cog
Council of Governments

cta
County Transportation Authority

AGENDA
Transit Committee Meeting

May 9, 2024

9:00 AM

Location

San Bernardino County Transportation Authority

First Floor Lobby Board Room
1170 W. 3rd Street, San Bernardino, CA 92410

Transit Committee Membership

Chair
Rick Denison, Council Member
Town of Yucca Valley

Vice Chair
John Dutrey, Mayor
City of Montclair

Eunice Ulloa, Mayor
City of Chino

Ray Marquez, Council Member
City of Chino Hills

Frank Navarro, Mayor
City of Colton

Acquanetta Warren, Mayor
City of Fontana

Larry McCallon, Mayor Pro Tem
City of Highland

Alan Wapner, Council Member
City of Ontario

L. Dennis Michael, Mayor
City of Rancho Cucamonga

Bobby Duncan, Council Member
City of Yucaipa

Dawn Rowe, Supervisor
County of San Bernardino

Joe Baca, Jr., Supervisor
County of San Bernardino

San Bernardino County Transportation Authority
San Bernardino Council of Governments

AGENDA

Transit Committee Meeting

May 9, 2024
9:00 AM

Location
SBCTA Office
First Floor Lobby Board Room
1170 W. 3rd Street, San Bernardino, CA 92410

Items listed on the agenda are intended to give notice to members of the public of a general description of matters to be discussed or acted upon. The posting of the recommended actions does not indicate what action will be taken. The Board may take any action that it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

To obtain additional information on any items, please contact the staff person listed under each item. You are encouraged to obtain any clarifying information prior to the meeting to allow the Board to move expeditiously in its deliberations. Additional ***"Meeting Procedures"*** and agenda explanations are attached to the end of this agenda.

CALL TO ORDER

(Meeting Chaired by Rick Denison)

i. Pledge of Allegiance

ii. Attendance

iii. Announcements

iv. Agenda Notices/Modifications-Sandra Castro

Public Comment

Brief Comments from the General Public

Note: Public Comment on items listed on this agenda will be allowed only during this committee meeting. No public comment will be allowed on committee items placed on the Consent Agenda at the Board of Directors meeting. If an item has substantially changed after consideration during the committee meeting, the item will be placed on Discussion for Board and public comment will be allowed.

Possible Conflict of Interest Issues

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

1. Information Relative to Possible Conflict of Interest Pg. 10

Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

This item is prepared monthly for review by Board of Directors and Committee members.

INFORMATIONAL ITEMS

Items listed are receive and file items and are expected to be routine and non-controversial. Unlike the Consent Calendar, items listed as Informational Items do not require a vote.

2. Transit and Rail Programs Contract Change Orders to On-Going Contracts Pg. 12

Receive and file Change Order Report.
Presenter: Victor Lopez

This item is not scheduled for review by any other policy committee or technical advisory committee.

DISCUSSION ITEMS

Discussion - Transit

3. Cooperative Agreement No. 24-1003126 with Riverside County Transportation Commission for Rideshare and Vanpool Program Implementation Pg. 14

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

Approve Contract No. 24-1003126 with the Riverside County Transportation Commission for the provision of rideshare, vanpool, and multi-modal programs implementation, for a two-year term effective July 1, 2024 through June 30, 2026 for a not-to-exceed amount of $4,500,000, to be funded with Congestion Mitigation and Air Quality Program (CMAQ) funds, Local Transportation Funds, Federal Transit Administration 5307 – CMAQ funds, and Measure I Valley funds.
Presenter: Nicole Soto

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel and Enterprise Risk Manager have reviewed this item and the draft contract.

4. Contract Task Order No. 5 to Contract No. 23-1002904 for General Support and Program Management Services Pg. 51

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

Approve Contract Task Order No. 5 under Contract No. 23-1002904 with Mott MacDonald Group Inc., for General Support and Program Management Services to support current and future Transit and Rail projects and programs, for an amount not-to-exceed $4,029,593, for a term through December 31, 2027, to be funded with Valley Local Transportation Funds.

Presenter: Victor Lopez

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA Procurement Manager has reviewed this item and the CTO.

5. Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service Pg. 62

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Approve the Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year (FY) 2024/2025, with an SBCTA annual subsidy totaling $52,277,517 for: Operating assistance in the amount of $29,569,677, State of Good Repair assistance in the amount of $21,854,640, and New Capital assistance in the amount of $853,200.

B. Approve the allocations to support funding for Recommendation A, totaling $52,277,517, to fund SBCTA's annual subsidy of the FY 2024/2025 Budget:

- $29,569,677 of Valley Local Transportation Funds
- $2,189,893 of State Transit Assistance - Operator funds
- $20,517,947 of Federal Transit Administration, Section 5337 funds
- $311,857of Senate Bill 1 State of Good Repair – Operator funds.

Presenter: Rebekah Soto

This item is not scheduled for review by any other policy committee or technical advisory committee.

6. SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Arrow Service Pg. 167

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Approve the Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year (FY) 2024/2025 for Arrow Service, with a total SBCTA annual subsidy in the amount of $17 million for: Operating assistance in the amount of $15.5 million and New Capital assistance in the amount of $1.5 million.

B. Approve the funding allocation to support funding for Recommendation A, totaling $17 million, to fund SBCTA's subsidy of the FY 2024/2025 Budget for Arrow Service using $8 million of Measure I Valley Metrolink/Rail Service Program funds and $9 million to be funded with Congestion Mitigation and Air Quality Improvement funds.

Presenter: Rebekah Soto

This item is not scheduled for review by any other policy committee or technical advisory committee.

Discussion - Transportation Programming and Fund Administration

Pg. 198

7. 2024 Update to the 10-Year Delivery Plan - Valley Transit Programs

Receive report and provide comments on the planned update to the 10-Year Delivery Plan for the San Bernardino Valley Metrolink/Rail Service Program and San Bernardino Valley Express Bus/Bus Rapid Transit Service Program.

Presenter: Andrea Zureick

This item is not scheduled for review by any other policy committee or technical advisory committee.

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Acronym List Pg. 204
Attendance Pg. 206
Mission Statement Pg. 207

The next Transit Committee meeting is scheduled for June 13, 2024

Meeting Procedures and Rules of Conduct

Meeting Procedures - The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility & Language Assistance - The meeting facility is accessible to persons with disabilities. If assistive listening devices, other auxiliary aids or language assistance services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk can be reached by phone at (909) 884-8276 or via email at clerkoftheboard@gosbcta.com and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Accesibilidad y asistencia en otros idiomas - Las instalaciones para las reuniones son accesibles para las personas con discapacidades. Si se necesitan dispositivos de escucha asistida, otras ayudas auxiliares o servicios de asistencia en otros idiomas para participar en la reunión pública, las solicitudes deben ser presentados a la Secretaria de la Junta al no menos de tres (3) días de apertura antes de la reunión de la Junta. La Secretaria esta disponible por teléfono al (909) 884-8276 o por correo electrónico a clerkoftheboard@gosbcta.com y la oficina se encuentra en 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at www.gosbcta.com/board/meetings-agendas/ at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed online at that web address. Agendas are also posted at 1170 W. 3rd Street, 1st Floor, San Bernardino at least 72 hours in advance of the meeting.

Agenda Actions – Items listed on both the "Consent Calendar" and "Discussion" contain recommended actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken as provided in the Ralph M. Brown Act Government Code Sec. 54954.2(b).

Closed Session Agenda Items – Consideration of closed session items excludes members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the President of the Board or Committee Chair ("President") will announce the subject matter of the closed session. If reportable action is taken in closed session, the President shall report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item, except Board agenda items that were previously considered at a Policy Committee meeting where there was an opportunity for public comment. Individuals in attendance at SBCTA who desire to speak on an item may complete and turn in a "Request to Speak" form, specifying each item an individual wishes to speak on. Individuals may also indicate their desire to speak on an agenda item when the President asks for public comment. When recognized by the President, speakers should be prepared to step forward and announce their name for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The President or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Any individual who wishes to share written information with the Board may provide 35 copies to

the Clerk of the Board for distribution. If providing written information for distribution to the Board, such information must be emailed to the Clerk of the Board, at clerkoftheboard@gosbcta.com, no later than 5:00 pm the day before the meeting in order to allow sufficient time to distribute the information. Information provided as public testimony is not read into the record by the Clerk. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda. Any consent item that is pulled for discussion shall be treated as a discussion item, allowing further public comment on those items.

Public Comment –An opportunity is also provided for members of the public to speak on any subject within the Board's jurisdiction. Matters raised under "Public Comment" will not be acted upon at that meeting. See, "Public Testimony on an Item," above.

Disruptive or Prohibited Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the President may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive or prohibited conduct includes without limitation addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, bringing into the meeting any type of object that could be used as a weapon, including without limitation sticks affixed to signs, or otherwise preventing the Board from conducting its meeting in an orderly manner.

Your cooperation is appreciated!

General Practices for Conducting Meetings

of

Board of Directors and Policy Committees

Attendance.

- The President of the Board or Chair of a Policy Committee (Chair) has the option of taking attendance by Roll Call. If attendance is taken by Roll Call, the Clerk of the Board will call out by jurisdiction or supervisorial district. The Member or Alternate will respond by stating his/her name.
- A Member/Alternate who arrives after attendance is taken shall announce his/her name prior to voting on any item.
- A Member/Alternate who wishes to leave the meeting after attendance is taken but before remaining items are voted on shall announce his/her name and that he/she is leaving the meeting.

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on "Request to Speak" forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee. Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.
- The "aye" votes in favor of the motion shall be made collectively. Any Member who wishes to oppose or abstain from voting on the motion shall individually and orally state the Member's "nay" vote or abstention. Members present who do not individually and orally state their "nay" vote or abstention shall be deemed, and reported to the public, to have voted "aye" on the motion.
- Votes at teleconferenced meetings shall be by roll call, pursuant to the Brown Act, or, at any meeting, upon the demand of five official representatives present or at the discretion of the presiding officer.

The Vote as specified in the SBCTA Administrative Code and SANBAG Bylaws.

- Each Member of the Board of Directors shall have one vote. In the absence of the official representative, the Alternate shall be entitled to vote. (Note that Alternates may vote only at meetings of the Board of Directors, Metro Valley Study Session and Mountain/Desert Policy Committee.)

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the Chair shall ask the maker of the original motion if he or she would like to amend the motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is voted upon first, and if it fails, then the original motion is considered.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a Member of the Board/Committee may "Call for the Question."
- Upon a "Call for the Question," the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively, and at the Chair's discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair's direction.
- These general practices provide guidelines for orderly conduct.
- From time to time, circumstances may require deviation from general practice (but not from the Brown Act or agency policy).
- Deviation from general practice is at the discretion of the Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Adopted By SANBAG Board of Directors January 2008
Revised March 2014
Revised May 4, 2016
Revised June 7, 2023

Minute Action

AGENDA ITEM: 1

Date: May 9, 2024

Subject:
Information Relative to Possible Conflict of Interest

Recommendation:
Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

Background:
In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than $250 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Principals & Agents	Subcontractors
2	20-1002310	Stadler US, Inc. *Martin Ritter*	None
3	24-1003126	Riverside County Transportation Commission	None
4	23-1002904	Mott MacDonald Group, Inc. *Ernest Figueroa*	DB E.C.O. North America Inc. Engineering Solutions Services Group Delta Consultants, Inc. Gruen Associates HDR Engineering, Inc. Huit-Zollars, Inc. IBI Group Jacobs Engineering Group, Inc. Monument ROW, Inc. Pacific Railway Enterprises, Inc. Zephyr Rail
5	N/A	Southern California Regional Rail Authority	None
6	N/A	Southern California Regional Rail Authority	None

Financial Impact:
This item has no direct impact on the annual budget.

Reviewed By:
This item is prepared monthly for review by Board of Directors and Committee members.

Responsible Staff:
Victor Lopez, Director of Transit & Rail Programs

Entity: San Bernardino County Transportation Authority

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Minute Action

AGENDA ITEM: 2

Date: May 9, 2024

Subject:
Transit and Rail Programs Contract Change Orders to On-Going Contracts

Recommendation:
Receive and file Change Order Report.

Background:
The San Bernardino County Transportation Authority has three ongoing construction contracts and one vehicle procurement contract related to Transit and Rail Programs.

A. Contract No. 23-1002891 with Griffith Company for the West Valley Connector Project Mainline Construction has had no CCOs executed since the last report.

B. Contract No. 23-1002961 with Proterra Builders, Inc. for the Arrow Maintenance Facility (AMF) Hydrogen Fuel Upgrade: Equipment Procurement has had no CCOs executed since the last report.

C. Contract No. 23-1002922 with Metro Builders & Engineers Group, Ltd. for the AMF Hydrogen Fuel Upgrade: AMF Retrofit has had no CCOs executed since the last report.

D. Contract No. 20-1002310 with Stadler US, Inc. for Zero Emission Multiple Unit Rail Vehicle Procurement had one CCO executed since the last report:

1) CCO 04: Testing Location changed to Transportation Technology Center ($2,543,227.12)

Financial Impact:
This item is consistent with the adopted Budget for Fiscal Year 2023/2024.

Reviewed By:
This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:
Victor Lopez, Director of Transit & Rail Programs

Approved
Transit Committee
Date: May 9, 2024

Witnessed By:

Entity: San Bernardino County Transportation Authority

Transit and Rail Programs Contracts
Executed Change Orders

Number	Description	Amount
West Valley Connector Mainline Construction Griffith Company (23-1002891)		
	CCO Total	$0.00
	Approved Contingency	$11,995,991.00
	Remaining Contingency	$11,995,991.00
ZEMU - Arrow Maintenance Facility (AMF) Proterra Builders, Inc. (23-1002961)		
Number	Description	Amount
	CCO Total	$0.00
	Approved Contingency	$56,280.21
	Remaining Contingency	$56,280.21
ZEMU - Arrow Maintenance Facility (AMF) Metro Builders & Engineers Group, Ltd. (23-1002922)		
	Description	Amount
	CCO Total	$0.00
	Approved Contingency	$962,657.10
	Remaining Contingency	$962,657.10
ZEMU- Vehicle Procurement Stadler (20-1002310)		
Number	Description	Amount
4	Testing Location Changed to TTC	$2,543,227.12
	CCO Total	$2,592,169.12
	Approved Contingency	$3,487,482.12
	Remaining Contingency	$895,313.00

Attachment: Contract Change Order 10171 April 2024 (10171 : Transit and Rail Programs Contract Change Orders to On-Going Contracts)

Minute Action

AGENDA ITEM: 3

Date: May 9, 2024

Subject:
Cooperative Agreement No. 24-1003126 with Riverside County Transportation Commission for Rideshare and Vanpool Program Implementation

Recommendation:
That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

Approve Contract No. 24-1003126 with the Riverside County Transportation Commission for the provision of rideshare, vanpool, and multi-modal programs implementation, for a two-year term effective July 1, 2024 through June 30, 2026 for a not-to-exceed amount of $4,500,000, to be funded with Congestion Mitigation and Air Quality Program (CMAQ) funds, Local Transportation Funds, Federal Transit Administration 5307 – CMAQ funds, and Measure I Valley funds.

Background:
San Bernardino County Transportation Authority (SBCTA) and Riverside County Transportation Commission (RCTC) fund and implement a bi-county rideshare (bus, train, carpool, vanpool, walk, bike, and telecommute) program branded as IE Commuter. RCTC and SBCTA also implement vanpool subsidy programs that generate Federal Transit Administration (FTA) 5307 funding, and a variety of transit and multimodal programs that fall under the services of the IE Commuter rideshare program. Contract No. 24-1003126 authorizes RCTC to continue providing consultant services for program management, staffing, and services related to rideshare, vanpool, transit, and multi-modal programs on behalf of SBCTA. Staff is requesting a two-year contract term with RCTC, effective July 1, 2024 through June 30, 2026, for a not-to-exceed amount of $4,500,000, for the services described below.

The IE Commuter rideshare program provides trip reduction services and support such as commuter incentives, transit free fare and training programs, guaranteed ride home program, trip planning and matching (ridematching), rideshare program development assistance and resources, marketing, and employer support services for the South Coast Air Quality Management District's (SCAQMD) Rule 2202.

To comply with federal and state Clean Air Act requirements, SCAQMD Rule 2202 requires employers with 250 or more employees to mitigate mobile source emissions generated from employee commutes. SCAQMD Rule 2202 offers a menu of mitigation options, including implementation of an Employee Commute Reduction Program (ECRP). IE Commuter provides essential no-cost SCAQMD Rule 2202 technical assistance and Average Vehicle Ridership (AVR) surveying services to employers implementing an ECRP within Riverside and San Bernardino counties. Employers conducting AVR surveying are required to meet a minimum AVR score, the baseline of which is determined by a number of factors, including the number of employees at their worksites. In Fiscal Year 2024/2025, it is anticipated that an amended SCAQMD Rule 2202 will go into effect, requiring employers to submit additional reports for teleworkers, and reporting of vehicle miles traveled for each employee. This change will require modifications to IE Commuter's AVR module, a project currently under evaluation and in coordination with the SCAQMD, Los Angeles County Metropolitan Transportation Authority (LACMTA), and Orange County Transportation Authority (OCTA).

Entity: San Bernardino County Transportation Authority

IE Commuter is continuing work on the launch of a Low Carbon Transit Operations Program (LCTOP) funded rail ridership recovery program that will provide free rail passes for residents of Riverside and San Bernardino counties. Currently in a soft-launch phase with select employers, the free rail pass program will issue trial passes that will attempt to convert single occupancy commuter trips and recreational trips to Metrolink. Full launch is anticipated shortly after the start of Fiscal Year 2024/2025. Under development concurrently with the free rail pass program is a transit training pilot program branded as SHIFT, that will first focus on recruiting regular transit riders at worksites to show their fellow colleagues how to ride transit and converting their drive alone trips to either rail or bus trips. A general public transit training pilot will follow, with IE Commuter leading training sessions and trial rides for recreational riders on select weekends. SHIFT is anticipated to be rolled out slowly towards the end of the current fiscal year.

