474**	**60,182**
Contingency	**24**	**9**	**7**	**5**	**5**	**50**
Total Operating Expenses	**167,865**	**64,238**	**35,373**	**38,854**	**18,751**	**325,081**
Insurance and Legal						
Liability/Property/Auto	10,087	3,813	1,888	2,210	805	18,804
Net Claims / SI	987	373	185	216	79	1,841
Claims Administration	1,183	447	222	259	94	2,206
Subtotal Insurance and Legal	**12,258**	**4,634**	**2,295**	**2,686**	**978**	**22,851**
Total Expense	**180,123**	**68,871**	**37,667**	**41,540**	**19,729**	**347,932**
Loss	**(137,692)**	**(51,694)**	**(31,755)**	**(32,776)**	**(17,100)**	**(271,017)**
2028 Olympics Readiness	522	190	164	116	109	1,100
CFR 245-246	251	89	61	56	43	500
Outside 20'	2,891	-	-	-	-	2,891
Total Expense	**183,788**	**69,150**	**37,892**	**41,711**	**19,882**	**352,423**
Loss/Member Support Required	**(141,357)**	**(51,973)**	**(31,980)**	**(32,947)**	**(17,252)**	**(275,508)**

FY26 Proposed Operating Budget by Line

(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
Farebox Revenue	14,452	4,263	9,482	2,880	11,822	4,392	4,427	51,717
Fare Reduction Subsidy	408	-	-	-	-	-	-	408
LCTOP Grant	999	295	655	199	817	303	306	3,574
Other Train Subsidies	847	154	872	308	180	-	205	2,565
Subtotal-Pro Forma FareBox	**16,705**	**4,712**	**11,009**	**3,386**	**12,819**	**4,695**	**4,938**	**58,265**
Dispatching	251	530	372	6	1,028	26	44	2,257
Other Revenues	631	382	593	231	390	327	318	2,873
MOW Revenues	3,965	1,513	3,412	263	2,025	1,398	945	13,520
Total Operating Revenue	**21,552**	**7,137**	**15,387**	**3,886**	**16,261**	**6,447**	**6,245**	**76,915**
Operating Expenses								
Operations & Services								
Train Operators	12,653	5,526	11,431	2,895	9,671	6,197	5,920	54,293
Train Dispatch	1,765	923	1,593	125	601	519	507	6,033
Equipment Maintenance	7,419	3,951	6,774	2,307	4,860	3,731	3,400	32,440
Materials	3,467	1,847	3,165	1,078	2,271	1,743	1,589	15,160
Fuel	7,418	3,240	6,702	1,697	5,670	3,633	3,471	31,831
Non-Scheduled Rolling Stock Repairs	30	13	27	8	20	14	12	125
Operating Facilities Maintenance	1,234	555	1,125	336	816	573	512	5,150
Other Operating Train Services	225	146	203	123	169	119	131	1,115
Security - LA Sheriffs	3,302	1,485	3,011	899	2,185	1,533	1,371	13,785
Security - SB Sheriffs	2,779	-	-	282	-	216	13	3,290
Security - Guards	771	878	954	792	503	646	1,138	5,682
Supplemental Security	70	21	46	14	57	21	21	251
Public Safety Program	10	11	12	10	6	8	9	67
Passenger Relations	581	173	351	100	383	211	180	1,978
TVM Maintenance/Revenue Collection	1,125	835	1,058	574	790	902	752	6,035
Marketing	1,077	315	648	182	711	388	330	3,651
Media & External Communications	42	48	52	43	28	35	41	289
Utilities/Leases	415	473	514	426	270	348	398	2,843
Transfers to Other Operators	882	253	646	136	652	70	253	2,892
Amtrak Transfers	-	250	-	-	438	-	-	688
Station Maintenance	2,103	984	1,596	415	1,217	11	654	6,980
Rail Agreements	-	950	-	2,205	1,213	1,259	1,704	7,331
Special Trains	-	-	-	-	-	-	-	-
Subtotal Operations & Services	**47,367**	**22,877**	**39,906**	**14,646**	**32,530**	**22,177**	**22,406**	**201,910**
Maintenance-of-Way								
MoW - Line Segments	15,717	7,777	12,653	1,207	7,302	4,767	3,248	52,672
MoW Labor & Benefits	1,393	796	1,097	60	646	495	317	4,804
Overhead MoW Expenses	1,282	710	1,222	71	630	445	273	4,634
MoW - Extraordinary Maintenance	182	125	132	115	140	111	24	829
Subtotal Maintenance-of-Way	**18,574**	**9,408**	**15,104**	**1,453**	**8,718**	**5,818**	**3,863**	**62,939**
Administration & Services								
Ops Salaries & Fringe Benefits	2,853	3,250	3,531	2,929	1,860	2,391	2,739	19,553
Ops Non-Labor Expenses	2,459	1,402	2,326	944	1,833	1,386	1,362	11,713
Indirect Administrative Expenses	3,902	4,444	4,829	4,006	2,543	3,270	3,746	26,741
Ops Professional Services	317	361	393	326	207	266	305	2,175
Subtotal Admin & Services	**9,531**	**9,457**	**11,079**	**8,205**	**6,443**	**7,314**	**8,153**	**60,182**
Contingency	**7**	**8**	**9**	**7**	**5**	**6**	**7**	**50**
Total Operating Expenses	**75,480**	**41,751**	**66,098**	**24,311**	**47,696**	**35,315**	**34,429**	**325,081**
Insurance and Legal								
Liability/Property/Auto	4,504	2,025	4,107	1,226	2,980	2,092	1,870	18,804
Net Claims / SI	441	198	402	120	292	205	183	1,841
Claims Administration	528	238	482	144	350	245	219	2,206
Subtotal Insurance and Legal	**5,473**	**2,461**	**4,991**	**1,490**	**3,621**	**2,542**	**2,273**	**22,851**
Total Expense	**80,953**	**44,212**	**71,089**	**25,801**	**51,318**	**37,857**	**36,701**	**347,932**
Loss	**(59,401)**	**(37,076)**	**(55,702)**	**(21,915)**	**(35,056)**	**(31,411)**	**(30,456)**	**(271,017)**
2028 Olympics Readiness	160	183	199	165	105	135	154	1,100
CFR 245-246	96	80	100	55	54	56	58	500
Outside 20'	482	843	482	301	301	181	301	2,891
Total Expense	**81,692**	**45,319**	**71,869**	**26,322**	**51,778**	**38,229**	**37,214**	**352,423**
Loss/Member Support Required	**(60,140)**	**(38,182)**	**(56,482)**	**(22,436)**	**(35,517)**	**(31,782)**	**(30,969)**	**(275,508)**

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

Support by Member Agency

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

Year-Over-Year Change	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY26 vs FY25						
$ increase	**$11,480,132**	$3,597,160	$1,641,066	$1,690,501	$3,377,405	$1,173,999
% increase	**4.3%**	2.6%	3.3%	5.6%	11.4%	7.3%