With a relaunch of in-person workshops last fiscal year, IE Commuter will continue regular program operations, including an enhanced Earth Day springtime promotion, a summer rideshare spotlight promotion, and a Rideshare Week fall promotion for rideshare commuters. Rideshare and Mobility Programs (RAMP) will be developed to assist employers post-AVR surveying in identifying where their greatest rideshare potential is for each worksite. These personalized RAMPs will be generated using AVR survey data and geographic information systems mapping to cluster employees ideal for taking transit and forming carpools or vanpools. The RAMPs will also highlight the successes of the employers' AVR survey and associated environmental impact.

RCTC and SBCTA also implement vanpool subsidy programs that generate FTA 5307 funding, and a variety of transit and multi-modal programs, which are being developed and operated through the IE Commuter rideshare program. Costs for the IE Commuter program and any other services that are mutually implemented by RCTC and SBCTA are shared equally. When there is a special project or service solely for the benefit of either agency, the costs are borne solely by the benefitting agency.

An outline of services provided by RCTC's consultants include, but are not limited to:

1. Rideshare program staffing and support.
2. Technical assistance for the SCAQMD's Rule 2202 and AVR calculations.
3. Employer AVR surveys and dissemination of customized commuter ride guides, and RAMPs.
4. Employer recruitment and retention for participating in the IE Commuter program.
5. Assistance to employers in implementing rideshare programs at worksites.
6. Strategic commuter and employer outreach.
7. Hosting employer workshops and SCAQMD certified marketing workshops.
8. Creative development of outreach and promotional materials, and webpage content.
9. Expanded tele-services and assistance for commuters and employers through 1-866-RIDESHARE, IECommuter.org live chat, and email inquiries.
10. National Transit Database (NTD) vanpool program staffing, marketing, and NTD monthly and annual reporting.

11. Develop and implement transit ridership recovery programs:
    a. IE Commuter Free Rail Pass Program.
    b. SHIFT Transit Ambassador and Training Program.
12. General Transit Feed Specifications.
13. Commuter and employer database management and enhanced program reporting.
14. Administration of rideshare incentive and reward programs:
    a. Guaranteed Ride Home, a program providing ridesharing commuters a reimbursable ride home in the event they need to leave work unexpectedly due to a family emergency, or are required to stay at work late for unplanned overtime.
    b. $5/day rideshare incentive gift card program for new rideshare participants who try ridesharing to work for a three-month trial period.
    c. Rideshare Plus, a rewards program for ongoing rideshare participants.
    d. Monthly Rideshare Spotlight, a monthly rewards random drawing to encourage commuters to continue ridesharing and logging their rideshare commute miles.
    e. Monthly Telework Spotlight, a rewards program limited to employers participating in IE Commuter's Telework Employer Assistance program, encouraging commuters to log their telework trips.
    f. Rideshare Week promotion, an annual opportunity to encourage rideshare participation by ridesharing and logging trips during the month of October.
    g. Earth Day spring promotion, an annual opportunity to encourage commuters to reduce their carbon footprint by ridesharing and logging trips during the month of April.
    h. Summer Rideshare Spotlight promotion, an annual summertime campaign designed to encourage ongoing ridesharing, and engaging commuters to continue logging trips through the summer months.
15. Development and administration of new rideshare programs, special projects, ad-hoc studies, surveys, and services.

SBCTA, under a separate contract, provides regional rideshare and vanpool software for RCTC, as well as LACMTA, OCTA, and Ventura County Transportation Commission (VCTC). The five regional rideshare agencies (LACMTA, OCTA, RCTC, SBCTA, and VCTC) implement rideshare and vanpools, and in Fiscal Year 2023/2024, consolidated all commuter databases to make finding a vanpool or carpool and planning their transit trips seamless. The counties have formed a regional partnership and work regularly together to reduce the number of single occupancy trips within the region.

SBCTA's rideshare and multi-modal programs are primarily funded by federal Congestion Mitigation and Air Quality (CMAQ) and FTA 5307 funds, and are augmented with local Measure I Traffic Management Systems funds when work is not eligible for federal funding. Rideshare funding is also programmed in the Federal Transportation Improvement Program and included in the Regional Transportation Plan. As a transportation control measure, rideshare and

trip reduction strategies are needed in order to assist the region in meeting its air quality and transportation conformity goals.

Financial Impact:
The Project is included in the proposed Budget for Fiscal Year 2024/2025 and funded with Congestion Mitigation and Air Quality Funds, Federal Transit Administration 5307 funds, and Measure I Funds, in Program 30, Transit.

Reviewed By:
This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel and Enterprise Risk Manager have reviewed this item and the draft contract.

Responsible Staff:
Nicole Soto, Multimodal Mobility Programs Administrator

Contract Summary Sheet

General Contract Information

Contract No: 24-1003126 Amendment No.:

Contract Class: Payable Department: Transit

Vendor No.: 01768 Vendor Name: Riverside County Transportation Commission

Description: PROVISION OF RIDESHARE, VANPOOL AND MULTI-MODAL PROGRAMS

List Any Related Contract Nos.:

Dollar Amount

Original Contract	$	4,500,000.00	Original Contingency	$	-
Prior Amendments	$	-	Prior Amendments	$	-
Prior Contingency Released	$	-	Prior Contingency Released (-)	$	-
Current Amendment	$	-	Current Amendment	$	-
Total/Revised Contract Value	**$**	**4,500,000.00**	**Total Contingency Value**	**$**	**-**
			Total Dollar Authority (Contract Value and Contingency)	**$**	**4,500,000.00**

Contract Authorization

Board of Directors Date: 6/5/2024 Committee Item #

Contract Management (Internal Purposes Only)

Other Contracts Sole Source? No No Budget Adjustment

Federal/Local Professional Services (Non-A&E) N/A

Accounts Payable

Estimated Start Date: 7/1/2024 Expiration Date: 6/30/2026 Revised Expiration Date:

NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

	Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	Total Contract Funding: $ 4,500,000.00	Total Contingency: $ -
GL:	2020	30	0314	0320	52001	42102030		SCAB CML-6507(029)	10,000.00	-
GL:	2020	30	0314	0320	52001	42102031		SCAB CML-6507(037)	1,671,267.00	-
GL:	2020	30	0314	0320	52001	42102032		MDAB CML-6507(031)	2,500.00	-
GL:	2020	30	0314	0320	52001	42102013		CMAQ Pending	2,046,233.00	-
GL:	2122	30	0383	0000	52001	42107020		FTA 5307 CA-2017-040-00	355,000.00	-
GL:	4180	30	0314	0320	52001	41100000		MSI Valley TMS	300,000.00	-
GL:	4280	30	0314	0320	52001	41100000		MSI Victor Valley TMS	100,000.00	-
GL:	1035	30	0309	0000	52001	41200000		Sales Tax-LTF	15,000.00	-
GL:									-	-
GL:									-	-
GL:									-	-
GL:									-	-
GL:									-	-
GL:									-	-

Nicole Soto
Project Manager (Print Name)

Victor Lopez
Task Manager (Print Name)

Additional Notes:

Attachment: CSS - Revised - 08-25-2022 10.11am (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

RCTC Agreement No. 24-41-092-00

COOPERATIVE AGREEMENT NO. 24-1003126

BY AND BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FOR

THE PROVISION OF RIDESHARE, VANPOOL AND MULTI-MODAL PROGRAMS

PROGRAM IMPLEMENTATION

This Cooperative Agreement ("Agreement") is made and entered into as of July 1, 2024 by and between the San Bernardino County Transportation Authority ("SBCTA"), whose address is 1170 W. 3rd Street, 2nd Floor, San Bernardino, California 92410-1715, and Riverside County Transportation Commission ("RCTC"), located at 4080 Lemon St, Riverside, California 92501. SBCTA and RCTC are each a "Party" and collectively the "Parties".

RECITALS:

1. **WHEREAS,** the Parties operate a bi-county Rideshare program and Vanpool subsidy programs and jointly implement Transit and Multi-modal programs that reduce vehicle miles travelled (all of which together are hereinafter referred to as "PROJECT"); and

2. **WHEREAS,** RCTC has engaged and has the necessary resources to manage a Professional Services Consultant ("SERVICES CONTRACTOR") as set forth in Exhibit A, RCTC Services Contractor, to render services for the administration of the Parties' PROJECT; and

3. **WHEREAS,** RCTC has engaged and has the necessary resources to manage contractors providing miscellaneous Rideshare, Vanpool, Transit and Multi-modal specialty services, including but not limited to technical assistance related to General Transit Feed Specification, air quality and environmental emissions, and National Transit Database ("MISCELLANEOUS SERVICES CONTRACTORS") for the PROJECT; and

4. **WHEREAS,** the Parties will share costs equally for common services rendered through the PROJECT, while SBCTA will be solely responsible for services performed within San Bernardino County, and RCTC will be solely responsible for services performed within Riverside County; and

5. **WHEREAS,** SBCTA uses Congestion Mitigation and Air Quality ("CMAQ") funds for the PROJECT and may use these funds to reimburse RCTC; and

6. **WHEREAS,** RCTC will comply with the applicable federal requirements as set forth in Exhibit B, Federal Flow Down Provisions; and

7. **WHEREAS,** the Code of Federal Regulations encourages grantees and subgrantees of federal funds, such as CMAQ funds, to enter into local intergovernmental agreements for procurement or use of common goods or services; and

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Attachment: 24-1003126 (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

8. **WHEREAS,** for the avoidance of doubt, the Parties to this Agreement acknowledge and agree that RCTC is not a subrecipient of federal funds from SBCTA, but is entering into a local intergovernmental agreement with SBCTA for procurement or use of common goods or services; and

9. **WHEREAS,** this Agreement defines the specific terms and conditions between the Parties only as they may relate to the subject matters and no other purpose; and

10. **WHEREAS,** the Parties will protect the Confidential Information received or accessible through the PROJECT, as described in Article 7 of this Agreement.

NOW THEREFORE, the Parties agree as follows:

ARTICLE 1. CONTRACT SERVICES

1.1 RCTC will manage work performed by the SERVICES CONTRACTOR and MISCELLANEOUS SERVICES CONTRACTORS for the Parties' PROJECT.

1.2 RCTC shall assure that the SERVICES CONTRACTOR performs their required work within the Parties' budget set forth in Article 2 of this Agreement and Exhibit A, RCTC Services Contractor.

1.3 RCTC shall assure that the MISCELLANEOUS SERVICES CONTRACTORS perform their work within the Parties' budget set forth in Article 2 of this Agreement for work as agreed to in writing between the Parties'.

1.4 RCTC will notify SBCTA in writing and work collaboratively with SBCTA regarding changes to the contracts with the SERVICES CONTRACTOR and/or MISCELLANEOUS SERVICES CONTRACTORS that impact the PROJECT, including but not limited to changes to the Scope of Work, key personnel or pricing.

1.5 Each Party shall timely respond to the other Party on matters requiring coordination as set forth in this Agreement, or in the exhibits hereto. All references in exhibits to "SANBAG" or "San Bernardino Associated Governments" shall mean SBCTA.

ARTICLE 2. COMPENSATION

2.1 SBCTA shall pay RCTC on a cost-reimbursement basis, based upon invoices which delineate charges based on tasks identified in the scope of work for the SERVICES CONTRACTOR, as set forth in Exhibit A, RCTC Services Contractor, and for work as agreed to in writing between the Parties for MISCELLANEOUS SERVICES CONTRACTORS. All invoices shall be provided to SBCTA on a quarterly basis. All invoices will be delivered to and received by SBCTA no later than 60 days after the end of the calendar year quarter. SBCTA shall, within 30 days of receiving an invoice from RCTC, review the invoice and pay all approved charges thereon.

2.2 The Parties agree that SBCTA's total obligation to RCTC shall not exceed Four Million, Five Hundred Thousand Dollars ($4,500,000) for the services rendered through the SERVICES CONTRACTOR and MISCELLANEOUS SERVICES CONTRACTOR.

2.3 It is agreed that in the event that either Party does not have sufficient funds to implement the PROJECT, either Party may terminate this Agreement as provided in Section 3.2 below. The terminating Party shall be responsible for any amounts required to cover its share of the costs of this Agreement in accordance with this Article 2 existing as of the date of Agreement termination.

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Attachment: 24-1003126 (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

2.4 SBCTA shall be responsible for obtaining cost reimbursements of CMAQ funds. SBCTA shall ensure that the CMAQ funds are used for authorized purposes in compliance with laws, regulations, and the provision of the terms in this agreement, and that performance goals are achieved.

2.5 RCTC shall maintain during the term of this Agreement and for three years from its expiration, or until the conclusion of all litigation, appeals or claims related to this Contract, whichever is longer, accounting records which cover the receipt and disbursement of all funds provided for the programs administered and implemented under this Agreement by RCTC. Such records shall be made available for inspection during normal business hours by duly authorized representatives of SBCTA, SBCTA's auditors, Caltrans, Federal Highway Administration, and the United States Department of Transportation, so that SBCTA can comply with the Single Audit Act and OMB Circular No. A-133. In addition, the federal provisions set forth in Exhibit B, Federal Provisions, shall apply to this Agreement.

ARTICLE 3. TERM

3.1 This Agreement shall commence on July 1, 2024, and terminate on June 30, 2026, unless it is extended by a written amendment approved and signed by the Parties.

3.2 Either Party may terminate this Agreement by giving thirty (30) days written notice to the other for no or any reason. Said termination shall become effective on the 30th day following provision of such written notice. Pursuant to Article 2 of this Agreement, each Partys shall compensate the other Party for work performed up to the effective date of the termination.

3.3. The Executive Directors of both SBCTA and RCTC shall have the authority in their sole discretion to give notice of termination on behalf of their respective agencies.

ARTICLE 4. INDEMNIFICATION AND INSURANCE

4.1 It is understood and agreed that neither SBCTA nor any officer, official, employee, director, consultant, agent, member or volunteer thereof is responsible for any damage or liability occurring by reasons of anything done or omitted to be done by RCTC under or in connection with any work authority or jurisdiction delegated to RCTC under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, RCTC shall fully defend, indemnify and save harmless SBCTA, and all its officers, officials, employees, directors, consultants, agents or volunteers from all claims, suits or actions of every name, kind, and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by RCTC or its contractors under or in connection with any work, authority or jurisdiction delegated to RCTC under this Agreement.

It is understood and agreed that neither RCTC nor any officer, official, employee, director, consultant, agent, or volunteer thereof is responsible for any damage or liability occurring by reasons of anything done or omitted to be done by SBCTA under or in connection with any work authority or jurisdiction delegated to SBCTA under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, SBCTA shall fully defend, indemnify and save harmless RCTC, and all its officers, officials, employees, directors, consultants, agents and volunteers from all claims, suits or actions of every name, kind, and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by SBCTA under or in connection with any work, authority or jurisdiction delegated to SBCTA under this Agreement.

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Attachment: 24-1003126 (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

These indemnification obligations shall survive expiration or termination of this Agreement.

4.2 Without in any way affecting the indemnity provisions identified in this Agreement, the Parties shall, at their own sole expense, and prior to the commencement of any work, procure and maintain in full force, insurance through the entire term of this Agreement and shall be written with at least the following limits of liability:

4.2.1 Professional Liability - Shall be provided in an amount not less than $1,000,000, per claim and $2,000,000 in the aggregate. The Parties shall secure and maintain this insurance or "tail" coverage provided throughout the term of this Agreement and for a minimum of three (3) years after Agreement completion.

4.2.2 Workers' Compensation - Worker's Compensation insurance shall be provided in an amount and form to meet all applicable requirements of the Labor Code of the State of California, including Employers Liability with $1,000,000 limits, covering all persons providing services on behalf of the respective Party and all risks to such persons under this Agreement.

4.2.3 Commercial General Liability - To include coverage for Premises and Operations, Contractual Liability, Personal Injury Liability, Products/Completed Operations Liability, Broad-Form Property Damage and Independent Contractors' Liability, in an amount of not less than $5,000,000 per occurrence, combined single limit, and $5,000,000 in the aggregate written on an occurrence form.

4.2.4 Automobile Liability - To include owned, non-owned and hired automobiles, in an amount of not less than $5,000,000 per occurrence, combined single limit, and in the aggregate written on an occurrence form.

4.2.5 Network and Privacy Insurance (Cyber Liability) – Each Party shall carry, or shall cause its contractors to carry, Network and Privacy (Errors and Omissions) insurance in an amount of not less than $1,000,000 per claim and $1,000,000 in the annual aggregate, protecting itself and the other Party from the following exposures relating to the insuring Party or any of its contractors performance under the Agreement:

(i) the theft, dissemination and/or unauthorized disclosure or use of Confidential Information and personally identifiable information (not to be limited to bank information, social security numbers, health information, credit card account information, and confidential corporate information). Such insurance shall also include coverage for credit monitoring, notification expenses and other related costs associated with mitigating a data security or privacy breach; and

(ii) the introduction of a computer virus into, or otherwise causing damage to, a computer, computer system, network or similar computer-related property and the data, software, and programs used herein.

If such insurance is maintained on an occurrence basis, the Parties or their contractors shall maintain such insurance for an additional period of one year following the end of the applicable Term. If such insurance is maintained on a claims-made basis, the Parties or their contractors shall maintain such insurance for an additional period of three years following the end of the applicable Term.

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Attachment: 24-1003126 (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

4.2.6 Proof of Coverage – The Parties shall furnish certificates of insurance to each other evidencing the insurance coverage required above, prior to the commencement of performance of services hereunder, and such certificates shall include the other Party as an additional insured on all insurances except Workers' Compensation, Cyber Liability and Professional Liability. Prior to commencing any work, each Party shall furnish the other Party with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth in this Article. If the insurance company elects to cancel or non-renew coverage for any reason, the responsible Party will provide 30 days' notice of such cancellation or nonrenewal to the other Party. If a Party's policy is cancelled for nonpayment of premium, the applicable Party shall provide the other Party ten (10) days' notice. The Parties shall maintain such insurance from the time each Party commences performance of services hereunder until the completion of such Services. All certificates of insurance are to include the contract number and Project Manager's name.