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

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

							FUNDINGS					
PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
2858	Rehab	Ventura County Line	Ventura - LA County	Communications	VENTURA SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION (LA)	Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$456,000	$456,000	$0	$0	$0	$0	$0
3045	Rehab	ALL	All	Facilities	METROLINK CAM EXPENSES FOR FISCAL 2026	Perform rehab work at LA Union Station to address drainage issues, upgrade lighting to LED, landscape refurbishment, upgrade safety and security elements at the stations, and modernize plumbing. This is year 3 of the agreed $5,000,000 over 3 years. Future years to be negotiated.	$1,700,000	$807,500	$336,600	$188,700	$244,800	$122,400	$0
3065	Rehab	ALL	All	Train Control	PTC TRACK DATABASE AND TECHNICAL SERVICES REHAB	• Corgi is the PTC database manager, it's the interface used for geospatial data management of the track database. It has been in place since the PTC Integrator Vendor (I/V) project in 2012 and migration of PTC into revenue service on Metrolink property in 2015. The scope of work will include Phase 2 of rewriting/reprogramming Corgi so it it compliant with the latest cyber security protocols and SCRRA IDTS policies, including a major update so it can support an updated Interoperable Train Control (ITC) industry data model. This will require the Corgi Vendor to make the updates and perform DEV and Postproduction testing with SCRRA PTC staff. Additionally, as required with this overhaul any supporting tools (i.e. Wabtrax/Webtrax, ArcGIS, ESRI) or operating system updates will be completed. • PTC utilizes IBM Engineering Workflow Management (aka Jazz) to comply with CFR Title 49 part 236 supporting Configuration, Change, Discrepancy, Risk, Requirements, Records and Reporting management. This application has been in place since 2016. This program now calls for a major software upgrade but there are security and database rehab dependencies that will need to be completed as part of this project. Scope of work: - Migration of Database System from MSSQL to latest Oracle Enterprise Edition per SCRRA security and IDTS policies -Upgrade any operating systems and security tools -Update any scripting or configurations pre-deployment and post deployment -Testing -Upgrade IBM Engineering Workflow Management and its related program artifacts to the latest version & Validation This may require hardware updates upon assessment once project	$986,000	$468,350	$195,228	$109,446	$141,984	$70,992	$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3085	Rehab	ALL	All	Business Systems	EAM Software Optimization and future enhancements	Metrolink is focusing on improving its Transit Asset Management (TAM) best practices by leveraging the Trapeze EAM System and managing a single system of truth. As the utilization of the EAM system increases and the software evolves with each new version, staff anticipates system enhancements to continue, and business workflows to be further refined. One system improvement that is planned includes the delivery of the State of Good Repair (SGR) and Capital Planning module. This SGR module will make it easier for staff to monitor the progress towards the agency's SGR goals and to report reliability of assets and expand its ability to make improved capital investment decisions. This along with other planned system and process improvements are expected to add value and allow improved decision-making by the asset managers. These additional system improvements will require a commensurate level of asset management technical support, targeted training, and system implementation efforts. These resources will work in collaboration with each business unit to ensure asset strategies and objectives are being achieved. This includes leveraging data from the EAM System, which considers benefits and risks associated with each asset, rigorous assessment of asset conditions to guide lifecycle management, implementation of new asset management procedures, combining agency engineering and operational functional requirements. In addition, the agency is developing a new EAM Learning & Development Program and will require dedicated contracted support to deliver and execute the proposed framework. Which includes a comprehensive, centralized and effective training program that will meet the agency's training goals and objectives. Contracted support includes technical instructional designer and coordinators to support the Learning Management System implementation and to work collaboratively with our 3rd party vendors to ensure all training needs are met and the agency complies with all applicable federal rail administration regulations.	$1,500,000	$712,500	$297,000	$166,500	$216,000	$108,000	$0
3105	Rehab	ALL	All	Rolling Stock	Bombardier Railcar Rebuild (EP199-19)	BUDGET REDUCED BY 50% FROM $22M to $11MM - SCOPE STILL TO BE REDUCED BY 50% • Continue to rebuild on remaining 33 Bombardier cars as next option orders • Extend lifecycle by 15 years • Upgrade Bombardier railcar onboard system for safety and convenience. ORIGINAL SCOPE ABOVE – SCOPE STILL NEEDS TO BE REDUCED.	$11,026,000	$5,237,350	$2,183,148	$1,223,886	$1,587,744	$793,872	$0
3146	Rehab	ALL	All	Information Technology	Rehab of End-User Equipment, Printers, and Conference Rooms	This project aims to rehabilitate and upgrade a range of end-user equipment - including laptops, desktops, monitors, docking stations, tablets, Ricoh and HP printers, and conference room technology such as video and audio equipment - to enhance operational efficiency by reducing downtime caused by outdated or malfunctioning technology, ensure reliable performance through regular maintenance and upgrades to minimize the risk of technical issues, improve user experience by providing modern equipment that effectively meets their needs, support organizational growth by establishing a foundation for future technological innovations, and strengthen cybersecurity.	$486,000	$230,850	$96,228	$53,946	$69,984	$34,992	$0
3165	Rehab	ALL	All	Track	FY26 Systemwide Track Measurement Systems	Condition assessments, and measurement systems for Track, Track components, and also Systemwide Asset Management, MRP Updates, and SGR Planning and reporting.	$1,500,000	$712,500	$297,000	$166,500	$216,000	$108,000	$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3166	Rehab	Ventura County Line	Ventura - VC County	Track	SoGR_FY26_VENTURA (VC)_TRACK	BUDGET DECREASED BY 70%; SCOPE STILL TO BE DECREASED ACCORDINGLY. Ventura Sub (VC) Track Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings Specific Work will include: 3,000 Ties; 1 Road Crossing BUDGET DECREASED from $2,606K to $781K; SCOPE STILL TO BE DECREASED ACCORDINGLY.	$781,000	$0	$0	$0	$0	$781,000	$0
3167	Rehab	Ventura County Line	Ventura - VC County	Structures	SoGR_FY26_VENTURA (VC)_STRUCTURES_DESIGN	Ventura (VC) Sub Structures Design addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts -Tunnels Specific work will include: Update Bridge Load Ratings for Bridges on Ventura Sub in Ventura County Design and Environmental Clearance for 5 culverts in Ventura County Budget reduced by 25%; need to adjust descope.	$773,000	$0	$0	$0	$0	$773,000	$0
3168	Rehab	Ventura County Line	Ventura - VC County	Train Control	SoGR_FY26_VENTURA (VC)_SIGNAL	Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Signal systems - Crossing systems Specific Work will include Upgrading control points and crossings Budget reduced by 35%; NEED TO ADJUST SCOPE.	$2,008,000	$0	$0	$0	$0	$2,008,000	$0
3172	Rehab	Ventura County Line	Ventura - LA County	Structures	SoGR_FY26_VENTURA (LA)_STRUCTURES_DESIGN	Ventura (LA) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts -Tunnels Specific work will include: Design and Environmental Clearance for 5 culverts in LA County Design for 3 Bridges in LA County Budget reduced by 45%; need to adjust descope.	$1,275,000	$1,275,000	$0	$0	$0	$0	$0
3173	Rehab	San Bernardino LIne	San Gabriel	Train Control	SOGR_FY26_SAN GABRIEL_SIGNAL	BUDGET DECREASED BY 65%; SCOPE STILL TO BE DECREASED ACCORDINGLY. San Gabriel (SG) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems (7) VHLC (3) Crossings BUDGET DECREASED from $12.6M to $4.4M; SCOPE STILL TO BE DECREASED ACCORDINGLY.	$4,425,000	$2,655,000	$0	$0	$1,770,000	$0	$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3174	Rehab	San Bernardino LIne	San Gabriel	Track	SOGR_FY26_SAN GABRIEL_TRACK	BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY. San Gabriel (SG) Track Rehabilitation addresses five major components to suffieciently rehabilitate aging infrastructure and growing backlog: -Rail -Ties -Crossings -Special Trackwork -Ballast Specific work will include: Replacing 7546 feet of Rail Upgrading 1 crossing Replace 2 turnouts Ballast to support projects listed BUDGET DECREASED from $6.8M to $3.4 M; SCOPE NEEDS TO BE DECREASED.	$3,408,000	$2,044,800	$0	$0	$1,363,200	$0	$0
3176	Rehab	San Bernardino LIne	San Gabriel	Structures	SOGR_FY26_SAN GABRIEL_STRUCTURES_CONSTRUCTION	San Gabriel (SG) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts -Tunnels Specific work will include: REPLACE (4) CULVERTS/BRIDGES THAT HAVE DESIGNED/ENVIRONMENTALLY CLEARED WITH FY-22 FUNDING Budget reduced by 25%; need to adjust descope.	$4,875,000	$2,925,000	$0	$0	$1,950,000	$0	$0
3177	Rehab	ALL	River	Train Control	SOGR_FY26_RIVER_SIGNAL	River (RV) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems UPGRADE (2) CONTROL POIINT HOUSE AND SIGNALS Budget reduced by 30%; need to adjust descope.	$3,010,000	$1,429,750	$595,980	$334,110	$433,440	$216,720	$0
3178	Rehab	ALL	River	Structures	SOGR_FY26_RIVER_STRUCTURES_DESIGN	River (RV) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts -Tunnels Specific work will include: River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges *DESIGN ONLY* Bridge load rating analysis updates, design and/or repair recommendations, and alternative analysis and environmental clearance Budget reduced by 35%; need to adjust descope.	$1,625,000	$771,875	$321,750	$180,375	$234,000	$117,000	$0

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

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3207	Rehab	Antelope Valley Line	Valley	Train Control	SoGR_FY26_VALLEY_SIGNAL	BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY. Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading Control Points (CP) and intermediates *Crossing systems - Upgrading crossings 1> 1 EL1A Upgrade (Construction Only) 2> 2 Crossings 3> 1 EL1A Upgrade 4> 1 VHLC Upgrade 5> 1 HB-DE Detector Upgrade BUDGET DECREASED from $8.9M to $4.475M; SCOPE NEEDS TO BE ADJUSTED.	$4,475,000	$4,475,000	$0	$0	$0	$0	$0
3208	Rehab	Orange County Line	Orange	Train Control	SoGR_FY26_ORANGE_SIGNAL	Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading Control Points (CP), intermediates and HT Switches *Crossing systems - Upgrading crossings 1> Control Point - VHLC Upgrade 2> Intermediates - Signals 3> Hand Throw Switches 4> Crossings Budget reduced by 30%; need to adjust scope.	$7,350,000	$0	$7,350,000	$0	$0	$0	$0
3210	Rehab	Orange County Line	Orange	Structures	SoGR_FY26_ORANGE_STRUCTURES_CONSTRUCTION	Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: This budget will provide additional construction funds for up to 2 of 12 structures that will be constructed with partial funds from the FY24 and FY25 budget, primarily in the Dana Point and San Clemente area. Projects were designed with FY24 funds. These funds are needed due to construction cost escalation issues Metrolink has recently experienced. Budget reduced by 25%; need to adjust scope.	$3,750,000	$0	$3,750,000	$0	$0	$0	$0
3212	Rehab	Orange County Line	Orange	Track	SoGR_FY26_ORANGE_TRACK	Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will includes: RAIL: Upgrade 115# to 136# Rail Tangent North Rail (Approx. 15,000 LF) SPECIAL TRACKWORK: 2 - #20 turnouts BALLAST: Ballast to support projects listed. Budget reduced by 35%; need to adjust scope.	$5,363,000	$0	$5,363,000	$0	$0	$0	$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3225	Rehab	ALL	All	Train Control	FY26 Back-Office Train Control System Rehab	Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: 1) DOC/MOC/Vegas Servers 2) CAD Workstations and Monitors 3) CAD/BOS/MDM/IC3 4) Train Control Firewall, Routers and Switches	$2,918,000	$1,386,050	$577,764	$323,898	$420,192	$210,096	$0
3226	Rehab	ALL	All	Non-Revenue Fleet	FY26 Systemwide MOW and Ops vehicle and equipment replacement	Replace MOW and Ops. vehicles that are beyond their useful life and no longer reliable to support rail operations. The amount is based on MRP. The vehicles and equipment replaced will be based on the availability of ZEV (Zero Emission Vehicles) and will replace fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way.	$3,135,000	$1,489,125	$620,730	$347,985	$451,440	$225,720	$0
3229	Rehab	ALL	All	Rolling Stock	Rotem HVAC Overhaul/Rebuild	• Overhaul/rebuild on Hyundai Rotem HVAC units and controller box. • Out-Of-Scope Repair as needed.	$2,407,000	$1,143,325	$476,586	$267,177	$346,608	$173,304	$0
3230	Rehab	ALL	All	Train Control	FY26 ON-BOARD TRAIN CONTROL SYSTEMS REHAB	Upgrade the remaining PTC equipment and software on locomotives that have not been updated in the past 7–12 years. With evolving standards and the phasing out of certain technologies, more equipment is becoming obsolete and in need of modernization.	$2,500,000	$1,187,500	$495,000	$277,500	$360,000	$180,000	$0
3233	Rehab	ALL	All	Rolling Stock	Rotem Door Overhaul Data Logging Door Control Panel	• Install data logger on door control system to improve the maintainability against one of the top road issues.	$1,100,000	$522,500	$217,800	$122,100	$158,400	$79,200	$0
3234	Rehab	ALL	All	Rolling Stock	F125 Intermediate Engine Overhaul	• Engine overhaul - clean, inspect, and replace parts. • Total 42 engines.	$15,072,000	$7,159,200	$2,984,256	$1,672,992	$2,170,368	$1,085,184	$0
3235	Rehab	ALL	All	Rolling Stock	Metrolink Communication System Overhaul	• Communication System Power Supply Install (fleet-wide) • Interior destination screens • Control Unit Upgrade • Side Destination Screen Control Unit Upgrade • Car built-in conductor PA.	$1,001,000	$475,475	$198,198	$111,111	$144,144	$72,072	$0
3237	Rehab	ALL	All	Rolling Stock	Car End-Door System Improvement	• Improvement in passengers' comfort in opening end-door of Bombardier & Talgo-SYSTRA cars. • New design on the end-door mechanism. • All legacy Bombardier car and Talgo-SYSTRA car.	$454,000	$215,650	$89,892	$50,394	$65,376	$32,688	$0
3239	Rehab	ALL	All	Facilities	LAUS Backup Generator Replacement	Replace 2 1995 and 1996 back-up generators providing backup power to LAUS switches, signaling and comm shelter. Olympian 95A01920-S 1995 Olympian 96A04252-S 1996	$327,000	$155,325	$64,746	$36,297	$47,088	$23,544	$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3242	Rehab	ALL	All	Information Technology	MOW - Rolling Stock Trapeze	EAM Application – Role: Administrator to support EAM Application. In support of the Agency's EAM efforts and system wide roll out of Trapeze, IT requires consultant support until a permanent position is filled. This initial funding will cover approximately two years of FTE support. A. As an administrator of EAM application, support all user groups that uses different modules of application. B. Dispatch Operations team – Major and minor schedule changes, equipment cycles, training to new dispatch team members, refresher training and any issues related dispatching of trips. Also helps with Incident management module by automating Delay creation, entering new Delay codes, retiring existing delay codes etc. C. Mechanical (Rolling stock) team – Helps Rolling stock team with equipment maintenance like PM (Preventive Maintenance) and Repair work orders. Setting new PM schedules, changes to existing schedules, new reports, and training. Helps Alstom team with any issues related to EAM application. D. Material management team – Helps materials team with Inventory counts, reports and any issue with application, receiving and PO interfaces. E. Facilities team – Helps Facilities team with PM schedules, Asset configuration, parent-child relation setups and any issues with Mobile focus app. F. MOW (Maintenance of Way) Team – Communications and Structures team are recently gone live with EAM application. Helps these team with any issues with PM work orders, general application issues and training.	$414,000	$196,650	$81,972	$45,954	$59,616	$29,808	$0
3246	Rehab	Antelope Valley Line	Valley	Structures	SoGR_FY26_VALLEY_TUNNEL 25 DESIGN	BUDGET DECREASED BY 8%; SCOPE STILL TO BE DECREASED ACCORDINGLY. Tunnel 25 Track and Drainage improvements (TO BE FILLED IN WHEN FEASIBILITY STUDY IS COMPLETE). Need $5M upfront for geo test testing/drilling, and design for slab track section. The total project cost will be around $40M. BUDGET DECREASED from $5M to $4.6M; SCOPE MAY NEED TO BE ADJUSTED.	$4,600,000	$4,600,000	$0	$0	$0	$0	$0
3266	Rehab	ALL	All	Rolling Stock	Hyundai-Rotem Railcar Overhaul	BUDGET DECREASED BY 60%; SCOPE STILL TO BE DECREASED ACCORDINGLY. • General overhaul on board system such as truck, brake system, coupler, diaphragm, windows, restroom, rubber floor, exterior scheme, next generation door engine, etc. • Upgrades onboard system - convenience outlet at every seat, door obstacle detection system, etc. BUDGET DECREASED from $25M to $10M; SCOPE NEEDS TO BE ADJUSTED.	$10,008,000	$4,753,800	$1,981,584	$1,110,888	$1,441,152	$720,576	$0
3268	Rehab	ALL	All	Track	SOGR_FY26_SYSTEMWIDE TRACK REHABILITATION_Rail Grinding/Surfacing	Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program (~$1.5M) - Surfacing Program to restore track profiles and cross sections (~$2M) - Vac Truck: Cleaning fouled ballast at select systemwide (~$1.5M)	$5,000,000	$2,375,000	$990,000	$555,000	$720,000	$360,000	$0