4.2.7 Additional Insured - All policies of each Party, except for Workers Compensation, Cyber Liabilityand Professional Liability policies, shall contain endorsements naming the other Party and its officers, employees, agents, and volunteers as additional insureds with respect to liabilities arising out to the performance of Services hereunder. The additional insured endorsements shall not limit the scope of coverage for a Party to vicarious liability but shall allow coverage for the Party to the full extent provided by the policy.

4.2.8 Waiver of Subrogation Rights – Each Party shall require the carriers of the above required coverages to waive all rights of subrogation against the other Party, its officers, employees, agents, volunteers, contractors, and subcontractors. All general auto liability insurance coverage provided shall not prohibit a Party or its contractors, employees or agents from waiving the right of subrogation prior to a loss or claim. Each Party hereby waives all rights of subrogation against the other Party.

4.2.9 All policies required to be carried by a Party herein are to be primary and non-contributory with any insurance carried or administered by the other Party.

4.2.10 Certificates/Insurer Rating/Cancellation Notice -

(i) The Parties shall maintain and shall require their contractors to maintain such insurance from the time the Project commences until the Project is completed, except as may be otherwise required by this Section.

(ii) The Parties may legally self-insure, but shall require their contractors to place insurance with insurers having an A.M. Best Company rating of no less than A:VIII and licensed to do business in California.

(iii) The Parties and their consultants shall replace certificates, policies and endorsements for any insurance expiring prior to completion of the Project.

ARTICLE 5. RIGHTS OF SBCTA AND RCTC

The Executive Directors of both SBCTA and RCTC shall have full authority to exercise their respective entities' rights under this Agreement, subject to all applicable agency policies.

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Attachment: 24-1003126 (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

ARTICLE 6. OWNERSHIP OF MATERIALS/CONFIDENTIALITY/USE OF DATA

6.1 Ownership. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other materials developed, either created by or provided to the Parties in connection with the performance of this Agreement, ("Documents and Data") shall become the common property of SBCTA and RCTC in both electronic and hard copy formats. SBCTA and RCTC shall comply with all applicable state and federal law with regard to use of such data, but shall not otherwise be limited in any way in their use of such data at any time, provided that any such use not within the purposes intended by this Agreement shall be at the respective Party's sole risk and provided that said Party shall hold harmless and indemnify the other Party against any damages resulting from such use, including the release of this material to third parties for a use not intended by this Agreement. Neither Party to this Agreement shall sell the data or other materials prepared under this Agreement without the written permission of both Parties.

6.2 Confidentiality. All Documents and Data not developed for the purpose of public disclosure or otherwise subject to public disclosure required by law, shall be held confidential by the Parties and shall not, without the prior written consent of the Parties, be used by either Party for any purposes other than the performance or operation of the PROJECT. Nor shall such materials be disclosed to any person or entity not connected with the performance or operation of the PROJECT. Nothing furnished to the Parties that is otherwise known to the Parties or is generally known, or has become known, to other rideshare agencies, organizations or businesses shall be deemed confidential. The Parties shall not use the other Party's name or insignia, photographs of the project, or any publicity pertaining to the Services in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of the other Party, except as otherwise part of the regular operation and advertisement of the PROJECT.

6.3 Use of Data. All Documents and Data, as defined above, shall be provided to the other Party in electronic media. Documents and Data in electronic media shall be provided in a form that will allow each Party to use, access, and manipulate the data to prepare reports and perform other PROJECT activities contemplated by this Agreement. Documents and Data shall be provided to each Party within 30 days, upon written notice of request.

ARTICLE 7. CONFIDENTIAL INFORMATION/NON-DISCLOSURE.

7.1 Confidential Information. "Confidential Information" shall include: all user names, passwords, or other log-in credentials used, provided, or accessible in connection with the PROJECT; all data or information accessible in connection with the PROJECT; all source code, work product, proprietary information, server logs, technical information, trade secrets, and proprietary systems related to the PROJECT; all personal information of rideshare and/or vanpool commuters, employers and their employees and others who participate in the PROJECT, including but not limited to a person's residence address, employment address or hours of employment used for the purpose of assisting private entities in the establishment or implementation of carpooling or ridesharing programs and subject to California Penal Code Section 637.6, as well as names, biographical information, demographic information, use data, contact information, or similar personal information of participants; and any and all data, content, materials, documents and/or other information related to the PROJECT designated, from time to time, in writing by the Parties as Confidential Information.

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Attachment: 24-1003126 (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

7.2 Non-Disclosure. Except as required by law, both Parties shall hold the Confidential Information in confidence, shall take reasonable precaution to protect and keep the Confidential Information confidential, shall not disclose the Confidential Information to any person or party not specifically authorized in writing by the affected Party to receive the Confidential Information, and shall not use the Confidential Information for any purpose other than as necessary to operate the PROJECT. Further, neither Party shall disclose a participant's personal information, including but not limited to a participant's residence address, employment address or hours of employment, used for the purpose of assisting private entities in the establishment or implementation of ridesharing programs, to any other person or use such information for purposes other than as necessary to operate the PROJECT, without the prior written consent of the participant, as required by California Penal Code section 637.6. Parties shall limit access to the Confidential Information only to individuals who are directly involved in operation of the PROJECT, and shall further ensure that such individuals are legally bound to maintain the confidentiality of the Confidential Information on substantially the same terms as set forth herein. The foregoing restrictions on disclosure shall not apply to Confidential Information which is (a) already known by the recipient, (b) becomes, through no act or fault of the recipient, publicly known, (c) received by recipient from a third party without a restriction on disclosure or use, (d) independently developed by recipient without reference to the Confidential Information, or (e) is required by law, or process of law, to be disclosed.

7.3 Expiration. Immediately upon (a) the expiration of this Agreement, or (b) a request for termination by a Party, the other Party shall turn over to requesting Party all Confidential Information of or directly pertaining to the requesting Party, as identified in Articles 6.1 and 7.1, and all documents or media containing any such Confidential Information, and any and all copies or extracts thereof. The foregoing shall not be interpreted to require the Parties to remove Confidential Information from PROJECT databases to which each Party may be entitled a copy, nor to cease use of such information on termination of this Agreement, provided that such use is for operation of the Rideshare and/or Vanpool Programs.

The Parties recognize that, pursuant to this provision, a Party may request copies of or export files from PROJECT databases containing Confidential Information of commuters and employers participating in the PROJECT. The requesting Party shall be solely responsible for maintaining the confidentiality and security of such data, and shall indemnify the other Party, pursuant to Article 6.1 of this Agreement, for any claims arising out of use or retention of such data.

7.4 Key Personnel. The Parties shall designate key personnel ("Key Personnel") requiring web based access to the PROJECT. Key Personnel shall use the log-in information provided by SBCTA and/or RCTC and all Confidential Information only and strictly for the operation of the PROJECT, and shall not disclose or share such log-in information, or any other Confidential Information, whether or not employed by or in any way associated with either Party, who has not been specifically approved in writing to receive such log-in information or other Confidential Information.7.5 This Article 7 and all of its subparagraphs shall survive expiration or termination of the Agreement.

ARTICLE 8 INDEPENDENT CONTRACTOR

Nothing in this Agreement shall create an employment relationship between the Parties or between the Parties and any contractors contemplated by this Agreement. The contractors and subcontractors performing the PROJECT under this Agreement on behalf of RCTC shall at all times be under RCTC's exclusive direction and control.

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Attachment: 24-1003126 (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

ARTICLE 9 ATTORNEYS' FEES AND COSTS

If any legal action is instituted to enforce or declare any Party's rights hereunder, each Party, including the prevailing Party, must bear its own costs and attorneys' fees. This Article shall not apply to those costs and attorneys' fees directly arising from any third party legal action against a Party hereto and payable under Article 4, Indemnification and Insurance.

ARTICLE 10 CONSENT

Whenever consent or approval of any Party is required under this Agreement, that Party shall neither unreasonably withhold nor delay such consent or approval.

ARTICLE 11 INCORPORATION OF RECITALS

The recitals set forth above are true and correct and are incorporated by reference as though fully set forth herein.

----------SIGNATURES ARE ON THE FOLLOWING PAGE----------

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Attachment: 24-1003126 (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement below.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

By: _____

Dawn M. Rowe
President, Board of Directors

Date: _____

APPROVED AS TO FORM

By: _____

Julianna K. Tillquist
General Counsel

Date: _____

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

By: _____

Aaron Hake
Executive Director

Date: _____

APPROVED AS TO FORM

By: _____

Best, Best & Krieger, LLP
General Counsel

Date: _____

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Attachment: 24-1003126 (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

Exhibit A
RCTC Services Contractor

Executive Summary

The Riverside County Transportation Commission (RCTC) is Riverside County's transportation planning and programming agency and consists of 34 Board members and an employee administrative staff dedicated to administering and carrying out its programs and projects. Every city in the county holds a vote on the Commission along with the five members of the Riverside County Board of Supervisors. The Governor also appoints a non-voting member to the board who is the Director of Caltrans from the local District office.

RCTC, through Assembly Bill 1246, was created in 1976 to: a) Coordinate state highway planning; b) Adopt Short Range Transit Plans; c) Coordinate transit service; d) Allocate Transportation Development Act funds; and e) Coordinate county highway and transit plans with regional and state agencies. Over time, RCTC was charged with several expanded roles including: a) Service authority for freeway emergencies; b) Congestion Management Program; and c) Measure A 1/2 cent sales tax for transportation. The administration of Measure A, one of RCTC's primary responsibilities was first approved by voters in 1988.

Measure A serves as the primary funding source for the western county Commuter Assistance Program (CAP), and envisions Transportation Demand Management (TDM) as a viable option in its suite of tools for extracting efficient operation out of the county's transportation system. That vision has been acknowledged and further recognized as successful with the passage and implementation of the renewed measure, which began July 1, 2009. The renewed measure again includes a TDM strategy as a funded element of the plan through 2039. While elements of the CAP provide services countywide (Ridematching, Rideshare Plus), commuter incentives (Rideshare incentive, vanpool incentives, buspool subsidies, etc.) are limited to western Riverside County residents because they are funded solely out of Measure A.

RCTC has long been considered to be a leader in the implementation of successful TDM programs and has had a contractor-operated program in place since 1991. Building on past performance and with an eye towards future growth, RCTC has developed a Scope of Services (SOS) which identifies required work tasks to be undertaken by the Contractor for the implementation and operation of the CAP.

For clarity, the program has been subdivided into three groups which are referred to as Program Elements. These Program Elements are as follows: 1. Programs and Services; 2. Marketing and Communications; and 3. Program Management. All program elements are required to be continuously performed throughout the duration of the contract term without exception.

Generally speaking, the entirety of the Program includes incentive management, employer and employee account management, end user account management, marketing to employer partners, marketing to end user commuters, development of marketing materials including graphic design and message development, and messaging via advertising campaigns to be hosted on IECommuter.org as well as banner graphic design and production for web based advertising. The contractor will be responsible for the production of all marketing collateral deemed necessary by RCTC as well as that dictated by the Contractors' need for meeting the program performance goals.

Attachment: 24-1003126 Exhibit A [Revision 2] (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

It should be noted that RCTC has developed its own Program software (IE Commuter) which will be maintained by RCTC and administered by the CAP contractor. IE Commuter, is the repository for all database activities pertaining to program administration including: employer management, employee accounts, individual (non-employer related) accounts, ridematching, Average Vehicle Ridership (AVR) calculation, the production of RideGuides, incentive program management, output reports, marketing logs, commuter diary, and vanpool administration. IE Commuter is managed and hosted by a third party consultant who is responsible for software development, web site administration, hosting and technical support for the software package. The Contractor shall be responsible for coordinating its efforts in the use of IE Commuter with the Commissions third party contractor to ensure a seamless environment for employers, end user/or individual commuters and Contractors in-house staff. The contractor will be responsible for hosting IE Commuter and will be responsible for having staff with the appropriate technical skill available to manage the database on behalf of employers and commuters and to successfully implement and manage the Program. RCTC anticipates that the life cycle of the current IE Commuter system is 3-5 years and as such, does not anticipate that the current system will need to be replaced in its entirety during the initial term of the new contract. However, RCTC expects that the Contractor will need to incorporate the administration of approved enhancements (as developed by RCTC) including new functionality, e.g., new incentive types, enhanced real-time matching capabilities, a guaranteed ride home module, mobile device interface, and enhanced social networking.

Additional Program services include Guaranteed Ride Home, Vanpool Subsidization, and AQMD Rule 2202 assistance.

Program Goals and Objectives

The goal of the CAP is twofold, first to mitigate traffic congestion and secondly to reduce auto emissions region-wide by initiating and sustaining quantifiable modal shifts from single occupant vehicle (SOV) trips to alternative modes of transportation and by initiating and sustaining quantifiable employer TDM programs.

The CAP objectives are to:

- Reduce vehicle trips, vehicle miles traveled (VMT), and auto emissions
- Increase awareness and consideration of TDM strategies to employers and alternative modes of transportation to commuters
- Provide traveler information, support services, and incentives to commuters
- Maintain and administer the bicounty rideshare database and services
- Maintain and increase system park and ride capacity

RCTC manages the program through the use of Key Performance Indicators (KPIs) which will become the responsibility of the contractor to manage and report on quarterly as well as a year- end annual compiled report. The KPIs are as follows:

- Total program vehicle trips reduced
- Total program vehicle miles traveled (VMT) reduced
- Pounds of pollutants reduced
- Total incentive participants

Attachment: 24-1003126 Exhibit A [Revision 2] (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

It is RCTC's intention to manage the Commuter Assistance Program in a manner consistent with year over year population growth (or decline) in Riverside and San Bernardino counties. The Contractor's performance in managing and implementing the Program will be judged purely against these key performance indicators.

Funding

Measure A serves as the primary funding source for the western county Commuter Assistance Program throughout the entire contract period. Grants will supplement Measure A and provide funding for adhoc rideshare projects. SANBAG projects will be funded primarily with Congestion Mitigation and Air Quality (CMAQ) funds and matched with San Bernardino County local Measure I funds passed through SANBAG to RCTC. RCTC occasionally receives grants for CAP project implementation; The Contractor agrees that such work will be incorporated at RCTC direction at rates specified in cost proposal or established labor rates.

Office Location/ Set-up

The Contractor shall establish an office location in the Inland Empire within close proximity (30 minutes) to either RCTC or SANBAG offices for the duration of the contract. This office shall be staffed and furnished by the Contractor and have standard business hours of operation. The office must be publicly accessible and be equipped with a conference room, phone lines/service, computers, photocopier, fax machine, storage room for marketing collateral, and a safe for storage of merchant gift cards. The Contractor will set-up, operate, and maintain the following office elements:

Call Centers/ Communications

Toll-free commuter based phone line (866-RIDESHARE)

- Minimum of two Helpdesk phone lines into and out of the office
- Voice Mail

Toll-free employer based phone line (866-IECS4HELP) and Local area based phone line (951-343-2663)

- Minimum of three Helpdesk phone lines into and out of the office
- Voice Mail

Contractor is responsible for set-up, operation and maintenance of the call center/communication lines.

Photocopier

To support client outreach and enrollment.

Safe

The Contractor will provide secure (and fireproof) storage for the incentive gift cards referenced in the Rideshare Incentives section of the SOW and to secure Rideshare Week prize donations.

Storage Room

To house various CAP related marketing collateral, stationery and promotional items.

Attachment: 24-1003126 Exhibit A [Revision 2] (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

Team Structure & Organization

Given that RCTC manages not only its own CAP but a mirror CAP on behalf of SANBAG, the Contractor must allocate resources according to both function and geography to support separate efforts in both Riverside and San Bernardino Counties. In order to start program operations with the agreed-upon understanding and expectations of all parties, Contractor will host RCTC and SANBAG leadership and CAP program managers, within the first 60 days of the contract execution, for the first of up to four half-day strategic planning and partnering sessions, culminating in a consolidated strategic, business, and action plan for the CAP.

Period of Performance

The initial period of performance for this contract will be two years, from June 1, 2015 to June 30, 2017 with an additional two one-year option periods.

Programs and Services

Employer partnerships are at the core of the Program and provide an efficient and effective channel for RCTC's TDM products to be delivered to its constituents. Additionally, RCTC has partnered with its sister agency, the San Bernardino Associated Governments (SANBAG) in order to implement its Commuter Assistance Program. While some minor implementation differences are in place, for all intents and purposes and when responding to the RFP, Proposers should recognize that the two programs generally mirror each other and will be operated concurrently by the Contractor.

To support these partnerships and efforts by local employers in implementing and maintaining rideshare activities at their work sites, the Programs and Services element provides turnkey services and tools to Riverside and San Bernardino County employers and commuters, including:

- Employer outreach
- Employer rideshare planning
- Commuter transportation survey services
- Production and distribution of personalized RideGuides
- Ridematching for carpools and vanpools
- AQMD Rule 2202/ Average Vehicle Ridership (AVR) support and technical assistance
- Commuter incentives
- Marketing materials
- Staff support for employer events
- Continuing education through transportation forums and newsletters
- Rideshare week and the ETC kick-off event
- Other specialized efforts as determined by changing conditions

Attachment: 24-1003126 Exhibit A [Revision 2] (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

Employers are retained through the use of an Employer Partnership Agreement (EPA) which is renewed every three years. Outreach to potential new employer clients, renewals of existing employers and management of the employer database will be the responsibility of the Contractor. Additionally, with the use of individual accounts in IE Commuter, Programs and Services also includes outreach to individuals or clusters of individuals, individual end user marketing, account management and technical support.

A. Employer Services

Employer Outreach/ Program Enrollment
Contractor will initiate outreach and facilitate enrollment with new and existing employers in Riverside and San Bernardino County. Employer clients acknowledge their enrollment and level of participation in the CAP program by signing an EPA. Employers may be enrolled in one or all of the employer services, therefore, Contractor will tailor consultation to employer leads specific conditions; company size, demographics, accessibility to transportation facilities, internal policies, ETC availability, etc. Currently, there are over 300 Inland Empire employers enrolled via EPAs that all expires on June 30, 2016. Contractor will update customized RCTC and SANBAG EPA forms (as needed), keep signed EPAs on file and mail fully executed EPAs to clients.

Alternative approach to EPAs: Contractor will investigate eliminating the Employer Participation Agreement forms and process to increase participation among employers. Contractor shall observe and evaluate the current EPA process and research whether an equal or increasing number of employers (and employee reach) could be served without the signed EPA document while achieving the same goals. See #3 in Exhibit "C" - CAP Proposal Refinements.

Contractor will provide outreach to Riverside and San Bernardino County employers outside of the installed base of employer clients to enroll incremental employer partners. Contractor will generate leads through referrals, events, Dun and Bradstreet list (employers with more than 250 employees), and coordination with business organizations, etc. and follow up with new leads generated from IE Commuter. Company name, contact person, address, telephone and fax numbers are available to the Contractor to use for outreach/enrollment purposes.

Contractor will enter data into the IE Commuter administration portal, track, and report: 1) Employer Name 2) Number of Employees 3) Industry 4) City 5) County 6) Status (existing/new) 7) Number of Worksites 8) AQMD Status 9) Plan Due Date (if applicable) 10) Last Survey Date (if applicable). RCTC will be provided continuous online access to the employer data as well as provide reports as requested.

Deliverables:

- Territory plans for both Riverside and San Bernardino counties. Plans to include, but are not limited to County overview, commuter patterns, employer profile, industry representation, employer clusters, transportation infrastructure, transit/rail/bike information, goals/challenges/opportunities.

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- FY 15/16 Targets

	RCTC	*SANBAG*	*TOTAL*
Total Signed Employer Partnership Agreements (Renewals and New)	160	175	335

Employer Development

Contractor will develop and implement with RCTC approval, incentives and/or strategies to maximize an employer client's participation in the CAP program. Through regular contact with employers, education and information exchange, Contractor will tailor participation goals for each employer. More often than not, the rideshare component is a very small fraction of an ETCs job function. Understanding employers' needs and challenges, and customizing the services rendered is critical to building and maintaining positive working relationships to effectively increase worksite participation. Contractor will be responsible for prioritizing resources and efforts accordingly to achieve program goals. Among the tools the contractor will use to understand ETCs' motivations and maximize their participation in the CAP program are SWOT analysis, online research to determine the commuting needs of employees and the most important triggers to choosing ridesharing, and strategic selling, active listening and problem solving with stakeholders and employer clients to better understand their issues, challenges, and opportunities.

Deliverables:

- Employers successfully reaching or exceeding established program participation goals year over year, ultimately resulting in a net increase in program performance elements: surveys, Rideshare Incentive participation, Rideshare Plus participation.
- Generate and distribute Annual Employer Reports to ETCs which translate an employer's participation in the CAP program into trips and emissions reduced.

KPIs:

- Number of employers with registered ETCs.
- New employers added.
- Net increase in program performance elements: surveys, Rideshare Incentive participation, Rideshare Plus participation.
- Number of Annual Employer Reports distributed to ETCs.
- % increase in employers meeting or exceeding established program participation goals.

Employer Transportation Survey/ RideGuide/ AVR Services

Contractor will provide transportation survey, RideGuide/ridematching, Average Vehicle Ridership (AVR) report, and post survey analysis services to employer clients. Briefing meetings will be scheduled and conducted with the ETC to provide an overview of the AVR/ transportation survey process and assist employers with implementation of surveys (printed or electronic) at one or multiple employer worksite(s). An employer survey processing calendar should be managed in order to ensure equal distribution of workload and to ensure survey fulfillment targets (below) are achieved.

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Survey Fulfillment Targets

- Process paper employer surveys with less than a 10% error rate. Surveys with an error rate in excess of 10% will be returned to employer for correction.
- Produce employer Average Vehicle Ridership (AVR) report from employee survey data and provide to employer within five business days.
- Ten (10) working day turnaround time for the production of RideGuides and employer survey analysis.

Using IE Commuter, Contractor will process all surveys (paper and electronic) to generate RideGuides (paper and electronic), AVR reports, and post survey analysis reports for employer clients. Additional steps are involved with processing paper surveys and RideGuides. Paper surveys are imported into the IE Commuter after they have been scanned for errors and data has been captured (optical or keypunch services at the Contractors discretion) and transferred into an electronic file conforming to the IE Commuter data import format. Following the survey process, employees that have expressed interest in ridematching but do not provide an email address during the survey process will receive a paper RideGuide. Paper RideGuides are printed from IE Commuter and prepared (folded and stuffed) for delivery to clients. For quality control purposes, samples of RideGuides will be reviewed. To conclude the survey process, Contractor will schedule and conduct a meeting with the ETC to present AVR and post survey analysis reports generated by IE Commuter.

Contractor will keep abreast of Rule 2202 guidelines and provide liaison with SCAQMD staff to identify and resolve AVR issues and clarification of program processes, as needed. Contractor will troubleshoot IE Commuter to assess issues for clarification to staff or to interface with RCTC technical consultant for interpretation or repair. Contractor will track and report on client production of 1) Surveys processed 2) RideGuides generated for reporting purposes in IE Commuter.

Deliverables:

- Standard operating procedure (SOP) for processing paper, online, and combo surveys, generating RideGuides and survey analysis reports, including quality control review. The SOP will include the procedures for staying up to date on Rule 2202 and coordinating with South Coast AQMD staff.
- Employer survey processing calendar.
- FY 15/16 Targets

	RCTC	*SANBAG*	*TOTAL*
Survey/Rideguide Services	385	260	630
Commuter Surveys	67,000	58,700	125,700
RideGuides	23,900	16,500	40,400

KPIs:

- Decreased error rate on paper employer surveys.
- Produce employer Average Vehicle Ridership (AVR) report from employee survey data and provide to employer within five business days.
- Ten (10) working day turnaround time for the production of RideGuides and employer survey analysis.

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- % reduction in costs to process paper surveys.

In FY 13/14, 66% of all surveys processed were paper surveys and 34% were electronic. Some industries in the Inland Empire, such as those with employees with limited to no web access, are not conducive to the electronic Survey process. Migrating the other industries from paper to electronic processing is an ongoing initiative.

Employer Information Services and Support

Contractor will maintain and staff a toll-free help line, 1-866-IECS4HELP, to provide customer assistance to employer representatives using the CAP suite of services. Contractor will support employer leads and clients via this employer help line and via e-mail.

Deliverables:

- Contractor will serve as a rideshare resource and provide the following services:
  - Provide general assistance to employer clients using the Electronic Survey or requiring a higher level of clarification of the AVR Program.
  - Provide technical assistance (Contacts/ Rule Interpretation/ Commute Reduction Strategies/ Marketing/ Information Referral/ Other Services) to ETCs.
  - Provide information to ETC and/or referral to another source regarding programs and services which are beyond IE Commuter's funding or scope of service.
  - Fulfill employer client requests for marketing collateral (flyers, paycheck stuffers, posters, etc.) to supplement their internal marketing efforts/campaigns.
  - Provide staff resources (Commuter Exchange and/or Staff) for employer promotions, rideshare or benefits fairs, employer presentations, lunchtime promotions and worksite mode formation meetings.
- Contractor will develop for RCTC's consideration, a contact center scope, schedule and budget center to support the Inland Empire's transportation agencies and serve as a one-stop portal for the public.
- Contractor will develop a proposal for customer satisfaction survey tools for RCTC review and approval.

Employer Events (Kick-Off Meeting/ Marketing Workshops)

Contractor will plan, organize, and implement three Inland Empire employer events network meetings to provide continuing education (marketing certificate) for employer representatives. One of the three network meetings includes the Rideshare Week Kick-Off Event. The Contractor will be responsible for activities including, but not limited to, researching, recommending, and securing dates, speakers (if applicable), and locations, coordinating meeting logistics to include room set up, materials preparation, ensuring event content meets marketing criteria set forth by AQMD, providing staffing assistance, and assisting with other event activities including site coordination, vendor participation, and tracking event participation. As part of these services, Contractor will also conduct post-event evaluations and incorporate changes from feedback into future events.

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Deliverable:

- FY 15/16 Targets

	RCTC	*SANBAG*	*TOTAL*
Network Meetings			
ETC Kick-Off Meeting	Shared	Shared	1
Marketing Workshop	Shared	Shared	2

KPI:

- Number of attendees qualifying for course completion.

B. Commuter Programs

Rideshare Commuter Incentive

To reduce single occupant vehicle trips, this short term incentive offers $2/day for each day a new rideshare participant uses an alternate mode of transportation in a three month period. Incentive payments are provided in the form of Vons, Stater Bros, or Amazon gift cards. The incentive is available to western Riverside County residents and San Bernardino County who currently drive alone to participating employers and start any of the rideshare alternatives. Enrollment in this incentive is available to employees of employer clients online at IECommuter.org or via paper forms.

Contractor will market and administer the Rideshare Incentive Program to employers located in Los Angeles, Orange, Riverside, San Bernardino and San Diego counties. In addition to receipt of the incentive and payment letter, participants will receive a follow up notice (Employee Report Card) detailing how much money they saved and how many trips and emissions were reduced as a result of their ridesharing efforts. Contractor will approve online enrollment forms, generate payment letters, and employee report cards using the incentive module of IE Commuter and will process incentive gift cards according to established policy.

The Contractor will manage procurement, accounting, handling and delivery of incentive scrip payments in a manner that best protects RCTC against fraudulent practices. Contractor management practices will be audited one time per year by RCTC or RCTC's agent or additionally as deemed necessary.

It should also be noted that RCTC expects to implement a new financial incentive program at some point during the course of this contract. Contractor shall build a framework for a multimodal rideshare rewards program and for new incentives program focused on rail and transit. Contractor will also develop a strategy and implementation plan to transition the application, approval, and administration of incentives to an entirely electronic (no paper) process. RCTC envisions the new incentive programs to promote the use of bus and rail transit as well as the carpool element of its SR91 toll facility via the use of transponders.

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Contractor will enter into IE Commuter, track, and report on 1) Rideshare Incentive Participants by County 2) Translated trip reductions, miles reduced, and emissions reduced 3) Participant submission broken down by paper or online submission.

Deliverables:

- Regular reports to RCTC on Rideshare Incentive participants, translated trip reductions, miles reduced and emissions reduced, participant submissions and pertinent campaign results such as impressions, reach, click-through rates and conversions.
- FY 15/16 Targets

	RCTC	*SANBAG*	*TOTAL*
Participants	1,185	1,545	2,730

KPI:

- % increase in new IE Commuter participants.

Rideshare Plus Program

To recognize the contribution of commuters who have been ridesharing three months or longer, this incentive offers discounts at restaurants, entertainment and service facilities to participants who live in western Riverside and San Bernardino County, and rideshare at least five days per month. Members are provided with an Entertainment membership that includes a Rideshare Plus Rewards Book containing premium coupons (over $1,000 in value) from Entertainment, Inc. and online access to www.rideshareplus.info, powered by Entertainment's Online Savers Guide for additional online and mobile-app discounts at over 200,000 merchants nationwide. Enrollment in this incentive is available online at IECommuter.org or via paper forms.

Contractor will administer and market Rideshare Plus Rewards Program to employers located in Los Angeles, Orange, Riverside, San Bernardino and San Diego Counties. Contractor will sub-contract with Entertainment Inc., or vendor equivalent, to provide a similar incentive package. Contractors will a) select offers/promotions for the Rideshare Plus Rewards Book based on locations that serve Rideshare Plus membership b) mail out correspondence/announcements to Rideshare Plus employer clients and members informing them of annual update process, c) deliver Rideshare Plus Rewards Book to members, d) resolve member complaints with Entertainment, or vendor equivalent, regarding merchants who do not honor the discount as outlined in the Rideshare Plus Rewards Book.

To foster continued engagement with IE Commuter and reduce overall costs administering this incentive, Contractor will continue to research and implement new strategies to leverage digital processes all while enhancing the customer experience.

Enter into the administration portal of IE Commuter, track, and report on 1) Rideshare Plus Participants by County 2) Translated trip reductions, miles reduced, and emissions reduced 2) Participants broken down by new or renewal 3) Participant submission by paper or online submission 4) Participation in RidesharePlus promotions.

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Deliverable:

- FY 15/16 Targets

	RCTC	*SANBAG*	*TOTAL*
Participants	5,500	7,800	13,300
Rideshare Plus Rewards Offers	Shared	Shared	Minimum 100,000 offers

Vanpool Incentive Program

This incentive provides $1,800 over nine months for the formation of new vanpools by Riverside and San Bernardino County residents. The program is operated in coordination with subsidized programs offered by Los Angeles County Transportation Authority (Metro), Orange County Transportation Agency (OCTA), and San Bernardino Associated Governments (SANDAG) to ensure new vanpools do not secure incentives from more than one agency.

Contractor will market and administer the RCTC/SANBAG Vanpool Incentive Programs. At the time of contract award, it is anticipated that SANBAG will have implemented a countywide NTD vanpool program expansion providing $400/month for each vanpool in perpetuity. A determination whether RCTC adopts the same NTD incentive will be made during the first year of the contract. Contractor will be responsible for administering or supporting two separate vanpool incentives programs. RCTC's vanpool incentive provides $1,800 over nine months for the formation of new vanpools. Contractor will coordinate with Metro, OCTA, and SANDAG to ensure new vanpools do not secure incentives from more than one agency. Contractor will register and maintain vanpool commute and contact data in IE Commuter. Contractor will enter into the administration portal of IE Commuter, track, and report on 1) Number of vanpools receiving RCTC/SANBAG incentive 2) Translated trip reductions, miles reduced, and emissions reduced.

Deliverables:

- Establish a new standard operating procedure (SOP) document for the vanpool program.
- Qualify potential vanpool groups in accordance with their eligibility, RCTC's Program Resolution, and SANBAG's NTD vanpool guidelines.
    - Verify with Metro, OCTA or SANDAG that the vanpool is not receiving any other subsidy.
- Establish and document a protocol for exchanging NTD data with designated partners, including PII compliance as appropriate.
- Prepare quarterly report of incentives issues, vanpool participation, and vehicle trips.
- Coordinate the potential transition of RCTC vanpool subsidy.
- Maintain the integrity and accuracy of IE Commuter's vanpool database and provide reports on incentives distributed and the resulting trip, mileage and emission reductions.

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KPIs:

- % of accurately issued vanpool incentives.

Guaranteed Ride Home Program

This project offers employees who share the ride to work a free rental car or taxi ride home (twice per year) in case of an emergency or unexpected overtime. This program is available to all ridesharing employees of an employer client with a signed EPA, regardless of home county origin.

Leveraging existing GRH policy and guidelines, Contractor will administer and market the regional Guaranteed Ride Home (GRH) Program to employers located in Riverside and San Bernardino counties. The GRH Program is available to all ridesharing employees of an enrolled employer, regardless of home county origin. Additionally, Contractor will:

a. Enroll GRH employer clients in GRH module/database and maintain spreadsheet of current client listing. Run a monthly report of new clients and enroll in the GRH database.
b. Monitor any employer changes and send to the regional GRH Program Manager.
c. Troubleshoot client issues and document the resolution.
d. Enter, track, and report on GRH participation by county.

Deliverables:

- Contractor will create a standard operating procedure to document step-by-step processing, validation and payment of GRH trips, including strategies for detecting potential fraudulent or disallowed use.
- Monthly GRH reports provided to the regional GRH program manager: new employers enrolling in the GRH program, changes in employers, client issues, troubleshooting and resolution; and GRH participation by county.

Commuter Information Services

RCTC requires that a toll-free commuter based customer service information number, 1-866-RIDESHARE, is maintained and staffed. This line is also a direct transfer from 511 for Inland Empire rideshare calls. Live operators answer the phones from 8:00am to 6:00pm weekdays, except holidays. An after-hours voice mail service is provided and phone calls are returned the next business day. Operators answer a wide variety of questions on topics such as the Commuter Assistance Programs, park and ride lots, GRH, ridematching, traffic information, etc. The number provides a one stop shop for rideshare information.

Contractor will respond to and provide rideshare assistance to Riverside and San Bernardino County residents who call 1-866-RIDESHARE and 511 or submit inquiries through IE511 or IE Commuter. Assistance will be provided either by phone, e-mail, or fax and includes, but is not limited to, IE Commuter account set up, ridematching, RideGuide requests, and other rideshare related topics. Telephone call activity will be tracked and reported by Contractor to help assess various marketing campaign efforts and 511 phone activity. Contractor will establish outbound follow up call

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protocols to offer additional assistance, promote incentive programs, and update commuter account information as needed. The Contractor will provide office phone equipment capable of accommodating call volume growth up to 15,000 calls per year.

Deliverables:

- Provide office phone equipment capable of accommodating call volume growth up to 15,000 calls per year.
- Track and report telephone call activity to help assess various marketing campaign efforts and 511 phone activity.
- Establish outbound follow-up call protocols to offer additional assistance, promote incentive programs, and update commuter account information as needed.
- FY 15/16 Targets

	RCTC	*SANBAG*	*TOTAL*
866-RIDESHARE	Shared	Shared	4,000

KPIs:

- % uptime of telephone equipment.
- % of calls answered ranked by 10-second increments.
- % increase in the number of outbound phone calls and their associated metrics.

C. Park and Ride Development

To support formation of carpool and vanpool arrangements, this project leases existing parking spaces from schools, shopping centers, churches, and various other businesses, to establish park and ride lots. The lease, a three party agreement between the property owner, Caltrans and RCTC or SANBAG, allows flexibility in meeting the changing needs of ridesharing commuters as location and number of spaces can be adjusted under the annual lease process. The Contractor will provide outreach services related to establishing park and ride leases for both RCTC and SANBAG.