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

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3285	Rehab	Freight RR ROW	Freight RR ROW	Communications	LOS ANGELES FREIGHT ROW CIS, SYSTEMS REHABILITATION	LOS ANGELES FREIGHT ROW Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog for the Customer Information Systems - Video Surveillance and Security Systems. SPECIFICALLY LOOKING TO UPGRADE CUSTOMER INFORMATION SYSTEMS AT (COMMERCE, MONTEBELLO AND INDUSTRY STATIONS) FOR FY26. Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$450,000	$450,000	$0	$0	$0	$0	$0
3365	Rehab	ALL	All	Rolling Stock	MP36 Locomotive Service Life Extension & Repair	BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY. The MP36 OOS & Service Life Extension project is scoped to send 4 “base” units in for Heavy Repair to allow them to return to service. The ask of $12.4M being requested for FY-26 will allow us to overhaul the entire fleet and extend the life of the fleet by 15 more years. With the inclusion of this ask of $12.5M we will be able to overhaul all the units and be ready for the Olympics. The prior funding associated with this project is as follows: FY21 = $1M FY23 = $3.6M FY24 = $3.6M FY25 = $8.316M This is an ongoing program with the current funding associated with procurement that is expected to be executed by May 2025. BUDGET DECREASED from $12.5M to $6.2M; SCOPE NEEDS TO BE ADJUSTED. THIS WILL NOT BE THE FINAL ASK DUE TO THE BUDGET REDUCTION.	$6,246,000	$2,966,850	$1,236,708	$693,306	$899,424	$449,712	$0
						SGR TOTAL	**$137,502,000**	**$67,808,550**	**$32,455,508**	**$11,082,406**	**$16,620,624**	**$9,534,912**	**$0**
						PROJECT COUNT	**48**						

PROJECT PROPOSALS FOR FY2026 BUDGET - NEW CAPITAL PROJECTS ONLY

Attachment G

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

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3232	Capital	ALL	All	Non-Revenue Fleet	Mobile Train Dispatch Operations Center	Procure and upfit a mobile dispatch trailer with appropriate equipment and software capable to being trailered by F550 or similar truck, procured by this project. The mobile train dispatch center equips SCRRA with the ability to execute remote train dispatch over all SCRRA lines, independent of the DOC and MOC. This flexibility also enables the mobile center to be relocated throughout the Southern California region to cater to events that necessitate key staff to operate away from Pomona, CA. The existing SCRRA infrastructure encompasses two critical facilities, which are the exclusive means of dispatching trains across the system, located within a half-mile radius of each other and on the same electrical utility feed. In the event of a natural disaster, terrorist attack, or a cyber-attack that compromises this specific area or assets, it poses a significant risk of halting all SCRRA rail operations across Southern California. Mobile dispatching provides system resiliency and frees up much needed office space at MOC to convert to engineering offices, moving remaining two Program Delivery departments from DOC to one building, MOC Cost includes: Mobile fifth wheel Dispatch Center, servers, furniture and monitors, software license, F550 or similar truck, consultant for designs, training and construction, as well as consultant's design cost to convert MOC dispatch area into office space.	$3,930,000	$1,866,750	$778,140	$436,230	$565,920	$282,960	$0
3240	Capital	ALL	All	Facilities	Construction of PTC Training Center	BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY. The construction of the PTC Training Center at the Melbourne facility will include the following features: A. Two PTC simulator rooms, with an instructor's room positioned between them, equipped with glass windows for direct observation of trainee activities. (one for F125, one for DMU/ZEMU) B. Two training rooms: one with a capacity of 25-30 people, and a smaller room for 8-12 people. Additionally, a lab offices with an access door to the PTC lab will be constructed. COSTS TO BE SPLIT 90% Systemwide / 10% ARROW funding (#3406) BUDGET DECREASED from $4.3M to $2.1M; SCOPE NEEDS TO BE ADJUSTED.	$2,161,000	$1,026,475	$427,878	$239,871	$311,184	$155,592	$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3265	Capital	ALL	All	Non-Revenue Fleet	Portable wheel true and rotor change out equipment acquisition	Procure and commission 1 Portable Wheel True lathe and 1 Rotor Change machine. Includes equipment and maintenance training for mechanical crew. 1. Portable Wheel True will allow mechanical to fix (true) defect wheels at any location in the system, providing seamless repair to a failure that currently require hospital move to CMF and separation of cart or locomotive from the consist, cutting impact to operations form days to hours. This wheel true machine will also able to cut wheels for Arrow fleet, removing the need to remove and reinstall buggies, transport to them to CMF to wheel true and bring back to San Bernardino. Currently we only have one, 32 year old, stationary wheel true machine for the entire system at CMF, with single point of failure. 2. Rotor change our machine will allow mechanical team to replace defect rotors from cars on the PM track without having to cut the defective car from the consist, shopping equipment for days. The equipment can be repaired during the service window at CMF. $640K Project Total: To split 90% Agency (#3265) and 10% Arrow (#3405).	$576,000	$273,600	$114,048	$63,936	$82,944	$41,472	$0
3270	Capital	ALL	All	Facilities	EV Infrastructure	•Feasiblility & Design Phase : Develop comprehensive drawings and plans for the EV charging infrastructure, including site layout, electrical specifications, and integration with existing facilities. This will involve coordination with utility providers and relevant stakeholders to ensure the infrastructure meets all operational and safety requirements. The project will also include preparation and submission of the necessary permit applications to local authorities and applications for applicable utility rebates and incentives. • Construction Phase: Build and install electric vehicle (EV) charging stations at designated Metrolink yards. This will include site preparation, installation of charging units, electrical connections, and integration with the existing power supply. The project aims to provide reliable and efficient charging facilities for the future electric Non-revenue fleet, supporting sustainability goals and enhancing operational efficiency across the Metrolink network.	$2,151,000	$1,021,725	$425,898	$238,761	$309,744	$154,872	$0
3305	Capital	ALL	All	Business Systems	New Budget System	Modernized the SCRRA annual budget application (BRAIN)..	$872,000	$414,200	$172,656	$96,792	$125,568	$62,784	$0
						NEW CAPITAL TOTAL	**$15,578,000**	**$7,399,550**	**$3,084,444**	**$1,729,158**	**$2,243,232**	**$1,121,616**	**$0**
						PROJECT COUNT	**9**						