Deliverables:

- A scope, schedule and budget for outreach services to establish an agreed-upon number of new park and ride lot leases will be developed and presented to RCTC for review and approval.

KPIs:

- Number of new park and ride lots.
- Number of new parking spaces.

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Marketing and Communications

The Contractor will work in coordination with RCTC to develop messaging, advertising, marketing pieces, and other collateral materials to support the CAP program. Programs and services will be marketed and promoted through media advertising and with collateral materials under the IE Commuter umbrella that align with and leverage the IE511 brand. The Contractor will develop a marketing plan (Plan) within the first three months of the project that serves as the blueprint for the communications effort. Contractor acknowledges that it represents RCTC and is acting on behalf of RCTC. Contractor shall not market or promote its own brand as part of this effort.

A. Communications

Marketing Plan Development

The marketing plan (Plan) will reiterate CAP objectives and target audiences and will include key messages to be used in all communications to commuter and employer markets and submarket segments along with the strategies and tactics to reach each audience. Contractor will identify outreach strategies to be deployed and the channels through which target audiences can reached most cost-effectively. An evaluation mechanism for each strategy will be developed so that results can be tracked throughout implementation and changed as needed to be more effective. The marketing plan will be completed within three months of permission to start from RCTC. The Plan and all resultant products will be reviewed and approved by RCTC.

Deliverables:

A marketing plan that includes the following:

- IE Commuter Style and Branding Guidelines
- Online and mobile strategy, including online marketing, search optimization, and social media/networking
- Media plan/spend
- Recognition event (optional)
- Public relations strategy
- Collateral needs
- Identify marketing needs, including but not limited to telemarketing, direct mail, video media, events (the plan will include strategies and types of tactics to be undertaken; specific schedules will be developed once the contract is signed).

KPI:

- % increase in IE Commuter registrations and mode shift.

IE Commuter

Commuters and travelers looking for rideshare assistance (carpool, vanpool, or transit) will be directed to www.IECommuter.org, a robust, secure, and mobile-friendly website. Additionally, worksites will find general information about employer services under the same IE Commuter website. Once on the IE Commuter site, visitors can set up an account and get transit information or rideshare information personalized to their schedule and route. The Contractor will update/maintain CAP program content, including but not

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limited to employer services content, commuter incentives content, park and ride information, employer event schedule, etc. Contractor will be provided with a login/password to access the IECommuter.org website content editing tool.

Deliverables:

- Contractor will make recommendations to RCTC as opportunities for IE Commuter to support other RCTC and SANBAG projects arise.

Collateral Development and Sales Support

Collateral materials – brochures, fact sheets, promotional items, sales presentations, success stories, maps, and other materials that support IE Commuter messages – are an important part of the IE Commuter account executive's toolbox. These materials explain IE Commuter services value proposition to target audiences, increase IE Commuter awareness and consideration, persuade and prompt actions to be taken, and give them a resource for moving forward with changing driving behavior. As part of the transition, the Contractor will assess the current suite of collateral materials and make recommendations to cost effectively support the marketing plan.

Key elements of the Contractor's approach to developing collateral materials and other sales support efforts:

- Materials will increase awareness and consideration of CAP programs and services, and drive target audience traffic to IECommuter.org.
- Sales support items (including presentations, fact sheets, brochures, success stories, giveaways, and event displays) and lead generation activities (direct mail and telemarketing) will be developed and coordinated as determined by the marketing plan, to ensure consistency of message, quality, and usage.

Collateral and sales support materials will include, at a minimum, the following items:

- **Sales Toolkit Development**
  Account managers need materials to take with them to employer presentations. The Contractor will develop a customizable sales kit (RC or SB). This kit will be IE Commuter branded and will cite IE Commuter staff as the contact for detailed information for carpooling, vanpooling and other IE Commuter programs. Typically, a sales kit will include:
  - A branded folder with a place for the account executive's business card
  - A brochure for employers on commuter services offered by the Contractor
  - A standalone card for each program
  - Fact sheets relevant to the specific services available in the account manager's geographic region, including vanpooling, guaranteed ride home, etc.
  - Local transit and bike maps (if available)
  - A brochure and/or promotional items about IE Commuter
  - Relevant enrollment forms
  - An accompanying PowerPoint presentation aimed at company decision-makers

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- **Electronic Newsletter**
  Existing newsletter efforts (Rideshare Connection) will be combined into two e-newsletters that cover the entire Inland Empire area but which feature individual regional features as applicable. One e-newsletter will focus on the commuter; the other will focus on employers. The Contractor will distribute the e-newsletter via e-mail to commuters registered in IE Commuter, key local stakeholders, employers, and others who opt in to receive information. In addition, the Contractor will make the newsletter available on the IE Commuter website in PDF format and potentially through social networking tools.

- **IE Commuter Brochure**
  The Contractor will develop a single brochure (or other collateral piece) describing services offered by IE Commuter for commuters. This will cover at a minimum ridematching services and incentives, vanpooling options, transit planning, and guaranteed ride home. IE Commuter will be referenced as the go-to source for travel and transit information, including online ridematching.

- **IE Commuter Promotional Items**
  Additionally, small promotional items such as pens, magnets, mugs and USB chargers will be purchased by Contractor in a higher volume in order to maximize economies of scale. These items can be handed out at events as well as included with the account executive's Sales Toolkit as a leave-behind item. Promotional items can be more versatile than the collateral pieces focused only on new employers, since these items can be equally effective with existing employer clients.

Deliverables:

- Customizable Sales Toolkit for Riverside and San Bernardino counties.
- Distribute e-newsletters and post e-newsletters on IE Commuter website.
- Develop an IE Commuter brochure.
- IE Commuter Promotional items.

KPIs:

- Number of sales toolkits used for employer consultations.
- Number of days to newsletter.
- Number of stakeholder requests for IE Commuter brochures.

Graphic Design and Content Development
The Contractor will work in coordination with RCTC to develop one or more of the following:

- Graphic design and production of print advertising, marketing, and other collateral materials to support CAP projects and programs. These materials may include brochures, newsletters, graphics, fact sheets, print and/or online advertisements, promotional items, and other collateral. Specific examples include: RidesharePlus Rewards Book designs, GRH posters and flyers, paper RideGuide maps and design, employer event invitations).

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- Signage including the design and fabrication of construction project and highway Signage, custom exhibit/trade show exhibits, and/or procurement of promotional items such as mugs, pens, and other promotional items, as necessary.
- Video production to develop both cost-effective videos, as well as high-end, multi-media.
- Presentations for use on a variety of platforms including the Web and PowerPoint presentations. The ability to produce animated PowerPoint presentations is also desired. These efforts will require production, editing, casting, scriptwriting, digital animation, and other expertise.
- Photographic services in support of targeted marketing campaigns and public outreach campaigns.
- New media efforts for various projects such as social media, blogs, and other Web- or electronic-based outreach.

Deliverables:

- Design and fabrication of Construction project and highway signage.
- Custom exhibit/trade show exhibits that maintain a professional and modern design yet are collapsible for easy transport.
- Video production for both cost-effective and high-end multimedia.
- Presentations production for a variety of platforms including website, video, and PowerPoint.
- Photographic services in support of targeted marketing campaigns and public outreach campaigns.
- New media efforts for various projects such as social media, blogs, and other Web or electronic-based outreach.

KPIs:

- % increase in CAP program participation.
- % decrease in costs in marketing material production.

B. Media Planning, Purchasing, and Advertising Services

The Contractor will provide media recommendations and buying services for print, broadcast, online and other advertising services in step with the marketing plan. As traffic to IECommuter.org increases, RCTC may require expertise in advertising sales, sponsorship, and account management services to develop and execute sponsorship programs for IE Commuter online properties, and identify and contact potential sponsors or partners on behalf of RCTC, possibly on an annual basis.

Deliverables:

- Media recommendations and buying services for print, broadcast, online and other advertising services.
- Monthly reporting on new users joining IE Commuter and the relevant advertising campaigns they can be attributed to.
- Media/Communications/Events Calendar.

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KPI:

- KPIs to be determined by the goals of a particular media buy.

C. Events/Rideshare Week

Rideshare Week

The biggest industry related promotional event of the year is the annual statewide Rideshare Week campaign. Contractor will plan, organize, and implement Rideshare Week (RW) in the Inland Empire. Contractor will develop RW promotional themes for RCTC review/development. Once a RW theme has been decided, Contractor will:

a. Coordinate RW material review with the preparation of the timeline, list of materials, promotional items and quantities for RCTC review.
b. Coordinate the production and delivery of RW promotional materials
c. Research new RW Sponsors and solicit for prize donations.
d. Develop and write RW Sponsor letters for RCTC review.
e. Mail solicitation letter to approximately 500 potential RW Sponsors.
f. Solicit area newspapers for free advertising space for RW.
g. Secure donated RW prizes and sponsor logos.
h. Prepare RW sponsor and prize list.
i. Prepare thank you letters and arrange for gift baskets (or similar recognition item) for all RW Sponsors; Send or deliver letters, gift baskets and copies of marketing materials to RW Sponsors.
j. Develop in coordination with RCTC the RW ETC contest, rules and the securing of prizes.
k. Track, and report on 1) Rideshare Week Participation Results 2) Participation broken down by County. 3) Comparison reports to prior years.

Deliverables:

- FY 15/16 Targets

	RCTC	*SANBAG*	*TOTAL*
Rideshare Week Sponsors	Shared	Shared	20 – 30 Sponsors
Rideshare Week Prizes	Shared	Shared	Minimum $30,000 Total Value of Donated Prizes per Year

KPIs:

- Rideshare Week participation results.
- Participation broken down by county.
- Comparison reports to prior years.

Attachment: 24-1003126 Exhibit A [Revision 2] (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

CAP Program Management/ Administration

Provide overall program coordination between Contractor staff and RCTC, with regard to the development and implementation of the Commuter Assistance Program (CAP), data tracking, program reporting, event management, documentation retention, graphic design services and the delivery and/or distribution of the products necessary for their support. Prepare and submit progress reports in the format and frequency prescribed by RCTC.

A. Administration

Contractual, financial, and documentation management:

a. Contractor oversees assignment and completion of all work by Contractor staff.
b. Work productivity and timeline for completion will be those established by RCTC and Contractor Program Manager.
c. Contractor Program Manager will ensure the timely delivery of goals, products and deliverables through ongoing oversight of staff. Coordination and issue resolution will occur with RCTC Program Manager.
d. Contractor will monitor and manage the number of labor hours expended to ensure that the number of hours/budget utilized do not exceed the hours/budget allocated.
e. Monitor special projects labor hours/budget and to ensure proper billing.
f. Contractor will invoice RCTC on a monthly basis.
g. Contractor will provide annual budget projections for incentive programs.
h. Participate in annual programmatic and financial reviews and audits.
i. Maintain employer client filing system according to established policy.

Deliverables:

- Monthly invoicing
- Quarterly progress reports
- Annual budget projections for incentive programs
- Year End Program Report

B. Project Transition Planning

As previously stated, RCTC has used and is currently using a contractor to implement the Commuter Assistance Program. The current contract expires at midnight on June 30, 2015. As such, the Contractor will be responsible for participation and coordination with the team from the current contractor in order to ensure an orderly transition of ridematching software, phone lines, 866 numbers, office set-up, client outreach and support and program marketing. The contractor is responsible for the provision of office space as required, all telecommunications equipment, all computer equipment required for access to the IE Commuter system, office clerical and staff support, account managers/program administrators, graphic supplies and ancillary office equipment as needed to implement and operate the Commuter Assistance Program.

Deliverables

- A fully functioning and staffed Commuter Assistance Program will be operational in Parsons Brinckerhoff 's San Bernardino office on or before July 1, 2015.

Attachment: 24-1003126 Exhibit A [Revision 2] (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

KPIs:

- Fully functioning phone, Internet and IE Commuter software.
- Staffing resources identified, in place and trained.
- Accounting, filing and project documentation systems opened and operational.
- Marketing materials available and needed updates identified.

C. Program Reporting and Refinement

Program performance reporting is key to validating the success of the program and establishing which TDM strategies and outreach methods are most effective. Program performance measures to be tracked and reported on by the Contractor include, but are not limited to:

- Employer Clients (Signed EPA)
  - Number of employees by worksite and percentage that are participating in commute alternatives
  - Total ETCs on File
- Commuter Surveys Processed (Total/Paper/Electronic)
- RideGuides Issued (Total/Paper/Electronic)
  - Electronic (Open Rate/Bounce)
- Total Commuters on File (IE Commuter System)
  - Total Active IE Commuter Accounts
  - Survey Vs. Public Web Registration
- IECommuter.com Web Visits
  - Sources of visits (survey, search, online advertising, email, etc)
- Calls to IE Commuter Phone Lines
  - Sources (511, AQMD, etc)

Initial program targets will be established by RCTC; however, the contractor will help refine and build on existing goals, performance measures, and desired outcomes, and then establish appropriate output and activity measures that contribute to these outcomes. The Contractor shall use agreed upon performance evaluation to continuously adjust or improve program operations and administration to meet program goals tied to the Key Performance Indicators (KPI) below.

A strong emphasis shall be placed on the KPIs which directly translate the results of the contractor's administration of the program. The Consultant shall establish specific targets for desired achievements as directed by RCTC. In this way, the program and its various elements have a set of clear, measurable objectives that focus on results. These targets shall be realistic, but also challenge staff to advance beyond current levels and continually enhance market reach, customer service, and overall program effectiveness. The Consultant shall perform annual assessments and recommend refinement to RCTC to continually improve and enhance program effectiveness.

Deliverables:

- Quarterly progress reports
- Quarterly recommendations for performance improvement

Attachment: 24-1003126 Exhibit A [Revision 2] (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

KPIs:

- Total program vehicle trips reduced
- Total program vehicle miles traveled (VMT) reduced
- Pounds of pollutants reduced
- Total incentive participants

Attachment: 24-1003126 Exhibit A [Revision 2] (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

EXHIBIT B

FEDERAL FLOW DOWN PROVISIONS

ARTICLE I – FISCAL PROVISIONS

A. The Cost Principles and Procedures set forth in 48 CFR Ch. 1, Subch. E, Part 31, as constituted on the effective date of this Contract shall be utilized to determine allowability of costs under this Contract and may be modified from time to time by written amendment of the Contract.

B. RCTC agrees to comply with Federal Department of Transportation procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

C. Any costs for which payment has been made to RCTC that are determined by subsequent audit to be unallowed under 48 CFR, Ch.1, Subch E, Part 31, Contract Cost Principles and Procedures, or 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards shall be repaid by RCTC to Agency. SBCTA shall then repay RCTC for such costs, if such costs are for the Services, using local funds.

ARTICLE II – AUDITS, THIRD PARTY CONTRACTING, RECORDS RETENTION AND REPORTS

A. RCTC agrees that any and all subcontractors of RCTC performing Work under this Agreement will comply with the terms and conditions of this Agreement applicable to the portion of Work performed by them. CONSULTANT shall incorporate the following applicable provisions of this Agreement into their subcontracts regardless of the tier: Article I -- Fiscal Provisions, and this Article II -- Audits, Third Party Contracting, Records Retention and Reports.

B. RCTC shall provide SBCTA, or authorized representatives or agents of SBCTA, including but not limited to Caltrans, Federal Transit Administration (FTA) or Federal Highway Administration (FHWA), access to CONSULTANT's records that are directly related to this Agreement for the purpose of inspection, auditing or copying. RCTC shall maintain all records related to this Agreement in an organized way in the original format, electronic and hard copy, conducive to professional review and audit, for a period of three (3) years from the date of final payment by SBCTA, except in the event of litigation or settlement of claims arising out of this Agreement in which case RCTC agrees to maintain records through the conclusion of all such litigation, appeals or claims related to this Agreement. RCTC further agrees to maintain separate records for costs of work performed by amendment. RCTC shall allow SBCTA, Caltrans, FHWA, FTA or any duly authorized agents to reproduce any materials as reasonably necessary.

Attachment: 24-1003126 Exhibit B (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

D. The cost proposal and/or invoices for this Agreement are subject to audit by SBCTA and/or any state or federal agency funding this Project at any time. After RCTC receives any audit recommendations, the cost proposal shall be adjusted by RCTC and approved by SBCTA's Project Manager to conform to the audit recommendations. RCTC agrees that individual items of cost identified in the audit report may be incorporated into the Agreement at SBCTA's sole discretion. Refusal by RCTC to incorporate the audit or post award recommendations will be considered a breach of the Agreement and cause for termination of the Agreement. Any dispute concerning the audit findings of this Agreement shall be reviewed by SBCTA's Chief Financial Officer. RCTC may request a review by submitting the request in writing to SBCTA within thirty (30) calendar days after issuance of the audit report. SBCTA shall pay all costs related to the audit. Further, a breach under this clause shall not imply any wrongdoing by RCTC. SBCTA shall pay RCTC for work completed up to the date of termination if such costs are for the Services. As determined necessary by SBCTA, such payment will be made using local funds.

E. RCTC agrees that RCTC's travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as Project Costs only after those costs are incurred and paid for by the subcontractors.

ARTICLE III – EQUAL EMPLOYMENT OPPORTUNITY

During the term of this Agreement, RCTC shall not willfully discriminate against any employee or applicant for employment because of race, religion, color, national origin, ancestry, physical handicap, medical condition, gender, marital status, sexual orientation, age, political affiliation or disability. RCTC agrees to comply with the provisions of Executive Orders 11246, 11375, 11625, 12138, 12432, 12250, Title VII of the Civil Rights Act of 1964, the California Fair Employment Practices Act and other applicable Federal, State and County laws and regulations and policies relating to equal employment and contracting opportunities, including laws and regulations hereafter enacted.

ARTICLE IV – GENERAL

A. Subcontracts must include provisions for terminating the subcontract for cause or convenience by RCTC. B.Subcontracts must include administrative, contractual or legal remedies in instances of the subcontractor violating or breaching the Agreement terms.

ARTICLE V – COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT

RCTC shall comply with all applicable provisions of the Americans with Disabilities Act in performing Work under this Agreement.

Attachment: 24-1003126 Exhibit B (10149 : Agreement No. 24-1003126 with RCTC for Rideshare Program Implementation)

Minute Action

AGENDA ITEM: 4

Date: May 9, 2024

Subject:
Contract Task Order No. 5 to Contract No. 23-1002904 for General Support and Program Management Services

Recommendation:
That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

Approve Contract Task Order No. 5 under Contract No. 23-1002904 with Mott MacDonald Group Inc., for General Support and Program Management Services to support current and future Transit and Rail projects and programs, for an amount not-to-exceed $4,029,593, for a term through December 31, 2027, to be funded with Valley Local Transportation Funds.

Background:
On December 7, 2022, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved the award for On-Call Transit and Rail Services Contracts bench, which included WSP USA, Inc., Contract No. 22-1002744, Mott MacDonald Group Inc., Contract No. 23-1002904, and RailPros, Inc., Contract No. 23-1002905. The On-Call Transit and Rail Services Contracts bench of qualified professionals is intended to provide efficiency and streamline the procurement of services in order to meet project schedules and address the priorities of the SBCTA Board as it relates to these programs. Contract Task Orders (CTOs) are procured on a competitive basis, and issued as appropriate to the firms based on SBCTA's needs, nature of work, staff availability, quality of team, and ability to deliver the project/task on schedule and within the project budget.

CTO No. 5 is intended to provide general support and program management services for the current and future projects and programs as further described under the scope of work. The CTO Request for Proposals was released on October 27, 2023, and was sent electronically to three consultants on the On-Call Transit and Rail Services Contracts bench. The solicitation was issued in accordance with current SBCTA policies and procedures for professional on-call services.

Three proposals were received by the date and time specified in the Request for Proposals and were disseminated to all Evaluation Committee members in accordance with SBCTA current policies and procedures. A responsiveness review was conducted by the Procurement Professional and found all firms responsive. On March 5, 2024, the Evaluation Committee members, which consisted of three SBCTA staff members, concluded their individual review of the proposals and convened to review, discuss, and score the proposals. Based on the proposals submitted, the Evaluation Committee recommended the CTO for General Support and Program Management Services be awarded to Mott MacDonald Group Inc.

Financial Impact:
The CTO is included in the Proposed Budget for Fiscal Year 2024/2025 and funded with Local Transportation Fund – Rail in Program 30, Transit.

Reviewed By:
This item is not scheduled for review by any other policy committee or technical advisory

committee. SBCTA Procurement Manager has reviewed this item and the CTO.

Responsible Staff:
Victor Lopez, Director of Transit & Rail Programs

Approved
Transit Committee
Date: May 9, 2024

Witnessed By:

Contract Task Order (CTO)

Except as otherwise expressly provided herein, Consultant hereby agrees to perform the work described below in accordance with all of the terms and conditions of the Master Contract referenced below. The Consultant shall furnish the necessary facilities, professional, technical and supporting personnel required by this Contract Task Order (CTO) as described below.

Consultant Name: Mott MacDonald Group Inc. **Contract No.** 23-1002904

CTO No.: 05 **Amendment No.:**

Period of Performance: CTO NTP Start Date **CTO Completion Date:** 12/31/2027

Scope of Work Description: **General Support and Program Management Services (See Attached Exhibit A- Scope of work)**

CTO Pricing – Cost Proposal Submitted: **Exhibit B Fee Schedule**

Lump Sum ☐ **Time and Material** ☒

Original CTO Not to Exceed Amount:	$	4,029,593.00
Cumulative Amount of All Prior Amendments:	$	0.00
Current Amendment Not to Exceed Amount:	$	0.00
Revised CTO Total Amount (Amount Includes All Amendments):	$	4,029,593.00

Funding Code for this CTO: 1040.30.0312.0353.52011.41200000 (offsite hours) – LFT Funds
1040.30.0312.0353.52010.41200000 (onsite hours) – LFT Funds

Sub-Consultants/Contractors:	DBE	Amount	Cumulative Amount
		$	$
		$	$
		$	$

Consultant hereby acknowledges receipt and acceptance of the Contract Task Order by signing below.	**San Bernardino County Transportation Authority**
Ernest A. Figueroa	Raymond W. Wolfe
Personnel Authorized to Sign	Executive Director
Authorized Personnel Signature Date	Executive Director Signature Date

Contract Expires: 12/31/27

Available Authority: $13,865,566.99

Remaining Authority After this CTO $ 9,835,973.99

Form 309 2/2023

Attachment: 23-1002904 CTO #5 General Support and Program Management Services (10524 : Contract Task Order No. 5 to Contract No. 23-

EXHIBIT A

CTO #5

SCOPE OF WORK

GENERAL SUPPORT AND PROGRAM MANAGEMENT SERVICES

1.0 BACKGROUND

San Bernardino County Transportation Authority (SBCTA) is responsible for services to develop and support a large number of transit and rail projects and operations in San Bernardino County. SBCTA's management of these services includes but are not limited to planning, funding, oversight of environmental clearance, engineering, property acquisition, and construction activities. SBCTA is obligated to deliver the projects using the funds available and in a timely manner. The consultant will assist the SBCTA staff by providing staff assistance and technical expertise in managing and overseeing transit projects. Consultant will provide assistance to serve as advisors, managers, and an extension to SBCTA staff.

2.0 GENERAL DESCRIPTION OF SERVICES·

SBCTA will provide overall direction and assign its own staff to perform specific job responsibilities. Under this task order, the Consultant shall function as an extension of SBCTA staff and supplement SBCTA staff by providing specialized expertise as required to effectively manage the various transit and rail programs as well as individual projects. Consultant shall provide technical expertise and support in all areas of project management, construction management, project controls, contract management, and other technical subjects related to transit programs and projects. Specifically, the Consultant shall assist SBCTA staff in the oversight, management, and completion of all work associated with the development and approval of the projects through construction. The performance of these tasks may require extensive coordination with multiple SBCTA departments. Consultant shall also assist in the procurement of professional services for project components. Consultant's support shall be in the following general categories:

- Program Management
- Project Management
- Technical Oversight and Support
- Procurement and Contract Management
- Project Controls
- Administrative Support
- Finance Support
- Construction Management
- Interdepartmental Coordination and Support

Attachment: EXHIBIT A 2023_Transit General Support AND PM Services CTO Scope of Work (10524 : Contract Task Order No. 5 to Contract No.

3.0 SCOPE OF SERVICES

3.1 Program Management

Using on-site staff augmentation staff and off-site support staff, this task will provide assistance in the development and management of the capital improvement program(s) from concept to implementation, as well as management of county transit operators, including Metrolink, and assist in managing individual projects and programs. This will include, but not be limited to, the following support:

- Technical and administrative assistance
- Project controls management
- Financial and budget analysis
- Procurement and contract management
- RFP and IFB development and implementation
- Records retention management
- Documentation control and management
- Establish, maintain, an monitor individual project schedules
- Cost estimating
- Funding and grant management
- Planning
- Environmental clearance support
- Engineering reviews
- Right-of-Way acquisition activities

3.2 Project Management

CONSULTANT shall assist SBCTA in managing transit and rail projects and programs. CONSULTANT shall work with SBCTA, other consultants, federal agencies and its agents, County of San Bernardino, utility companies, various local agencies, resource agencies, and other stakeholders to assist in developing these projects and programs. Activities include, but are not limited to:

- Provide project management direction and coordination to the project team.
- Develop and sustain an integrated team relationship with SBCTA's staff.
- Perform project management activities, collaborative practices, and problem solving for various projects and programs.
- As needed, write, maintain, review and/or audit project management plans, with particular emphasis on meeting Federal Transit Administration (FTA), and maintain adherence to them.
- Support and participate in interagency coordination and public outreach. Prepare presentation materials, make presentations, as requested, and document the results.
- Coordinate SBCTA projects and document reviews with other project stakeholders such as Metrolink, Omnitrans, County of San Bernardino, cities, utility companies, and other local agencies and stakeholders.

Attachment: EXHIBIT A 2023_Transit General Support AND PM Services CTO Scope of Work (10524 : Contract Task Order No. 5 to Contract No.

- Foster and maintain relationships with state, federal and local governments, resource agencies, and other consultants.
- Maintain and report scope, cost, and schedule for projects and programs.
- Manage and oversee other consultant's work, including performing peer reviews and auditing consultant quality practices.
- Assure quality, efficient and timely completion of all project components.

3.3 Technical Support

CONSULTANT shall assist SBCTA in the oversight of work performed by other consultants. As necessary, support in technical areas will be specifically requested and identified by SBCTA. Activities include, but are not limited to:

- Provide technical expertise in all major elements of architecture, engineering (civil, structural, electrical, traffic, landscape architecture, drainage and storm water, utilities, etc.), and operatins as they pertain to transit projects.
- Develop, maintain, and assure compliance of required criteria and standards for transit projects.
- Prepare and review cost estimates, independent cost estimates, and unit costs in accordance with FTA guidelines.
- Advise SBCTA staff in technical matters and assist in the resolution of technical issues and problems, including claims review and resolution.
- Provide value engineering and constructability review expertise as needed.
- Provide utility mapping and coordination, agreement preparation, and execution assistance.
- Assist in the preparation and implementation of Project Management Plans.
- Coordinate peer reviews and partnering sessions.
- Provide expertise in preparing information to meet Project Approval/Environmental Document (PA&ED), Project, Specifications & Estimates (PS&E), Bid Package, and Advertise & Award requirements including any progress reporting.
- Provide Risk Analysis support.
- Prepare graphics and visuals.
- Prepare technical reports as assigned, including pre- and post- construction surveys.
- Evaluate alternative project delivery methods.

Attachment: EXHIBIT A 2023_Transit General Support AND PM Services CTO Scope of Work (10524 : Contract Task Order No. 5 to Contract No.

3.4 Contract Management

CONSULTANT shall provide contract management assistance to the SBCTA staff. Activities include, but are not limited to:

- Support in procurements of other consultants required for the development of transit projects, including assistance with alternative project delivery methods, and contract administration.
- Assist SBCTA staff in preparing cooperative agreements with other agencies, consultant agreements, amendments, and scopes of work.
- Assist in reviewing other consultant or local agency invoices for compliance with contract or cooperative agreement terms, including review for accuracy and consistency.
- Assist in administering payments and billings and other associated general administrative activities.
- Prepare contract status reports.

3.5 Project Controls

CONSULTANT shall assist the SBCTA staff with scheduling, budgeting, cost control, change control, quality control, and document control. Activities include, but are not limited to:

- Establish, maintain, and monitor the individual project schedules.
- Manage and maintain current cost estimates for each project and evaluate and incorporate any cost or project scope changes.
- Manage and maintain the program budget database, including the project's baseline cost and schedule, the current cost and schedule, and performance indicators such as earned value.
- Manage the Quality Assurance/Quality Control (QA/QC) program to ensure that the QA/QC program established by other consultants working on individual projects adheres to SBCTA's requirements.
- Update, manage, and maintain the SBCTA document control system and database per SBCTA procedures. All incoming and outgoing items shall be logged, filed and distributed. Other document control activities include the logging and storage of archival information, security of controlled documents, and electronic file maintenance. Accurate records of correspondence, drawings, reports, and other project related documents and deliverables shall be maintained.
- Provide expertise on state-of-the-art knowledge of information technology practices as related to project controls.

Attachment: EXHIBIT A 2023_Transit General Support AND PM Services CTO Scope of Work (10524 : Contract Task Order No. 5 to Contract No.

3.6 Construction Management Support

CONSULTANT will perform a wide variety of construction management, support and contract administration duties as needed for various projects in accordance with FTA requirements.

Typical tasks include:

- Develop consultant scopes-of-work, plan and administer the consultant selection process, and negotiate contract terms for individual project construction management consultants. Consultant management services may include inspection, materials testing, construction surveying, independent quality assurance, and public outreach.
- Coordinate development of the construction contract bid package with the design and construction management consultants;
- Oversee the advertisement and award of construction contract;
- Direct the work of the construction management consultant and other construction related consultants in administering the construction contract;
- Represent SBCTA in meetings with the construction management consultants, construction contractor and other stakeholders;
- Foster a partnering relationship with the construction contractor, construction management consultant, facility owner (generallyTransit operator or local jurisdiction) and other stakeholders;
- Review and recommend approval of contractor progress payments and change orders;
- Review and assist in the analysis of contractor schedules, claims and change orders;
- Ensure that the work is executed in accordance with encroachment permits, environmental permits, cooperative agreements and other requirements of facility owner and regulatory agencies;
- Perform Labor Compliance and other contract compliance reviews;
- Oversee and direct work of construction management consultant to ensure compliance of contractor with certifications and licenses, materials certification and testing, labor compliance, and other contractual compliances.
- Execute construction close-out including, transferring improvements to facility owner, resolving claims, and completion of as-built plans and other project records.

Attachment: EXHIBIT A 2023_Transit General Support AND PM Services CTO Scope of Work (10524 : Contract Task Order No. 5 to Contract No.

4.0 DELIVERABLES

4.1 Anticipated Deliverables

CONSULTANT shall be responsible for assuring an efficient and timely production of deliverables and performance of activities. Items and activities include, but are not limited to:

- Project management plans
- Standard Operating Procedures (SOP's)
- Standardized Templates
- Project schedules
- Design/other consultant reviews
- Utility agreements
- Design criteria(s) and standards
- Cost estimates (capital and O&M)
- Value engineering, constructability and peer review session reports
- Risk analysis documentation
- Technical reports and studies as assigned
- Constructability Review
- Claims Review, Consultation
- Planning reports and studies as assigned
- Graphics and visuals
- Agency cooperative agreements
- Procurement and contract management documents
- Project status reports
- Program schedules
- Project budgets
- Forecasting and financial models and reports
- QA/QC monitoring reports
- Document control logs
- Project closeouts
- Other deliverables as necessary for individual projects and transit operations

Specific deliverables will be further defined during the term of the Contract Task Order.

Attachment: EXHIBIT A 2023_Transit General Support AND PM Services CTO Scope of Work (10524 : Contract Task Order No. 5 to Contract No.

Exhibit B

Contract Task Order (CTO) #5 Fee Breakdown

Task	Job Function	2024 Hours	2025 Hours	2026 Hours	2027 Hours	2028 Hours	Total Hours	2024 Cost	2025 Cost	2026 Cost	2027 Cost	2028 Cost	Total Cost
3.1 Program Management													
	Planner/ Grant Writing	250	250	250	250	250	1250	$ 45,466	$ 47,740	$ 50,127	$ 52,633	$ 55,265	**$ 251,231**
	Project Director	0	0	0	0	0	0	$ -	$ -	$ -	$ -	$ -	**$ -**
	Environmental Lead	0	0	0	0	0	0	$ -	$ -	$ -	$ -	$ -	**$ -**
	Principal	0	0	0	0	0	0	$ -	$ -	$ -	$ -	$ -	**$ -**
												Subtotal:	**$ 251,231**
3.2 Project Management							-						
	Project Manager	980	980	980	980	980	4900	$ 326,681	$ 343,015	$ 360,166	$ 378,174	$ 397,083	**$ 1,805,119**
	Technical Advisor	0	0	0	0	0	-	$ -	$ -	$ -	$ -	$ -	**$ -**
	Senior Planner	0	0	0	0	0	-	$ -	$ -	$ -	$ -	$ -	**$ -**
	Senior Planner	0	0	0	0	0	-	$ -	$ -	$ -	$ -	$ -	**$ -**
	Project Director	0	0	0	0	0	-	$ -	$ -	$ -	$ -	$ -	**$ -**
	Contract Manager	0	0	0	0	0	-	$ -	$ -	$ -	$ -	$ -	**$ -**
	Senior Planner	0	0	0	0	0	-	$ -	$ -	$ -	$ -	$ -	**$ -**
												Subtotal:	**$ 1,805,119**
3.3 Technical Support							-						
	Senior Engineer	250	250	250	250	250	1,250	$ 65,495	$ 68,769	$ 72,208	$ 75,818	$ 79,609	**$ 361,899**
	Managing Engineer	250	250	250	250	250	1,250	$ 95,029	$ 99,780	$ 104,769	$ 110,007	$ 115,508	**$ 525,093**
	Technical Advisor	8	8	8	8	8	40	$ 1,668	$ 1,751	$ 1,839	$ 1,931	$ 2,027	**$ 9,215**
	Survey	8	8	8	8	8	40	$ 1,828	$ 1,919	$ 2,015	$ 2,116	$ 2,222	**$ 10,099**
												Subtotal:	**$ 906,306**
3.4 Contract Management													
	Procurement	980	980	980	980	980	4900	$ 109,624	$ 115,106	$ 120,861	$ 126,904	$ 133,249	**$ 605,744**
	Senior Engineer	10	10	10	10	10	50	$ 2,613	$ 2,744	$ 2,881	$ 3,025	$ 3,177	**$ 14,441**
	Senior Planner	0	0	0	0	0	-	$ -	$ -	$ -	$ -	$ -	**$ -**
												Subtotal:	**$ 620,184**
3.5 Project Controls													
	Project Control Specialist	1960	1960	1960	1960	1960	9800	$ 184,495	$ 193,720	$ 203,406	$ 213,576	$ 224,255	**$ 1,019,450**
	Project Control Specialist	0	0	0	0	0	-	$ -	$ -	$ -	$ -	$ -	**$ -**
	Scheduler	0	0	0	0	0	-	-	-	-	-	-	**$ -**
	QC/QA Manager	0	0	0	0	0	-	-	-	-	-	-	**$ -**
	Principal Transit Planner	0	0	0	0	0	-	-	-	-	-	-	**$ -**
	Project Controls Manager	250	250	250	250	250	1,250	57,169	60,028	63,029	66,181	69,490	**$ 315,896**
												Subtotal:	**$ 315,896**
3.6 Construction Management Support													
	Claims Assistance	50	50	50	50	50	250	17,469	18,342	19,259	20,222	21,233	**$ 96,525**
	Technical Advisor	0	0	0	0	0	-	-	-	-	-	-	**$ -**
	Claims/Contracts	19	19	19	19	19	95	6,213	6,524	6,850	7,192	7,552	**$ 34,331**
												Subtotal:	**$ 130,856**
												GRAND TOTAL:	**$ 4,029,593**