Attachment H

FY2025-26 State of Good Repair Carryover Projects

($000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Olive	Structures	521520	-	-	-	-	-	-	-
Olive	Train Control	521530	-	-	-	-	-	-	-
Orange	Communications	525640	-	549	-	-	-	-	549
Orange	Communications	520640	-	-	-	-	-	-	-
Orange	Communications	522640	-	-	-	-	-	-	-
Orange	Signal	519630	-	0.63	-	0.04	0.01		0.69
Orange	Signal	522630	-	1,336	-	-	-	-	1,336
Orange	Signal	572002	-		-	-	-	-	
Orange	Structures	525620	-	1,864	-	-	-	-	1,864
Orange	Structures	519621	-	-	-	-	-	-	
Orange	Structures	520620	-	-	-	-	-	-	
Orange	Structures	521620	-	576	-	-	-	-	576
Orange	Track	525610	-	6,554	-	-	-	-	6,554
Orange	Track	521610	-		-	-	-	-	
Orange	Track	522610	-	1,022	-	0.01	-	-	1,022
Orange	Track	523610	-	6,017	-	-	-	-	6,017
Orange	Train Control	525630	-	7,608	-	-	-	-	7,608
Orange	Train Control	521630	-	500	-	-	-	-	500
Orange	Train Control	523630	-	2,580	-	-	-	-	2,580
Orange	Train Control	523640	-	60	-	-	-	-	60
Orange Sub	Structures	524620	-	2,064	-	-	-	-	2,064
Orange Sub	Track	524610	-	5,901	-	-	-	-	5,901
Orange Sub	Train Control	524630	-	1,472	-	-	-	-	1,472
Orange Sub	Train Control	524640	-	429	-	-	-	-	429
Perris Valley	Signal	522930	-	-	266	-	-	-	266
Perris Valley	Signal	522940	-	-	88	-	-	-	88
Perris Valley	Structures	521920	-	-	1,778	-	-	-	1,778
Perris Valley	Structures	522910	-	-	1,406	-	-	-	1,406
Perris Valley	Track	519910	-	-	72	-	-	-	72
Perris Valley	Track	521910	-	-		-	-	-	0.83
River	Communications	525740	90	37	21	27	14	-	189
River	Communications	520740	-	-	-	-	-	-	-
River	Signal	519730	-	-	-	-	-	-	-
River	Structures	525720	404	168	94	123	61	-	851
River	Track	525710	1,503	627	351	456	228	-	3,165
River	Track	572004	63	26	15	19	10	136	268
River	Track	572006	-	-	-	-	-	740	740
River	Track	572010	-	-	-	-	-	118	118
River	Track	572012	35	8	7	9	5	264	328
River	Track	591806						300	300
River	Train Control	525730	1,706	711	399	517	259	-	3,591
River Sub	Bridge / Structure	572501		-	-	-	-	-	-
River Sub	Communications	524730	931	388	218	282	141	-	1,960
River Sub	Communications	524740	46	19	11	14	7	-	97
River Sub	Track	524710	902	376	211	274	137	-	1,900
River Sub	Track	572007	-	-	-	-	-	218	218
River Sub	Track	572009	27	11	6	8	4	2,344	2,400
River Sub - West Bank	Structures	523720	1,435	-	335	-	-	-1	1,769
River-East Bank	Structures	572301	4	1	1	1	1	48	56
Riverside	Communications	525940	-	-	326	-	-	-	326
River-West Bank	Signal	519732	152	38	31	41	20	-	283
River-West Bank	Track	521710	15	6	4	5	2	-	32
River-West Bank	Track	521720	39	16	9	12	6	-	81
San Gabriel	Communications	525440	351	-	-	234	-	-	585
San Gabriel	Communications	520440	6	-	-	4	-	-	11
San Gabriel	Communications	520940	-	-	9		-	-	9
San Gabriel	Communications	522440	163	-	-	108	-	-	271
San Gabriel	Signal	519430	-	-	-		-	-	
San Gabriel	Signal	520430	263	-	-	638	-	-	901
San Gabriel	Signal	522430	1,624	-	-	1,082	-	-	2,706
San Gabriel	Structures	525420	680	-	-	454	-	-	1,134
San Gabriel	Structures	520420	3	-	-	2	-	-	5
San Gabriel	Structures	521420	116	-	-	78	-	-	194
San Gabriel	Structures	522420	12	-	-	8	-	-	20
San Gabriel	Track	525410	3,319	-	-	2,213	-	-	5,532
San Gabriel	Track	519410	101	-	-	1	-	-	102
San Gabriel	Track	520410	15	-	-	9	-	-	24
San Gabriel	Track	521411	296	-	-	200	-	-	496
San Gabriel	Track	522410	274	-	-	183	-	-	457
San Gabriel	Train Control	525430	5,292	-	-	3,528	-	-	8,821
San Gabriel Sub	Structures	524420	778	-	-		-	-	778
San Gabriel Sub	Track	524410	3,354	-	-	2,236	-	-	5,590
San Gabriel Sub	Train Control	524430	2,245	-	-	1,496	-	-	3,741
San Gabriel Sub	Train Control	524440	293	-	-	196	-	-	489
San Jacinto (PVL)	Structures	525920	-	-	6,152	-	-	-	6,152
San Jacinto (PVL)	Track	525910	-	-	780	-	-	-	780
San Jacinto (PVL)	Train Control	525930	-	-	1,616	-	-	-	1,616

Attachment H

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Short Way	Track	524411	128	53	30	39	-	-	250
Shortway	Facilities	519034	-	-	-	-	-	-	-
Shortway	Signal	519033	-	-	-	-	-	-	-
Shortway	Track	521410	-	-	-	-	-	-	-
Shortway	Track	522411	30	13	7	9	-	-	60
Signal	Signal	519032	-	-	-	-	-	-	-
Systemwide	Business Systems	525091	674	281	157	204	102	-	1,418
Systemwide	Business Systems	521070	-	-	-	-	-	-	-
Systemwide	Business Systems	521071	-	-	-	-	-	-	-
Systemwide	Communications	519003	-	-	-	-	-	-	-
Systemwide	Facilities	525061	111	46	26	34		-	216
Systemwide	Facilities	525062	202	84	47	61	31	-	426
Systemwide	Facilities	525063	158	66	37	48	24	-	332
Systemwide	Facilities	525064	78	33	18	24	12	-	165
Systemwide	Facilities	519041	-	-	-	-	-	-	-
Systemwide	Facilities	519060	2	1		1		-	4
Systemwide	Facilities	519062	-	-	-	-	-	-	-
Systemwide	Facilities	519064	-	-	-	-	-	-	-
Systemwide	Facilities	520060	-	-	-	-	-	-	-
Systemwide	Facilities	520061	-	-	-	-	-	-	-
Systemwide	Facilities	521060	522	217	122	126	79	-	1,066
Systemwide	Facilities	522060	57	24	13	17	9	-	120
Systemwide	Facilities	523060	1,680					-	1,680
Systemwide	Facilities	524060	321	134	75	97	49	-	676
Systemwide	Facilities	524061	365	152	85	111	55	-	768
Systemwide	Facilities	524062	89	37	21	27	14	-	188
Systemwide	Facilities	524063	411	171	96	125	62	-	865
Systemwide	Facilities	525061	-	-	-	-	17	-	17
Systemwide	Information Technology	525070	217	90	51	66	33	-	457
Systemwide	Information Technology	525071	177	74	41	54	27		373
Systemwide	Information Technology	525072	510	213	119	155	77		1,074
Systemwide	Information Technology	519070	-	-	-	-	-	-	-
Systemwide	Information Technology	519092	-	-	-	-	-	-	-
Systemwide	Information Technology	519093	1	-	-	-	-	-	1
Systemwide	Information Technology	523091	-	-	-	-	-	-	-
Systemwide	Information Technology	524070	70	29	16	21	11	-	147
Systemwide	Non-Revenue Fleet	525090	1,463	610	342	444	222	-	3,081
Systemwide	Non-Revenue Fleet	523090	1,453	606	340	441	220	-	3,060
Systemwide	Non-Revenue Fleet	524090	1,333	556	312	404	202	-	2,807
Systemwide	Non-Revenue Fleet	524091	117	49	27	36	18	-	247
Systemwide	Right of Way	524064	-	-	-	-	-	-	-
Systemwide	Rolling Stock	525050	12,569	5,239	2,937	3,810	1,905	-	26,460
Systemwide	Rolling Stock	525051	1,006	419	235	305	152	-	2,117
Systemwide	Rolling Stock	525052	974	406	228	295	148	-	2,051
Systemwide	Rolling Stock	525053	2,889	1,204	675	876	438	-	6,082
Systemwide	Rolling Stock	525054	557	232	130	169	84	-	1,173
Systemwide	Rolling Stock	525055	3,950	1,647	923	1,198	599	-	8,316
Systemwide	Rolling Stock	525056	11,222	4,678	2,622	3,402	1,701	-	23,625
Systemwide	Rolling Stock	525057	1,729	721	404	524	262	-	3,639
Systemwide	Rolling Stock	518050	187	-	32	40	16	833	1,109
Systemwide	Rolling Stock	519050	714	42	125	162	81	-	1,123
Systemwide	Rolling Stock	519051	295	123	69	89	45	-	620
Systemwide	Rolling Stock	519052	98	41	23	30	15	-	208
Systemwide	Rolling Stock	519053	-	-	-	-	-	-	-
Systemwide	Rolling Stock	519054	1	-	-	-	-	-	2
Systemwide	Rolling Stock	519055	140	58	33	42	21	-	295
Systemwide	Rolling Stock	520050	-	-	-	-	-	-	-
Systemwide	Rolling Stock	520051	-	-	-	-	-	-	-
Systemwide	Rolling Stock	520052	131	54	31	40	20	-	275
Systemwide	Rolling Stock	520053	6	2	1	2	1	-	12
Systemwide	Rolling Stock	521050	1,229	512	287	372	186	-	2,586
Systemwide	Rolling Stock	521051	252	105	58	76	38	-	530
Systemwide	Rolling Stock	521052	81	34	19	25	12	-	171
Systemwide	Rolling Stock	522050	514	214	120	156	78	-	1,083
Systemwide	Rolling Stock	523050	1,789	746	418	542	271	-	3,765
Systemwide	Rolling Stock	523051	2,972	1,239	695	901	450	-	6,257
Systemwide	Rolling Stock	523052	447	186	104	136	68	-	941
Systemwide	Rolling Stock	523053	-	-	-	-	-	-	
Systemwide	Rolling Stock	523054	318	133	74	96	48	-	670
Systemwide	Rolling Stock	523055	1,001	417	234	303	152	-	2,107
Systemwide	Rolling Stock	523056	1,302	543	304	395	197	-	2,740
Systemwide	Rolling Stock	524050	16,535	6,893	3,864	5,013	2,506	-	34,811
Systemwide	Rolling Stock	524051	1,634	681	382	495	248	-	3,439
Systemwide	Rolling Stock	524052	791	330	185	240	120	-	1,665
Systemwide	Rolling Stock	524053	2,648	1,104	619	803	401	1,303	6,877
Systemwide	Rolling Stock	524054	1,263	526	295	383	191		2,659
Systemwide	Signal	519001	-	-	-	-	-	-	-
Systemwide	Signal	519031	-	-	-	-	-	-	-
Systemwide	Structures	525020	898	374	210	272	136		1,890
Systemwide	Structures	519020	-	-	-	-	-	-	-
Systemwide	Track	525010	2,825	1,073	602	781	141		5,421
Systemwide	Track	525011	1,347	561	315	408	204		2,835
Systemwide	Track	520010	-	-	-	-	-	-	-

Attachment H

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Systemwide	Track	520011	-	-	-	-	-	-	-
Systemwide	Track	521010	-	-	-	-	-	-	-
Systemwide	Track	521011	-	-	-	-	-	-	-
Systemwide	Track	521012	9	4	2	3	1	-	19
Systemwide	Track	522010	-	-	-	-	-	-	-
Systemwide	Track	522011	18	8	4	6	3	-	39
Systemwide	Track	523010	17	7	4	5	3	-	36
Systemwide	Track	523011	450	188	105	136	68	-	947
Systemwide	Track	524010	756	-	-	-	-	-	756
Systemwide	Track	524011	601	-	-	-	-	-	600
Systemwide	Track	572303	3	1	1	1	1	-	7
Systemwide	Train Control	525040	1,123	468	262	340	170	-	2,364
Systemwide	Train Control	525041	1,346	561	314	408	204	-	2,833
Systemwide	Train Control	521040	-	-	-	-	-	-	-
Systemwide	Train Control	521041	13	7	4	5	3	-	32
Systemwide	Train Control	522040	890	371	208	270	135	-	1,875
Systemwide	Train Control	522041	651	271	152	197	99	-	1,370
Systemwide	Train Control	523040	1,141	476	267	346	173	-	2,403
Systemwide	Train Control	523041	910	379	213	276	138	-	1,916
Systemwide	Train Control	524040	1,179	491	275	357	179	-	2,481
Systemwide	Train Control	524041	-	-	-	-	-	-	-
Systemwide	Vehicle	520062	-	-	-	-	-	-	-
Systemwide	Vehicle	521090	42	18	10	13	6	-	88
Systemwide	Vehicle	522090	303	127	71	92	46	-	639
Valley	Communications	520340	-	-	-	-	-	-	-
Valley	Communications	522340	124	-	-	-	-	-	124
Valley	Signal	519330	5	-	-	-	-	-	5
Valley	Signal	520330	315	-	-	-	-	-	315
Valley	Signal	520331	596	-	-	-	-	-	596
Valley	Signal	522330	2,422	-	-	-	-	-	2,422
Valley	Structures	522320	2,168	-	-	-	-	-	2,168
Valley	Structures	524320	3,403	-	-	-	-	-	3,403
Valley	Track	525310	4,725	-	-	-	-	-	4,725
Valley	Track	519310	35	-	-	-	-	-	35
Valley	Track	520310	23	-	-	-	-	-	23
Valley	Track	522310	713	-	-	-	-	-	713
Valley	Track	523310	3,716	-	-	-	-	-	3,716
Valley	Track	524310	8,299	-	-	-	-	-	8,299
Valley	Train Control	525330	2,509	-	-	-	-	-	2,509
Valley	Train Control	523330	1,507	-	-	-	-	-	1,507
Valley	Train Control	523340	220	-	-	-	-	-	220
Valley	Train Control	524330	4,250	-	-	-	-	-	4,250
Valley	Train Control	524340	475	-	-	-	-	-	475
Valley Sub	Bridge/Structure	572304		-	-	-	-	33	33
Valley Sub	Facilities	522360	856	-	-	-	-	-	856
Valley Sub	Tracks	572014		-	-	-	-	-	-
Ventura - LA County	Communications	519240		-	-	-	-	-	-
Ventura - LA County	Communications	520240	1	-	-	-	-	-	1
Ventura - LA County	Communications	522240	2	-	-	-	-	-	2
Ventura - LA County	Signal	522230	1,181	-	-	-	-	-	1,181
Ventura - LA County	Track	519210	47	-	-	-	-	-	47
Ventura - LA County	Track	520210	20	-	-	-	-	-	20
Ventura - VC County	Communications	525140	-	-	-	-	284	-	284
Ventura - VC County	Communications	522140	-	-	-	-	31	-	31
Ventura - VC County	Facilities	519160	-	-	-	-	-	-	-
Ventura - VC County	Facilities	591804	-	-	-	-	-	-	-
Ventura - VC County	Signal	520130	-	-	-	-	3,407	-	3,407
Ventura - VC County	Signal	522130	-	-	-	-	383	-	383
Ventura - VC County	Structures	519120	-	-	-	-	2,958	6,359	9,317
Ventura - VC County	Structures	520120	-	-	-	-	210	-	210
Ventura - VC County	Structures	521120	-	-	-	-	230	-	230
Ventura - VC County	Structures	522220	-	-	-	-	-	-	-
Ventura - VC County	Track	525110	-	-	-	-	1,643	-	1,643
Ventura - VC County	Track	520110	-	-	-	-	12	-	12
Ventura - VC County	Track	521110	-	-	-	-	1,802	-	1,802
Ventura - VC County	Train Control	525130	-	-	-	-	1,900	-	1,900
Ventura - VC County	Train Control	521130	-	-	-	-	738	-	738
Ventura - VC County	Train Control	521140	-	-	-	-	-	-	-
Ventura (LA)	Structures	524220	24				-	-	24
Ventura (LA)	Track	524210	2,924	-	-	-	-	-	2,924
Ventura (LA)	Train Control	524230	1,149	-	-	-	-	-	1,149
Ventura (LA)	Train Control	524240	68	-	-	-	-	-	68
Ventura (VC)	Structures	524120	-	-	-	-	950	-	950
Ventura (VC)	Structures	524121	-	-	-	-	806	-	806
Ventura (VC)	Track	524110	-	-	-	-	1,831	-	1,831
Ventura (VC)	Train Control	524130	-	-	-	-	781	-	781
Ventura (VC)	Train Control	524131	-	-	-	-	900	-	900
Ventura (VC)	Train Control	524132	-	-	-	-	1,530	-	1,530
Ventura (VC)	Train Control	524140	-	-	-	-	21	-	21
Ventura Sub - Los Angeles Co	Track	522210	-	-	-	-	-	-	-
Ventura Sub - Los Angeles Co	Track	522211	-	-	-	-	-	-	-
Grand Total			**162,248**	**78,417**	**35,335**	**41,835**	**34,739**	**12,694**	**365,268**

Attachment I

FY2025-26 New Capital Carryover Projects Detail

($000's)

Subdivision	Category	Project Number	METRO	OCTA	OTHER	RCTC	SBCTA	VCTC	Grand Total
Orange	Structure	419004	-	35,526	-	-	-	-	35,526
Other	Information Technology	472401	-	-	148	-	-	-	148
River	Signal	420001	-	-	-	-	-	-	1
San Gabriel	Communications	418004	-	-	-	-	-	-	-
Systemwide	Business Systems	425090	449	187	-	105	136	68	945
Systemwide	Business Systems	423090	1,763	735	-	412	534	267	3,711
Systemwide	Business Systems	423091	788	328	-	184	239	119	1,658
Systemwide	Business Systems	424090	358	149	-	84	109	54	754
Systemwide	Business Systems	424091	197	82	-	46	60	30	415
Systemwide	Communications	450120	-	-	15	-	-	-	15
Systemwide	Communications	450121	-	-		-	-	-	-
Systemwide	Communications	450122	-	-	1	-	-	-	1
Systemwide	Communications	450123	-	-	1,377	-	-	-	1,377
Systemwide	Communications	450124	-	-	6	-	-	-	6
Systemwide	Communications	450130	-	-	1,448	-	-	-	1,448
Systemwide	Communications	472404	-	-		-	-	-	
Systemwide	Facilities	425060	373	156		87	113	57	786
Systemwide	Facilities	425061	660	275		154	200	100	1,390
Systemwide	Facilities	425062	52	22		12	16	8	110
Systemwide	Facilities	423061	968			226	294		1,488
Systemwide	Facilities	424060	483	201		113	146	73	1,017
Systemwide	Facilities	620003	-	-	-	-	-	-	-
Systemwide	Information Technology	423070	166	69		39	50	25	350
Systemwide	Rolling Stock	613001	-	-	-	-	-	-	-
Systemwide	Rolling Stock	613003	93	-	-	-	-	-	93
Systemwide	Rolling Stock	613005	-	-	-	-	-	-	-
Systemwide	Rolling Stock	616002	130	-	-	-	-	-	130
Systemwide	Rolling Stock	616003	-	-	-	-	-	-	
Systemwide	Rolling Stock	623050	2,214	923		517	671	336	4,661
Systemwide	Rolling Stock	624001	2,645	1,102		618	802	401	5,568
Systemwide	Rolling Stock	624050	713	297		167	216	108	1,500
Systemwide	Rolling Stock	624052	261	109		61	79	40	550
Systemwide	Rolling Stock	624053	387	161		90	117	59	814
Systemwide	Rolling Stock	624054	1,380	575		323	418	209	2,906
Systemwide	Security	422080	-	-	-	-	-	-	-
Systemwide	Train Control	425040	1,033	430		241	313	157	2,174
Systemwide	Train Control	425091	247	103		58	75	37	520
Valley	Signal	421001	-	-	1,473	-	-	-	1,473
Valley	Signal	421002	-	-	857	-	-	-	857
Valley	Signal	421003	-	-	774	-	-	-	774
Valley	Signal	421004	-	-	1,380	-	-	-	1,380
Valley	Signal	423001	-	-	385	-	-	-	385
Valley	Track	420310	-	-	17,394	-	-	-	17,394
Ventura-LA	Track	421110	-	-	-	-	-	-	-
Grand Total			**15,360**	**41,432**	**25,259**	**3,538**	**4,589**	**2,148**	**92,326**

FY26 Proposed Capital Program Cashflow

Attachment J

	FY26	FY27	FY28	FY29
METRO				
SGR	69,774,298	82,880,427	47,352,452	30,049,450
New Capital	10,597,636	6,633,616	3,671,392	2,141,757
Total	**80,371,933**	**89,514,043**	**51,023,843**	**32,191,206**

	FY26	FY27	FY28	FY29
OCTA				
SGR	31,265,298	40,759,735	23,808,205	15,039,596
New Capital	24,872,984	16,340,492	1,567,740	1,095,181
Total	**56,138,282**	**57,100,227**	**25,375,946**	**16,134,777**

	FY26	FY27	FY28	FY29
RCTC				
SGR	12,744,390	19,357,458	8,945,762	5,369,711
New Capital	2,161,322	1,253,917	878,885	613,965
Total	**14,905,711**	**20,611,375**	**9,824,647**	**5,983,676**

	FY26	FY27	FY28	FY29
SBCTA				
SGR	14,998,710	22,533,998	12,891,712	8,030,921
New Capital	2,803,494	1,626,704	1,140,175	796,495
Total	**17,802,204**	**24,160,702**	**14,031,887**	**8,827,416**

	FY26	FY27	FY28	FY29
VCTC				
SGR	16,283,764	15,292,974	8,215,052	1,907,354
New Capital	1,254,917	999,690	556,506	324,645
Total	**17,538,681**	**16,292,663**	**8,771,557**	**2,231,999**