Attachment: Exhibit B- CTO. NO. 5 Price Form (10524 : Contract Task Order No. 5 to Contract No. 23-

FAR Field Overhead:	142.51%
FAR Home Overhead:	166.49%
FAR Overhead for Part Timers:	140.44%
Markup:	9.00%

Exhibit B
PRICE FORM

Classification/Title	Job Function	Max Per Contract	Previous submission Hourly Rate	Base Rate	Overhead	Profit	Fully Burdened Rate 2024	Fully Burdened Rate 2025	Fully Burdened Rate 2026	Fully Burdened Rate 2027	Fully Burdened Rate 2028
Technical Advisor	PM Bench	$ 582.00	$ 383.94	$ 125.05	$ 178.21	$ 27.29	$ 330.55	$ 347.08	$ 364.43	$ 382.66	$ 401.79
Project Administrator	Admin./Doc Control	$ 220.00	$ 96.60	$ 35.61	$ 50.75	$ 7.77	$ 94.13	$ 98.84	$ 103.78	$ 108.97	$ 114.42
Technical Advisor	Budget/Finance/Economics	$ 582.00	$ 247.67	$ 92.70	$ 130.19	$ 20.06	$ 242.95	$ 255.10	$ 267.85	$ 281.24	$ 295.30
Field Technician	Interdepartmental Coord. & Support	$ 201.00	$ 189.36	$ 61.68	$ 87.90	$ 13.46	$ 163.04	$ 171.19	$ 179.75	$ 188.74	$ 198.18
Planner	Funding & Grant Prep/Management	$ 253.00	$ 164.10	$ 62.61	$ 104.24	$ 15.02	$ 181.87	$ 190.96	$ 200.51	$ 210.53	$ 221.06
Senior Engineer	Tech Oversight & Support	$ 350.00	$ 264.09	$ 90.19	$ 150.16	$ 21.63	$ 261.98	$ 275.08	$ 288.83	$ 303.27	$ 318.44
Senior Planner	Funding & Grant Prep/Management	$ 363.00	$ 260.55	$ 85.69	$ 122.12	$ 18.70	$ 226.51	$ 237.83	$ 249.73	$ 262.21	$ 275.32
Estimator	Cost Estimating	$ 275.00	$ 227.75	$ 74.90	$ 124.70	$ 17.96	$ 217.57	$ 228.44	$ 239.87	$ 251.86	$ 264.45
Project Controls Manager	Budget/Finance/Economics	$ 375.00	$ 279.81	$ 92.46	$ 153.94	$ 22.18	$ 268.57	$ 282.00	$ 296.10	$ 310.91	$ 326.45
Principal Planner	Strategic Planning	$ 492.00	$ 357.32	$ 120.33	$ 200.34	$ 28.86	$ 349.53	$ 367.00	$ 385.35	$ 404.62	$ 424.85
Technical Advisor	Advisory Committee	$ 582.00	$ 485.20	$ 159.59	$ 265.70	$ 38.28	$ 463.57	$ 486.75	$ 511.08	$ 536.64	$ 563.47
Managing Engineer	Structures	$ 485.00	$ 401.78	$ 130.86	$ 217.87	$ 31.39	$ 380.11	$ 399.12	$ 419.08	$ 440.03	$ 462.03
QC/QA Manager	Quality Manager	$ 425.00	$ 268.58	$ 89.18	$ 148.48	$ 21.39	$ 259.04	$ 272.00	$ 285.60	$ 299.88	$ 314.87
Technical Advisor	PM Bench	$ 582.00	$ 304.92	$ 101.25	$ 168.57	$ 24.28	$ 294.11	$ 308.81	$ 324.25	$ 340.46	$ 357.49
Principal Project Manager	Project Manager	$ 475.00	$ 348.97	$ 114.76	$ 191.06	$ 27.52	$ 333.35	$ 350.02	$ 367.52	$ 385.89	$ 405.19
Senior Project Manager	PM Bench	$ 475.00	$ 369.11	$ 120.22	$ 171.33	$ 26.24	$ 317.78	$ 333.67	$ 350.36	$ 367.88	$ 386.27
Senior Scheduler	Scheduling	$ 369.00	$ 298.84	$ 98.28	$ 163.63	$ 23.57	$ 285.48	$ 299.75	$ 314.74	$ 330.48	$ 347.00
Project Director	Principal	$ 600.00	$ 410.89	$ 133.83	$ 222.81	$ 32.10	$ 388.74	$ 408.18	$ 428.59	$ 450.02	$ 472.52
Principal Engineer	Inter-agency Coord./ Coop Agreements/ Utility Agreements	$ 375.00	$ 348.43	$ 114.59	$ 163.30	$ 25.01	$ 302.90	$ 318.05	$ 333.95	$ 350.65	$ 368.18
Contract Manager	Alternative Project Delivery Methodology	$ 475.00	$ 311.68	$ 100.53	$ 167.37	$ 24.11	$ 292.01	$ 306.61	$ 321.95	$ 338.04	$ 354.94
Technical Advisor	PM Bench	$ 582.00	$ 446.97	$ 145.58	$ 242.38	$ 34.92	$ 422.87	$ 444.02	$ 466.22	$ 489.53	$ 514.00
Technical Advisor	Advisory Committee	$ 582.00	$ -	$ 71.76	$ 119.48	$ 17.21	$ 208.46	$ 218.88	$ 229.82	$ 241.31	$ 253.38
Senior Planner	FTA Coordination/Ridership	$ 362.00	$ 259.31	$ 90.20	$ 150.17	$ 21.63	$ 262.01	$ 275.11	$ 288.86	$ 303.31	$ 318.47
Principal Transit Planner	Roadway Design	$ 492.00	$ 425.72	$ 138.66	$ 230.86	$ 33.26	$ 402.77	$ 422.91	$ 444.06	$ 466.26	$ 489.57
Engineer	Procurement	$ 225.00	$ 110.71	$ 38.51	$ 64.12	$ 9.24	$ 111.86	$ 117.45	$ 123.33	$ 129.49	$ 135.97
Senior Scheduler	Scheduling	$ 369.00	$ 299.98	$ 98.65	$ 140.59	$ 21.53	$ 260.77	$ 273.81	$ 287.50	$ 301.87	$ 316.96
Project Controls Spec.	Advisory - SOPs	$ 275.00	$ 132.28	$ 46.01	$ 76.60	$ 11.04	$ 133.65	$ 140.33	$ 147.35	$ 154.71	$ 162.45
Construction Management	Construction Management	$ 475.00	$ 405.80	$ 132.17	$ 188.36	$ 28.85	$ 349.37	$ 366.84	$ 385.18	$ 404.44	$ 424.66
Project Controls Manager	Project Controls	$ 375.00	$ 234.70	$ 86.51	$ 123.29	$ 18.88	$ 228.68	$ 240.11	$ 252.12	$ 264.72	$ 277.96
Technical Advisor	PM Bench	$ 582.00	$ 335.40	$ 114.54	$ 190.70	$ 27.47	$ 332.71	$ 349.34	$ 366.81	$ 385.15	$ 404.41
Senior Engineer	Procurement	$ 350.00	$ 258.65	$ 89.97	$ 149.79	$ 21.58	$ 261.34	$ 274.41	$ 288.13	$ 302.53	$ 317.66
Claims Expert	Claims/Contracts			$ 300.00	$ -	$ 27.00	$ 327.00	$ 343.35	$ 360.52	$ 378.54	$ 397.47

Attachment: Exhibit B- CTO. NO. 5 Price Form (10524 : Contract Task Order No. 5 to Contract No. 23-

Minute Action

AGENDA ITEM: 5

Date: May 9, 2024

Subject:
Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service

Recommendation:
That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Approve the Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year (FY) 2024/2025, with an SBCTA annual subsidy totaling $52,277,517 for: Operating assistance in the amount of $29,569,677, State of Good Repair assistance in the amount of $21,854,640, and New Capital assistance in the amount of $853,200.

B. Approve the allocations to support funding for Recommendation A, totaling $52,277,517, to fund SBCTA's annual subsidy of the FY 2024/2025 Budget:

- $29,569,677 of Valley Local Transportation Funds
- $2,189,893 of State Transit Assistance - Operator funds
- $20,517,947 of Federal Transit Administration, Section 5337 funds
- $311,857of Senate Bill 1 State of Good Repair – Operator funds.

Background:
The Southern California Regional Rail Authority (SCRRA) Joint Powers Authority (JPA) requires a preliminary budget to be presented to the member agencies by May 1st of each year. Adoption of the final SCRRA budget by the SCRRA Board of Directors (Board) is contingent upon each of the five member agencies approving their financial contribution for the fiscal year. The five member agencies include San Bernardino County Transportation Authority (SBCTA), Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), and Ventura County Transportation Commission (VCTC). Formal development of the Fiscal Year (FY) 2024/2025 Budget began in March 2024, with budget development updates presented to the SCRRA Member Agency Advisory Committee (MAAC) throughout March and April of 2024.

There are two key funding sources for the Operating budget: 1) fare revenue from riders and 2) corresponding subsidies from member agencies. The designation of the novel coronavirus (COVID-19) as a pandemic by the World Health Organization and subsequent national, state, and local declarations of emergency in March 2020, led to a precipitous decline in ridership in response to health guidelines and have continued beyond initial expectations, including telework as an ongoing form of work, recovering office occupancy rates, and overall shift in demand. As teleworking has remained prevalent in the post-pandemic environment, ridership and subsequent fare revenues have continued to perform under budget. As a result, the budget process has been significantly challenging as SCRRA works towards identifying opportunities to optimize service to better fit demand and new travel patterns in an attempt to budget more efficiently.

The first draft of the FY 2024/2025 Preliminary Budget Request for Metrolink service was provided to SBCTA staff on February 22, 2024, with a meeting scheduled between SBCTA and

SCRRA staff on February 29, 2024, to discuss line item details. This was followed by a four week period for staff to review the budget, ask clarifying questions, and request supporting documentation, where then SCRRA provided such info on March 6, 2024, and March 18, 2024. On April 12, 2024, SCRRA staff presented the draft FY 2024/2025 Preliminary Budget Request for Metrolink service operations to its Audit and Finance Committee with the recommendation to transmit the Budget to member agencies with the understanding that the final draft was expected to decrease slightly ahead of the SCRRA Board meeting later in the month, which was approved unanimously. On April 19, 2024, SBCTA staff was provided the final draft of the budget with a meeting scheduled with SCRRA staff and the member agency Chief Executive Officers (CEOs) that same day to address remaining concerns. SBCTA staff completed its review and agreed to the proposed FY 2024/2025 Preliminary Budget Request for Metrolink service at the staff level. On April 26, 2024, the SCRRA Board unanimously voted to approve the final draft of the FY 2024/2025 Preliminary Budget Request, which is attached hereto as Attachment A.

Year-to-Date for the eight months ended February 2024, system-wide farebox revenue actuals were greater than the revenue as budgeted for FY 2023/2024; recovery was estimated at 45%, while the actual recovery is 49%, exceeding the budget by $2.2 million. Table 1 below shows the percent of the total fare box revenue by month through February 2024.

Table 1. Budgeted vs. Actual Farebox Revenue Recovery

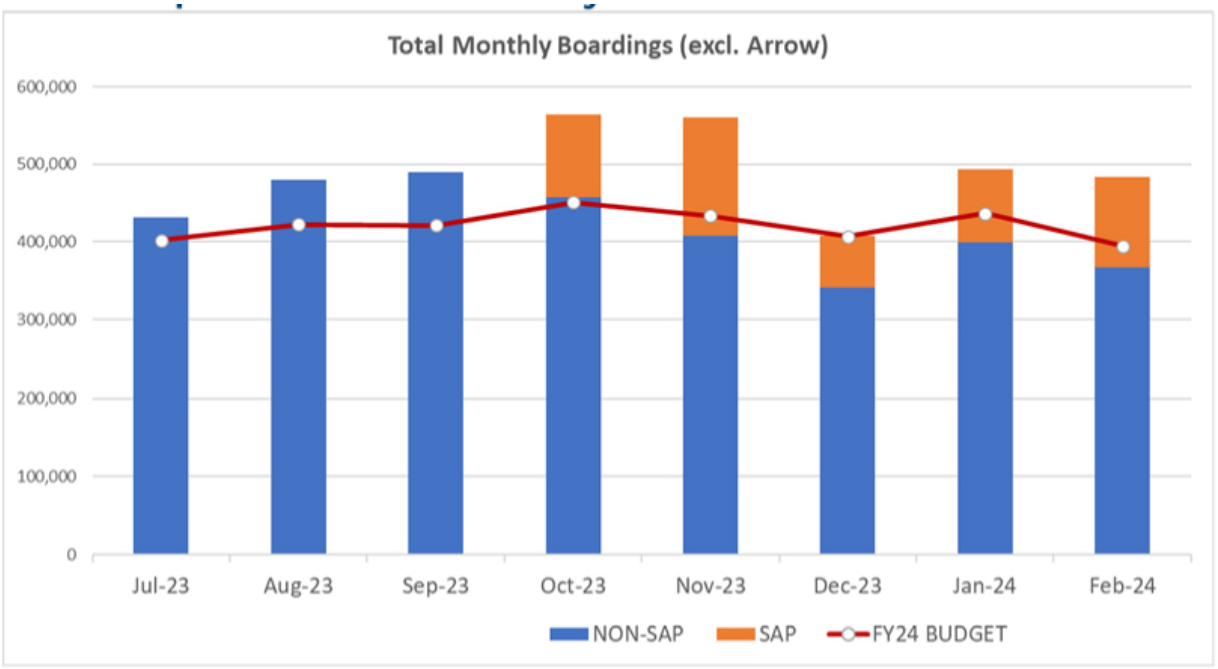
	BUDGET			ACTUAL		
PERIOD	REVENUE	RECOVERY		REVENUE	VARIANCE	RECOVERY
JULY-23	$ 2,636,074	41%		$ 2,737,903	$ 101,829	43%
AUGUST-23	$ 2,770,212	42%		$ 2,912,401	$ 142,189	44%
SEPTEMBER-23	$ 2,763,217	43%		$ 3,025,376	$ 262,160	47%
FY24 Q1 TOTAL	**$ 8,169,503**	**42%**		**$ 8,675,680**	**$ 506,177**	**45%**
OCTOBER-23	$ 3,001,635	44%		$ 3,583,025	$ 581,390	53%
NOVEMBER-23	$ 2,992,968	46%		$ 3,636,185	$ 643,217	56%
DECEMBER-23	$ 2,820,475	48%	*	$ 2,597,371	$ (223,104)	44%
FY24 YTD Q2 TOTAL	**$ 16,984,581**	**44%**		**$ 18,492,261**	**$ 1,507,680**	**48%**
JANUARY-24	$ 3,020,285	48%		$ 3,278,857	$ 258,572	52%
FEBRUARY-24	$ 2,733,639	45%		$ 3,207,586	$ 473,947	53%
Fiscal Year to Date	**$ 22,738,505**	**45%**		**$ 24,978,704**	**$ 2,240,199**	**49%**

* One week system-wide shutdown in Dec.

Student Adventure Pass
Month of February = $845,216
Year-to-Date = $3,697,166

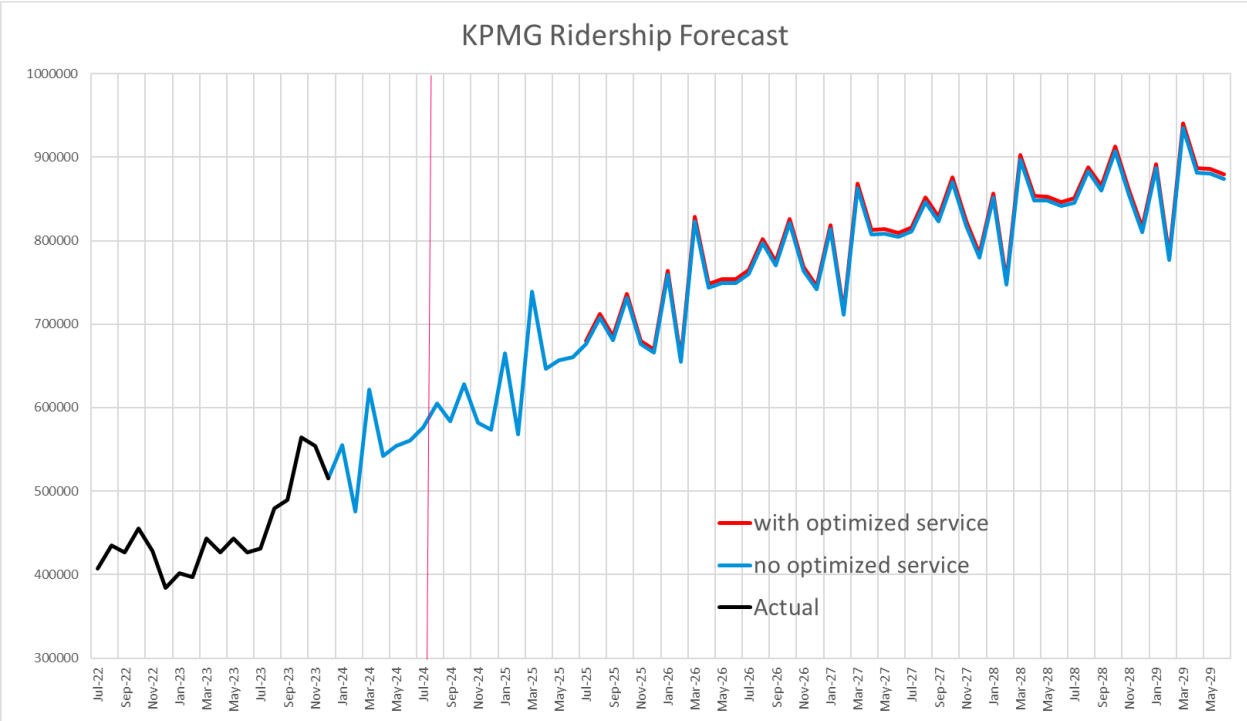
Year-to-Date for the eight months ended February 2024, system-wide ridership was forecasted at a recovery of 44%, while actual ridership recovery is 49%, thus also exceeding expectations by 400,000 riders. Table 2 on the following page, displays the budgeted versus actual ridership by month, and does not include Arrow Service. The ridership highlighted in orange represents additional ridership as a result of the Student Adventure Pass program, which provides student riders with free fares, funded by a Low Carbon Transit Operations Program grant funds. This program alone is responsible for generating 500,000 in ridership through February 2024.