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

FY27 Forecast - Operating Budget by Member Agency

	FY27 Budget Forecast by Member Agency					
($000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	31,252	13,621	4,947	7,121	1,885	58,825
Fare Reduction Subsidy	244	-	-	164	-	408
Other Train Subsidies	2,642	-	-	-	-	2,642
Subtotal-Pro Forma FareBox	**34,139**	**13,621**	**4,947**	**7,285**	**1,885**	**61,876**
Dispatching	1,169	735	19	140	262	2,324
Other Revenues	1,534	567	342	334	181	2,959
MOW Revenues	7,580	3,196	915	1,734	501	13,926
Total Operating Revenue	**44,422**	**18,119**	**6,224**	**9,493**	**2,828**	**81,085**
Operating Expenses						
Operations & Services						
Train Operators	30,459	12,496	6,077	5,781	2,195	57,008
Train Dispatch	3,745	1,125	494	621	350	6,334
Equipment Maintenance	17,549	6,830	3,801	4,101	1,781	34,062
Materials	8,201	3,192	1,776	1,917	833	15,918
Fuel	17,858	7,326	3,563	3,389	1,287	33,422
Non-Scheduled Rolling Stock Repairs	70	27	13	15	6	131
Operating Facilities Maintenance	2,901	1,097	543	636	232	5,407
Other Operating Train Services	586	230	142	130	83	1,171
Security - LA Sheriffs	7,765	2,935	1,454	1,701	620	14,474
Security - SB Sheriffs	-	-	-	3,455	-	3,455
Security - Guards	2,632	956	1,243	583	552	5,966
Supplemental Security	141	61	22	31	8	263
Public Safety Program	33	12	10	7	7	70
Passenger Relations	1,068	463	188	286	72	2,077
TVM Maintenance/Revenue Collection	2,769	1,361	1,033	798	376	6,337
Marketing	1,975	856	343	528	131	3,833
Media & External Communications	144	52	45	32	30	304
Utilities/Leases	1,416	514	444	313	297	2,986
Transfers to Other Operators	1,790	583	195	368	100	3,037
Amtrak Transfers	304	319	-	-	99	722
Station Maintenance	4,682	1,034	462	826	326	7,329
Rail Agreements	2,218	2,113	1,908	461	998	7,697
Subtotal Operations & Services	**108,307**	**43,582**	**23,758**	**25,979**	**10,381**	**212,006**
Maintenance-of-Way						
MoW - Line Segments	31,263	10,629	3,527	6,966	2,920	55,305
MoW Labor & Benefits	2,842	910	383	606	303	5,045
Overhead MoW Expenses	2,841	864	353	536	271	4,865
MoW - Extraordinary Maintenance	510	124	83	93	60	870
Subtotal Maintenance-of-Way	**37,457**	**12,528**	**4,346**	**8,200**	**3,554**	**66,085**
Administration & Services						
Ops Salaries & Fringe Benefits	9,740	3,537	3,055	2,156	2,043	20,531
Ops Non-Labor Expenses	6,326	2,562	1,457	1,269	684	12,298
Indirect Administrative Expenses	13,320	4,838	4,178	2,948	2,794	28,078
Ops Professional Services	1,083	393	340	240	227	2,284
Subtotal Admin & Services	**30,470**	**11,331**	**9,030**	**6,613**	**5,748**	**63,191**
Contingency	**25**	**9**	**8**	**6**	**5**	**53**
Total Operating Expenses	**176,258**	**67,450**	**37,141**	**40,797**	**19,689**	**341,335**
Insurance and Legal						
Liability/Property/Auto	10,592	4,004	1,983	2,321	845	19,744
Net Claims / SI	1,037	392	194	227	83	1,933
Claims Administration	1,243	470	233	272	99	2,316
Total Net Insurance and Legal	**12,871**	**4,865**	**2,410**	**2,820**	**1,027**	**23,993**
Total Expense	**189,130**	**72,315**	**39,551**	**43,617**	**20,716**	**365,328**
Loss	**(144,707)**	**(54,196)**	**(33,327)**	**(34,124)**	**(17,888)**	**(284,243)**
2028 Olympics Readiness	548	199	172	121	115	1,155
CFR 245-246	264	94	64	59	45	525
Outside 20'	3,036	-	-	-	-	3,036
Total Expense	**192,977**	**72,608**	**39,787**	**43,797**	**20,876**	**370,044**
Loss/Member Support Required	**(148,555)**	**(54,489)**	**(33,564)**	**(34,304)**	**(18,048)**	**(288,959)**

Numbers may not foot due to rounding.

FY28 Forecast - Operating Budget by Member Agency

	FY28 Budget Forecast by Member Agency					
($000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	33,098	15,230	5,512	7,467	2,163	63,470
Fare Reduction Subsidy	244	-	-	164	-	408
Other Train Subsidies	2,722	-	-	-	-	2,722
Subtotal-Pro Forma FareBox	**36,064**	**15,230**	**5,512**	**7,631**	**2,163**	**66,600**
Dispatching	1,204	757	20	144	269	2,394
Other Revenues	1,580	584	353	344	187	3,048
MOW Revenues	7,808	3,292	943	1,786	516	14,344
Total Operating Revenue	**46,656**	**19,864**	**6,827**	**9,905**	**3,134**	**86,386**
Operating Expenses						
Operations & Services						
Train Operators	31,982	13,121	6,381	6,070	2,305	59,858
Train Dispatch	3,932	1,181	519	652	367	6,651
Equipment Maintenance	18,426	7,171	3,991	4,306	1,871	35,766
Materials	8,611	3,351	1,865	2,012	874	16,714
Fuel	18,750	7,693	3,741	3,558	1,351	35,094
Non-Scheduled Rolling Stock Repairs	74	28	14	16	6	138
Operating Facilities Maintenance	3,046	1,151	570	667	243	5,678
Other Operating Train Services	615	242	149	136	87	1,229
Security - LA Sheriffs	8,153	3,082	1,526	1,786	651	15,198
Security - SB Sheriffs	-	-	-	3,627	-	3,627
Security - Guards	2,764	1,004	1,305	612	580	6,265
Supplemental Security	148	64	23	33	8	277
Public Safety Program	35	13	11	8	7	74
Passenger Relations	1,121	486	197	300	76	2,181
TVM Maintenance/Revenue Collection	2,908	1,429	1,085	838	395	6,654
Marketing	2,073	899	361	555	137	4,025
Media & External Communications	151	55	47	34	32	319
Utilities/Leases	1,487	540	466	329	312	3,135
Transfers to Other Operators	1,880	613	204	387	105	3,188
Amtrak Transfers	319	335	-	-	104	758
Station Maintenance	4,916	1,085	485	867	342	7,695
Rail Agreements	2,329	2,219	2,003	484	1,048	8,082
Subtotal Operations & Services	**113,722**	**45,761**	**24,946**	**27,278**	**10,900**	**222,606**
Maintenance-of-Way						
MoW - Line Segments	32,827	11,161	3,704	7,314	3,066	58,071
MoW Labor & Benefits	2,985	956	402	636	318	5,297
Overhead MoW Expenses	2,984	907	370	563	285	5,109
MoW - Extraordinary Maintenance	535	131	87	97	63	914
Subtotal Maintenance-of-Way	**39,330**	**13,155**	**4,563**	**8,610**	**3,732**	**69,390**
Administration & Services						
Ops Salaries & Fringe Benefits	10,227	3,714	3,208	2,264	2,145	21,557
Ops Non-Labor Expenses	6,642	2,690	1,530	1,333	718	12,913
Indirect Administrative Expenses	13,986	5,080	4,387	3,096	2,933	29,482
Ops Professional Services	1,138	413	357	252	239	2,398
Subtotal Admin & Services	**31,993**	**11,898**	**9,481**	**6,944**	**6,035**	**66,351**
Contingency	**26**	**9**	**8**	**6**	**5**	**55**
Total Operating Expenses	**185,071**	**70,822**	**38,998**	**42,837**	**20,673**	**358,402**
Insurance and Legal						
Liability/Property/Auto	11,121	4,204	2,082	2,437	888	20,731
Net Claims / SI	1,089	412	204	239	87	2,029
Claims Administration	1,305	493	244	286	104	2,432
Total Net Insurance and Legal	**13,515**	**5,109**	**2,530**	**2,961**	**1,079**	**25,193**
Total Expense	**198,586**	**75,931**	**41,528**	**45,798**	**21,752**	**383,595**
Loss	**(151,931)**	**(56,067)**	**(34,701)**	**(35,892)**	**(18,617)**	**(297,209)**
2028 Olympics Readiness	575	209	180	127	121	1,213
CFR 245-246	277	98	68	61	47	551
Outside 20'	3,188	-	-	-	-	3,188
Total Expense	**202,626**	**76,238**	**41,776**	**45,986**	**21,919**	**388,547**
Loss/Member Support Required	**(155,971)**	**(56,375)**	**(34,949)**	**(36,081)**	**(18,785)**	**(302,161)**

Numbers may not foot due to rounding.

FY29 Forecast - Operating Budget by Member Agency

	FY29 Budget Forecast by Member Agency					
($000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	34,601	16,844	6,079	7,607	2,441	67,572
Fare Reduction Subsidy	244	-	-	164	-	408
Other Train Subsidies	2,803	-	-	-	-	2,803
Subtotal-Pro Forma FareBox	**37,648**	**16,844**	**6,079**	**7,771**	**2,441**	**70,784**
Dispatching	1,241	780	20	148	277	2,466
Other Revenues	1,627	602	363	355	192	3,139
MOW Revenues	8,042	3,391	971	1,840	531	14,774
Total Operating Revenue	**48,558**	**21,616**	**7,434**	**10,113**	**3,442**	**91,163**
Operating Expenses						
Operations & Services						
Train Operators	33,581	13,777	6,700	6,373	2,420	62,851
Train Dispatch	4,129	1,240	545	684	385	6,984
Equipment Maintenance	19,348	7,530	4,191	4,521	1,964	37,554
Materials	9,042	3,519	1,959	2,113	918	17,550
Fuel	19,688	8,077	3,928	3,736	1,419	36,848
Non-Scheduled Rolling Stock Repairs	78	29	15	17	6	145
Operating Facilities Maintenance	3,198	1,209	599	701	255	5,962
Other Operating Train Services	646	254	157	143	91	1,291
Security - LA Sheriffs	8,561	3,236	1,603	1,876	683	15,958
Security - SB Sheriffs	-	-	-	3,809	-	3,809
Security - Guards	2,902	1,054	1,370	642	609	6,578
Supplemental Security	156	67	24	35	9	290
Public Safety Program	37	13	12	8	8	77
Passenger Relations	1,177	511	207	315	80	2,290
TVM Maintenance/Revenue Collection	3,053	1,501	1,139	880	414	6,987
Marketing	2,177	944	379	582	144	4,226
Media & External Communications	159	58	50	35	33	335
Utilities/Leases	1,562	567	490	346	328	3,292
Transfers to Other Operators	1,974	643	215	406	110	3,348
Amtrak Transfers	335	351	-	-	110	796
Station Maintenance	5,161	1,140	509	911	359	8,080
Rail Agreements	2,445	2,330	2,104	508	1,100	8,486
Subtotal Operations & Services	**119,408**	**48,049**	**26,193**	**28,642**	**11,445**	**233,737**
Maintenance-of-Way						
MoW - Line Segments	34,468	11,719	3,889	7,680	3,219	60,974
MoW Labor & Benefits	3,134	1,004	423	668	334	5,562
Overhead MoW Expenses	3,133	953	389	591	299	5,364
MoW - Extraordinary Maintenance	562	137	91	102	66	959
Subtotal Maintenance-of-Way	**41,296**	**13,812**	**4,792**	**9,040**	**3,919**	**72,859**
Administration & Services						
Ops Salaries & Fringe Benefits	10,738	3,900	3,368	2,377	2,252	22,635
Ops Non-Labor Expenses	6,974	2,825	1,606	1,399	754	13,559
Indirect Administrative Expenses	14,686	5,334	4,606	3,250	3,080	30,956
Ops Professional Services	1,194	434	375	264	251	2,518
Subtotal Admin & Services	**33,593**	**12,492**	**9,955**	**7,291**	**6,337**	**69,668**
Contingency	**27**	**10**	**9**	**6**	**6**	**58**
Total Operating Expenses	**194,325**	**74,363**	**40,948**	**44,979**	**21,707**	**376,322**
Insurance and Legal						
Liability/Property/Auto	11,677	4,414	2,186	2,558	932	21,768
Net Claims / SI	1,143	432	214	250	91	2,131
Claims Administration	1,370	518	256	300	109	2,554
Total Net Insurance and Legal	**14,191**	**5,364**	**2,656**	**3,109**	**1,133**	**26,453**
Total Expense	**208,515**	**79,727**	**43,605**	**48,088**	**22,839**	**402,774**
Loss	**(159,958)**	**(58,111)**	**(36,171)**	**(37,974)**	**(19,397)**	**(311,611)**
2028 Olympics Readiness	604	219	189	134	127	1,273
CFR 245-246	291	103	71	65	49	579
Outside 20'	3,347	-	-	-	-	3,347
Total Expense	**212,758**	**80,050**	**43,865**	**48,286**	**23,015**	**407,974**
Loss/Member Support Required	**(164,200)**	**(58,434)**	**(36,432)**	**(38,172)**	**(19,573)**	**(316,811)**

Numbers may not foot due to rounding.

FY30 Forecast - Operating Budget by Member Agency

	FY30 Budget Forecast by Member Agency					
($000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	36,172	18,629	6,704	7,750	2,756	72,010
Fare Reduction Subsidy	244	-	-	164	-	408
Other Train Subsidies	2,887	-	-	-	-	2,887
Subtotal-Pro Forma FareBox	**39,303**	**18,629**	**6,704**	**7,914**	**2,756**	**75,306**
Dispatching	1,278	803	21	152	286	2,540
Other Revenues	1,676	620	374	365	198	3,233
MOW Revenues	8,283	3,492	1,000	1,895	547	15,217
Total Operating Revenue	**50,540**	**23,544**	**8,099**	**10,326**	**3,787**	**96,296**
Operating Expenses						
Operations & Services						
Train Operators	35,260	14,466	7,035	6,692	2,541	65,994
Train Dispatch	4,335	1,302	572	719	405	7,333
Equipment Maintenance	20,315	7,906	4,401	4,748	2,062	39,432
Materials	9,494	3,695	2,056	2,219	964	18,427
Fuel	20,672	8,481	4,124	3,923	1,490	38,691
Non-Scheduled Rolling Stock Repairs	82	31	15	18	7	152
Operating Facilities Maintenance	3,358	1,269	629	736	268	6,260
Other Operating Train Services	678	266	165	150	96	1,355
Security - LA Sheriffs	8,989	3,398	1,683	1,969	717	16,756
Security - SB Sheriffs	-	-	-	3,999	-	3,999
Security - Guards	3,047	1,107	1,439	674	639	6,907
Supplemental Security	164	70	26	36	9	305
Public Safety Program	39	14	12	9	8	81
Passenger Relations	1,236	536	218	331	84	2,405
TVM Maintenance/Revenue Collection	3,206	1,576	1,196	924	435	7,336
Marketing	2,286	991	398	611	151	4,438
Media & External Communications	167	61	52	37	35	352
Utilities/Leases	1,640	595	514	363	344	3,456
Transfers to Other Operators	2,072	675	225	426	116	3,515
Amtrak Transfers	352	369	-	-	115	836
Station Maintenance	5,420	1,197	535	956	377	8,484
Rail Agreements	2,567	2,446	2,209	534	1,155	8,911
Subtotal Operations & Services	**125,379**	**50,451**	**27,503**	**30,074**	**12,017**	**245,423**
Maintenance-of-Way						
MoW - Line Segments	36,191	12,305	4,083	8,064	3,380	64,023
MoW Labor & Benefits	3,290	1,054	444	701	351	5,840
Overhead MoW Expenses	3,289	1,000	408	620	314	5,632
MoW - Extraordinary Maintenance	590	144	96	107	70	1,007
Subtotal Maintenance-of-Way	**43,361**	**14,503**	**5,031**	**9,492**	**4,115**	**76,502**
Administration & Services						
Ops Salaries & Fringe Benefits	11,275	4,095	3,537	2,496	2,365	23,767
Ops Non-Labor Expenses	7,323	2,966	1,686	1,469	792	14,237
Indirect Administrative Expenses	15,420	5,600	4,837	3,413	3,234	32,504
Ops Professional Services	1,254	455	393	278	263	2,644
Subtotal Admin & Services	**35,272**	**13,117**	**10,453**	**7,655**	**6,654**	**73,151**
Contingency	**29**	**10**	**9**	**6**	**6**	**61**
Total Operating Expenses	**204,041**	**78,082**	**42,996**	**47,227**	**22,792**	**395,138**
Insurance and Legal						
Liability/Property/Auto	12,261	4,635	2,295	2,686	979	22,856
Net Claims / SI	1,200	454	225	263	96	2,237
Claims Administration	1,438	544	269	315	115	2,681
Total Net Insurance and Legal	**14,900**	**5,632**	**2,789**	**3,264**	**1,189**	**27,775**
Total Expense	**218,941**	**83,714**	**45,785**	**50,492**	**23,981**	**422,913**
Loss	**(168,401)**	**(60,170)**	**(37,686)**	**(40,165)**	**(20,194)**	**(326,617)**
2028 Olympics Readiness	-	-	-	-	-	-
CFR 245-246	305	108	75	68	52	608
Outside 20'	3,515	-	-	-	-	3,515
Total Expense	**222,761**	**83,822**	**45,860**	**50,560**	**24,033**	**427,036**
Loss/Member Support Required	**(172,221)**	**(60,278)**	**(37,760)**	**(40,233)**	**(20,246)**	**(330,739)**

Numbers may not foot due to rounding.

FY2025-26 Annual Authorization and Extend Period of Performance for
Software Licenses
Maintenance, Repair, and Operations Agreements
Original Equipment Manufacturers Agreements
Communications Network Towers Agreements
Administrative and Operating Services Agreements

Contract Number	Type	Vendor	Description	FY26 Contract Authority & Budgeted Amount
SP420	Administrative and Operating Services	Daily Journal	Advertisement of Authority solicitations in area newspapers	$119,490
SP558	Administrative and Operating Services	Transit System Unlimited	Alternative Motor Coach Transportation (Bus Bridges)	$125,000
SP555	Administrative and Operating Services	Inland Empire Stages, Ltd.	Alternative Motor Coach Transportation (Bus Bridges)	$200,000
SP554	Administrative and Operating Services	H&L Charter	Alternative Motor Coach Transportation (Bus Bridges)	$120,000
SP557	Administrative and Operating Services	Sureride Charter (dba San Diego Charter Company)	Alternative Motor Coach Transportation (Bus Bridges)	$85,000
LI119	Software License	Granicus, Inc.	MediaManager support and maintenance – web publishing tool	$60,880
H1645	Software License	PlanetBids	Procurement web hosting site license and support – online bidding and contract management	$49,000
LI102	Software License	Oracle	Database Enterprise Edition licenses and support	$288,750
LI172	Software License	Government Jobs.com / Neogov	Applicant Tracking System	$71,055
LI237	Software License	GOTO Communication (formerly Jive)	VoIP services (under SPURR)	$86,000
LI283	Software License	LinkedIn Corporation	Online network subscription – job opportunity postings	$26,753
LI182	Software License	Fujitsu Corporation	Fiber Optic NMS for Train Control Network	$49,134
LI117	Software License	IBM Corporation	IBM Rational Suite (Network virtualization software - ex IBM Jazz)	$30,000
H1625X	Software License	Trapeze	Assetworks EAM and MAXQueue – SCRRA inventory control program and asset management	$464,775
LI101	Software License	Salesforce.com	Customer management system database and information system annual report	$379,050
LI144	Software License	HootSuite Media	Hootsuite pro annual renewal and license, social media tracking tool	$48,000
LI152	Software License	Redvector	IndustrySafe Safety Management System	$45,203
LI147	Software License	AccuWeather Data Incorporated	SmartRAD and SelectWARN software license and support – weather information and warnings	$33,705
LI238	Software License	Bentley Systems	Bentley Projectwise Cloud Services and Microstation	$48,000
LE121	Software License	Switch, LTD.	Colocation services and remote access for IT and PTC servers.	$200,000
PO489	Maintenance, Repair, and Operations Agreements	Dell Marketing, LP	Computer / network equipment and services for IT and PTC on an as-needed basis (under CMAS)	$3,000,000
PO400	Maintenance, Repair, and Operations Agreements	CDW Government, Inc.	Computer/ network equipment and services for IT and PTC on an as-needed basis (under OMNIA Partners)	$1,750,000
SP552	Maintenance, Repair, and Operations Agreements	Iron Mountain	Document and Information Lifecycle Management (under Omnia Partners)	$31,500
MS279	Maintenance, Repair, and Operations Agreements	Ricoh America's Corporation	Maintenance, support services, and purchase of new copiers/printers (under NASPO)	$315,000
PO402	Maintenance, Repair, and Operations Agreements	MSC Industrial Supply Co., Inc.	Consumable materials for the Equipment Department (under NASPO)	$50,000
PO403	Maintenance, Repair, and Operations Agreements	Grainger	Consumable materials for the Equipment Department (under NASPO)	$575,000
PO534	Original Equipment Manufacturers Agreements	ABB INC.	Power supply, transformer, low voltage power supply (LVPS), maintenance and repair parts	$45,000
PO555	Original Equipment Manufacturers Agreements	Adams & Westlake	Vestibule Curtain for Bombardier and Rotem Cars	$230,000

Attachment L

Contract Number	Type	Vendor	Description	FY26 Contract Authority & Budgeted Amount
PO410	Original Equipment Manufacturers Agreements	AJ Energie Inc.	Repair and Return of Saft batteries	$25,000
PO406	Original Equipment Manufacturers Agreements	Alstom Transportation	Bombardier car structural components, interior and exterior car body components and parts	$160,000
PO782	Original Equipment Manufacturers Agreements	Atlas Copco Compressors LLC	Locomotive parts and consumables	$245,000
PO454	Original Equipment Manufacturers Agreements	Celeste Industries Corp	Sani-pak soaps and supplies	$35,000
EP176A	Original Equipment Manufacturers Agreements	Custom Glass Solutions Trumbauersville, LLC	Railcar Windows	$225,000
PO756	Original Equipment Manufacturers Agreements	Daktronics	Electronic Display	$25,000
PO437	Original Equipment Manufacturers Agreements	Dayton-Phoenix Group Inc.	Repair and return of fans	$625,000
PO863	Original Equipment Manufacturers Agreements	Dellner Dampers	Locomotive Dampers	$40,000
PO484	Original Equipment Manufacturers Agreements	Hitachi Rail STS USA, Inc. (Formerly Ansaldo)	Switch gear & hardware spare parts, maintenance and repair for signal and communications	$150,000
PO667	Original Equipment Manufacturers Agreements	Hoppecke Batteries	Rail Batteries	$150,000
PO725	Original Equipment Manufacturers Agreements	Inter-Block Retaining Systems, Inc	Retaining Wall Blocks	$80,000
PO790	Original Equipment Manufacturers Agreements	Kluber Lubrication	Tier 4 locomotive lubricants	$35,000
PO874	Original Equipment Manufacturers Agreements	Knorr Brake Corporation	Locomotive Air Brake Valves	$250,000
PO444	Original Equipment Manufacturers Agreements	Mechanical Systems Remanufacturing	Locomotive shock absorbers, door lock assemblies, couplers, coach car diaphragms, and new car body parts	$215,111
PO796	Original Equipment Manufacturers Agreements	Merak North America	Sigma Coach HVAC Spare Parts	$176,620
PO452	Original Equipment Manufacturers Agreements	Motion and Flow Control Products, Inc.	Car parts and hoses	$110,000
PO646	Original Equipment Manufacturers Agreements	Orgo-Thermit	Welding Kits	$50,000
PO834	Original Equipment Manufacturers Agreements	Pittsburgh Air Brake Company	Railcar Air Brake Valve Repairs	$105,000
PO615	Original Equipment Manufacturers Agreements	PowerRail Distribution Inc.	Locomotive Component parts and repair services	$1,800,000
PO759	Original Equipment Manufacturers Agreements	Progress Rail Locomotives	Locomotive Spare & Repair parts – 710 & 645 Engine, Electrical Car body	$3,500,000
PO663	Original Equipment Manufacturers Agreements	Quest Rail, LLC	Repair and Return of Locomotive Radio, Radiohead, Transceiver	$30,000
PO717	Original Equipment Manufacturers Agreements	Quester Tangent	Repair and return of Rotem Auxiliary Controllers	$30,000
PO409	Original Equipment Manufacturers Agreements	Quinn Power Systems	Caterpillar HEP Engine Overhaul and Repair; Spare Maintenance and Repair Parts	$2,500,000
PO505	Original Equipment Manufacturers Agreements	Railhead Corporation	Replacement Parts for Camera monitoring and microphone systems	$170,000
PO591	Original Equipment Manufacturers Agreements	Saft Batteries	Saft Batteries	$90,000
PO661	Original Equipment Manufacturers Agreements	Schaltbau North America	Repair and return throttle controllers	$25,000
PO368	Original Equipment Manufacturers Agreements	Siemens Mobility	Signal Equipment and Repair and Return	$800,000
PO624	Original Equipment Manufacturers Agreements	Strato, Inc	Strato Hoses and Couplings	$80,000
PO651	Original Equipment Manufacturers Agreements	T C Communications, Inc.	Industrial Hardened Modular Ethernet Card / JumboSwitch + TC View maintenance agreement	$95,000
PO474	Original Equipment Manufacturers Agreements	TOA Engineering Corp.	Integrated Communication control unit, racks, speaker, microphone and supplies	$55,000
PO459	Original Equipment Manufacturers Agreements	Trans Tech of South Carolina (Wabtech Group)	Microphor Restroom Parts & Supplies	$130,000
PO473	Original Equipment Manufacturers Agreements	Ultimate Rail Equipment, Inc.	Working tables, armrests, door panel assembly, cushions, maintenance parts and supplies	$50,000
PO554	Original Equipment Manufacturers Agreements	Universal Interiors	Interior Package for Rotem cars	$75,000
PO465	Original Equipment Manufacturers Agreements	USSC, LLC	Operator’s seats	$110,000
PO414	Original Equipment Manufacturers Agreements	Vapor Stone Rail Systems (Wabtec Group)	Heating, Ventilation, and Air Conditioning Specialty Relays and Door operators	$550,000

Attachment L

Contract Number	Type	Vendor	Description	FY26 Contract Authority & Budgeted Amount
PO453	Original Equipment Manufacturers Agreements	Velociti, Inc.	Repair and return service for locomotive HVACs	$30,000
PO416	Original Equipment Manufacturers Agreements	Vulcan Metals Corporation	Truck Maintenance and Repair Parts	$650,000
PO758	Original Equipment Manufacturers Agreements	Wabtec Global Services	Purchase of New Wabtec Global Services parts. Repair and return of modules and power supplies.	$175,000
PO757	Original Equipment Manufacturers Agreements	Wabtec Passenger Transit Div.	Repair and Return of Air Brake Components	$3,500,000
PO801	Original Equipment Manufacturers Agreements	Westcode, Inc.	New and Repair-and-Return of the Leveling Valves	$50,000
PO346	Original Equipment Manufacturers Agreements	Western Cullen Hayes	Miscellaneous Signal Equipment	$120,000
LE110	Communications Network Towers	American Tower Company	Communication Network Towers and Related Leasing Agreements	$391,884
LE112	Communications Network Towers	AVCOM	Communication Network Towers and Related Leasing Agreements	$37,428
LE120	Communications Network Towers	Crown Castle (Pinnacle Towers)	Communication Network Towers and Related Leasing Agreements	$46,326
FY26 Annual Authorization Total				**$26,318,664**

Los Angeles County Metropolitan Transportation Authority

Metrolink FY 26 Annual Work Program

Finance, Budget and Audit Committee

June 18, 2025

Metro

Recommendations

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) 2025-26 Operating, Rehabilitation, and Capital Budget in the amount of $216,565,092 as described in Attachment A;

B. 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, 2025, to December 31, 2026
- FY 2016-17 SGR Program extended from June 30, 2025, to December 31, 2026
- FY 2017-18 SGR Program extended from June 30, 2025 to December 31, 2026
- FY 2018-19 SGR Program extended from June 30, 2025 to June 30, 2027
- FY 2019-20 SGR Program extended from June 30, 2025 to December 31, 2027
- FY 2020-21 SGR Program extended from June 30, 2025 to June 30, 2027
- Doran Street Grade Separation Project extended from March 31, 2025, to December 31, 2027
- LINK US Task 2 Project extended from June 30, 2025, to December 31, 2026;

Metro

Recommendations

C. APPROVING the FY 2025-26 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; and

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

Metro

Metrolink Pre-Pandemic and Post-Pandemic Ridership By Line

Metrolink has recovered 70% of its pre-pandemic ridership, steadily making gains despite the impacts of work-from-home and lower office occupancy rates over the past five years (See Table Below).
In April 2025 Metrolink ridership set a new post-pandemic record with over 715,000 boardings.

LINE	PRE-PANDEMIC MONTHLY RIDERSHIP	APRIL 2025 RIDERSHIP	% RECOVERY BY LINE
91/Perris Valley	76,247	75,835	99%
Antelope Valley	158,409	133,224	84%
IEOC	111,099	65,702	59%
Orange County	244,672	142,796	58%
Riverside	79,983	28,051	35%
San Bernardino	254,709	185,214	73%
Ventura	93,342	69,553	75%
Arrow	N/A	15,051	N/A
TOTALS	**1,018,460**	**715,428**	**70%**

Metro

Recommendation A: Metrolink Operations for FY 26

- Metro subsidy for Metrolink Operations is $141,356,992.
  - Reflects Metro's 51.3% share of Metrolink's operating expenses.
  - The 2.6% increase from FY25 is due to annual fixed operating contract escalators of 3% to 5%, costs to implement new FRA regulations, 2028 Olympic readiness.
  - Member agencies are now funding 78% of Metrolink's operating expenses, compared to 49% pre-COVID due to COVID-related ridership declines.
  - Metro is encouraging Metrolink to develop strategies to address these rising costs.
  - Metrolink is implementing a new fare structure and the new 50% Student Youth Discount Program to increase ridership and revenue.

Metro

Recommendations (Continued)

- Metro subsidy for Metrolink Rehabilitation and Capital projects is proposed at $75,208,100.
  - Metro's share for 38 Rehabilitation projects is $67,808,550.
  - Metro's share for 9 Capital projects is $7,399,550.
  - Metro's share is 49% of the FY 2025-26 Rehabilitation and Capital budget request.

- Requested action extends five State of Good Repair Memorandums of Understanding and three capital project Memorandums of Understanding that lapse in FY 2025.

- Includes approval for the FY26 Transfers to Other Operators reimbursement rate to Metro.

Metro

Equity and Race Platform

- The recommendations provide residents, workers, students, and families with a regional public transportation option to access jobs, resources, and services across the 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.
- Metrolink establishes its own equity-based programs separate from Metro.

Metro

Next Steps

- Metrolink will approve their FY 2025-26 budget and member agency contributions at their June 27, 2025, board meeting.
- Metro staff will attend the Metrolink board meeting and infirm Metro Board of any items that may require further board action.
- Metro CEO will execute the FY 2025-26 Metrolink Memorandum of Understanding.