Table 2. Budgeted vs. Actual Ridership Recovery



In response to the effects of the COVID-19 pandemic, SCRRA worked with third-party consultants, KPMG and Sperry Capital, to develop a new forecast for FY 2022/2023 through FY 2026/2027 (Ridership and Revenue Forecast FY 2022/2023 – FY 2026/2027). This has allowed SCRRA to better reflect ridership recovery and anticipate revenue for future budget developments, beginning with this FY 2023/2024 Preliminary Budget. Based on preliminary results through February 2024, this has been successful. As part of SCRRA's effort to better understand post-pandemic ridership demand and emerging travel patterns, staff has undergone an effort to develop an optimized system-wide train schedule, which will be implemented in October 2024 and is included as part of the FY 2024/2025 Preliminary Budget Request. Key changes for the San Bernardino Line include a slightly shortened and shifted early peak period for both westbound and eastbound trains to a half hour later, but maintains a 30-minute frequency; however, the express train was moved up 20 minutes in order to get those traveling into Los Angeles County earlier. Additionally, service has been added in Los Angeles County only. In total, the San Bernardino Line lost one round-trip; however, the remaining trains are spaced more appropriately to better meet demand, and seven trains were added in Los Angeles County only (eastbound and westbound). The weekend schedule remains the same with eight trains eastbound and westbound on both Saturday and Sunday. The proposed schedule is attached hereto as Attachment B. Figure 1 on the following page provides an overview of where the optimized service schedule is estimated to fall within the Ridership and Revenue Forecast FY 2022/2023 – FY 2026/2027.

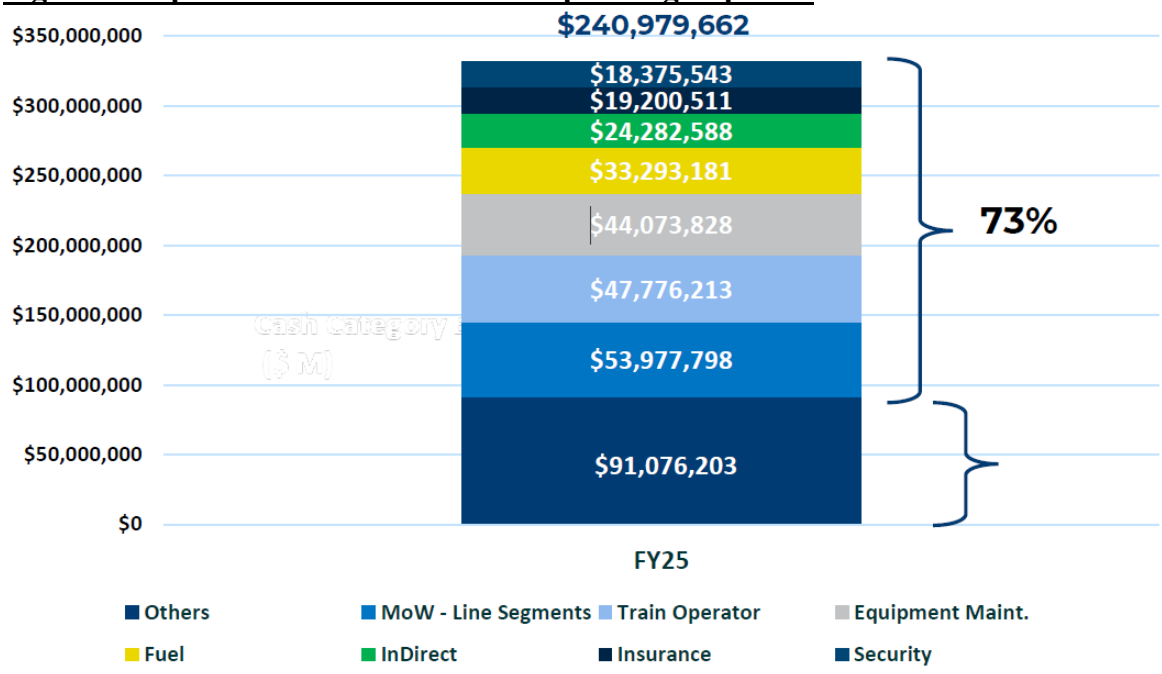
Figure 1. Sperry Capital/KPMG Ridership Forecast with Optimized Service Schedule



Although the FY 2024/2025 Preliminary Budget Request for Metrolink service that was presented to the SCRRA Audit and Finance Committee on April 12, 2024 was not finalized, member agencies have been provided with the finalized budgets for Capital, State of Good Repair (SGR), and operating costs. The proposed costs and the intended request is attached hereto in Attachment A and includes new budgetary authority of approximately $499.6 million. The proposed budget consists of operating budget authority of approximately $332.1 million requiring a subsidy of $264 million, an increase of 4.8% compared to the FY 2023/2024 Adopted Budget, which was $276.2 million. The Capital Program authority totals approximately $167.5 million, and includes New Capital and SGR projects. The New Capital program requires a subsidy of $5.9 million, a decrease of 70% compared to the FY 2023/2024 Adopted Budget of $14.3 million. The SGR program requires a subsidy of $161.6 million, an increase of 24.5% compared to the FY 2023/2024 Adopted Budget of $31.8 million. The SGR program has been reduced to include critical and high priority needs; maintenance of the equipment and infrastructure in a state of good repair is the focus. SCRRA is requesting SBCTA to provide the following subsidy amounts; $29,569,677 for Operating, $21,854,640 for SGR projects, and $853,200 for New Capital projects, which focuses on facilities, rolling stock, information technology, and business systems. The fund sources are identified in Recommendation B.

SBCTA's share of the FY 2024/2025 operations subsidy increased by $814,947 from the Revised FY 2023/2024 Adopted Budget approved by the SBCTA Board on October 4, 2023, or 2.8%, which is mostly driven by contractual increases as mandated by agreements, implementation of the proposed optimized service schedules, as well as other key categories of operations. The total FY 2024/2025 Operating expenses for these categories are approximately $54 million for maintenance of way, $47.8 million in train operations, $44 million in equipment maintenance, $33.3 million in fuel, $24.3 million in indirect costs, $19.2 million in insurance, and $18.4 million in security. Figure 2 on the following page provides a breakdown of these costs.

Figure 2. Top Drivers of FY 2024/2025 Operating Expenses



Note:
- MoW – Line Segments = Tracks & Signals and Structures

This Operating budget request includes the FY 2024/2025 funding needed to continue the Metrolink San Bernardino Line Fare Discount Program, which has been ongoing since July 2018. It should be noted that the total Operating assistance allocation requested in Recommendation A does not include operational expenses for Arrow Service. The FY 2024/2025 Preliminary Budget Request for Arrow Service will be presented as a separate item.

SCRRA has provided a cash flow for the SGR program and the New Capital program over the next four fiscal years in the proposed FY 2024/2025 Preliminary Budget Request. The combined request reflects an increase of 26.4% in SBCTA's share as compared to the FY 2023/2024 Adopted Budget. The SGR program allows for the railroad to be maintained in a state of good repair, including track and structure projects, systems, rolling stock, and facilities improvements. Projects are prioritized and optimized to address the most pressing system-wide rehabilitation needs. The FY 2024/2025 SGR proposed amount is approximately $161.6 million, of which $21.9 million is SBCTA's share. As SGR projects are multi-year in nature, SBCTA would be committing the full four-year funding up front with this proposed subsidy allocation. A detailed list of SGR projects is available by member agency and by line in Attachment C.

The FY 2024/2025 SGR proposal does not include drawdown on the existing SGR backlog, as identified in the Metrolink Rehabilitation Plan (MRP), which was developed in 2018 by SCRRA staff and is regularly updated based on need and data identified in the subsequent SGR Financial Plan, developed in 2021 by SCRRA staff. The objective of the program is to rehabilitate and replace the most critical priorities of aging track, railroad structures, vehicles, and facilities currently in use by Metrolink's daily commuter rail service, Amtrak service, other railroad partner services and to maintain on-time service. An update to the plan was presented to the SCRRA Contracts, Operations, Maintenance, and Safety (COMS) Committee on

April 12, 2024 and identified a current substantial backlog amount of approximately $780.42 million with an on-going annual need of $121.97 million in 2023 dollars.

These numbers have not yet been broken down by member agency; however, the 2018 MRP shows SBCTA's share of the backlog at an estimated $70 million with the annual need estimated at $12.1 million in 2021 dollars; these figures will be increased according to the SGR Financial Plan. With the approval of Senate Bill 1 (SB1), SCRRA directly receives approximately $295,000 annually from SB1 State of Good Repair-Operator Share (SGR-Op) funds, plus SBCTA receives approximately $2.4 million of SB1 SGR-Population Share funding that is programmed for both bus and rail needs based on need and project eligibility to Valley-area projects, and could be used to help fund the backlog. This is in addition to an estimated $15 million apportionment of Federal Transit Administration Section 5337 funds that SBCTA receives annually for Valley-area rail rehabilitation needs.

The New Capital authorization request for FY 2024/2025 was identified as necessary for safe and efficient rail operations. The proposed projects total approximately $5.9 million, of which $853,200 is SBCTA's share. New Capital projects are also multi-year in nature and will require full four-year funding up front. A listing of the individual projects, their location and description are provided in Attachment D.

Therefore, staff recommends approval of the SCRRA FY 2024/2025 Preliminary Budget Request, with an SBCTA annual subsidy totaling $52,277,517 for: Operating assistance in the amount of $29,569,677, SGR assistance in the amount of $21,854,640, and New Capital assistance in the amount of $853,200, using the fund sources as highlighted in Recommendation B of this item.

Financial Impact:
San Bernardino County Transportation Authority's annual operating subsidy was included in the proposed Budget for Fiscal Year 2024/2025 and funded with Valley Local Transportation Funds (LTF) in Program 30, Transit. An administrative budget amendment will be processed to swap LTF with Measure I Valley Rail funds (MSI).

Reviewed By:
This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:
Rebekah Soto, Multimodal Mobility Programs Administrator

METROLINK

Revised Proposed FY25 Budget – Hybrid Optimized Service Level

April 18, 2024

Agenda

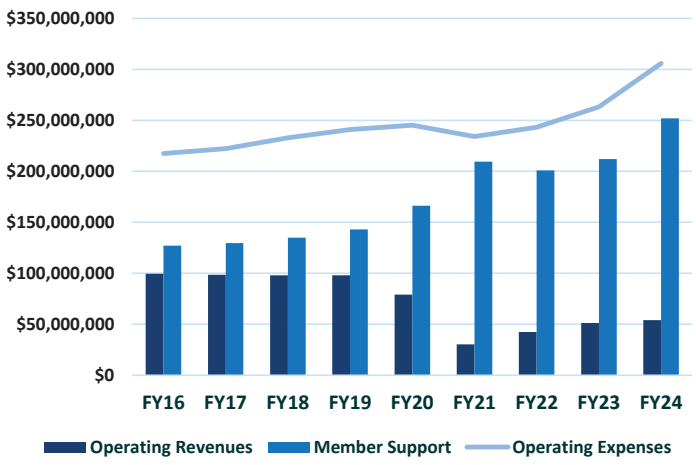
- Budget Challenges
- FY25 Budget Assumptions
- Sperry Capital / KPMG Ridership Forecast
- Proposed FY25 Operating Budget
- Proposed FY25 Capital Program Budget
- Summary

Our Operating Budget Challenges

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

Revenues, Support, and Expenses by Year

Operating Budget Challenges



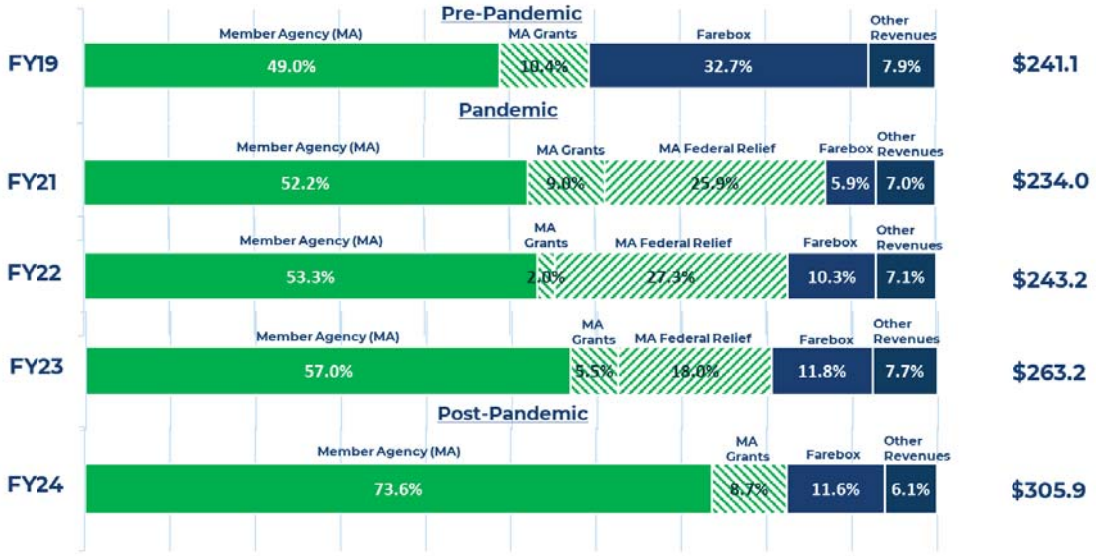
- Revenues:
  - Pre-Pandemic Revenues roughly flat (FY16 – FY19)
  - Post-Pandemic revenues are slowly increasing
- Expenses
  - Pre-Pandemic Operating Expenses increasing YOY
- Required Member Agency support increasing YOY

Notes:
- FY16 - FY23 Actuals
- FY24 Budgets

METROLINK

Metrolink Operating Funding Sources

Metrolink's Operating Budget Funds



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Proposed FY25 Operating Budget Assumptions

Service Level:

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

Revenue:

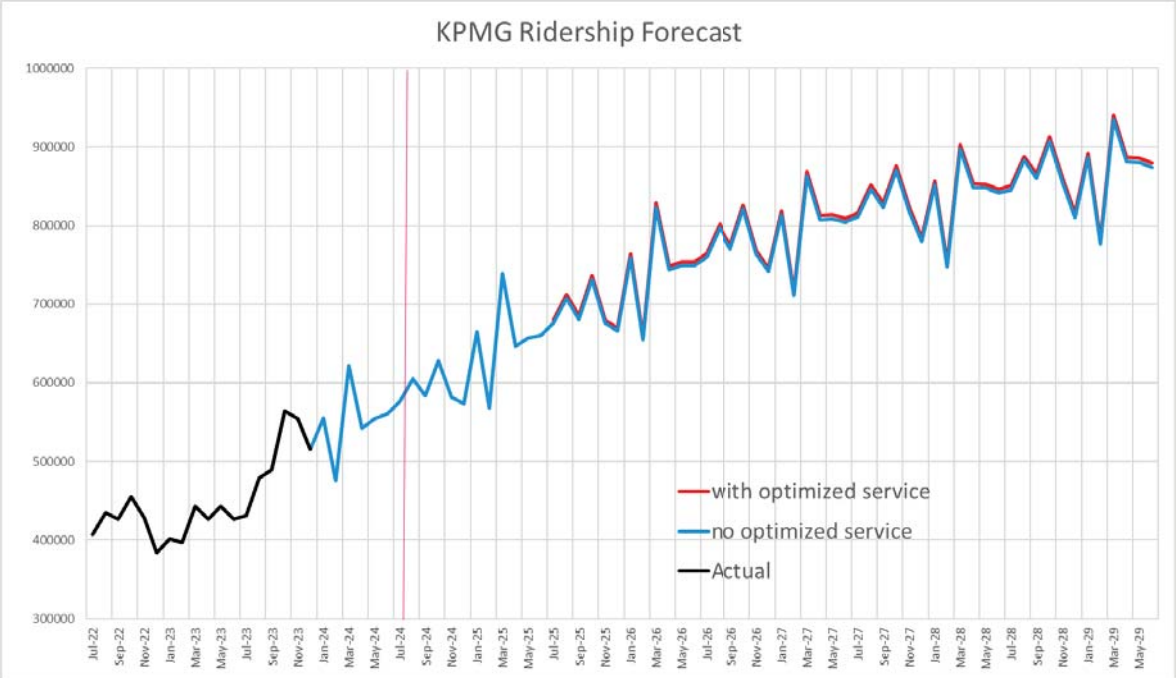
- Revenue / Ridership based on Updated Sperry Capital / KPMG Forecast
- No Fare Increases
- New Fare Promotions

Expenses:

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

Note: Arrow Service is a Separate Budget

Sperry Capital / KPMG Ridership Forecast



Operating Budget

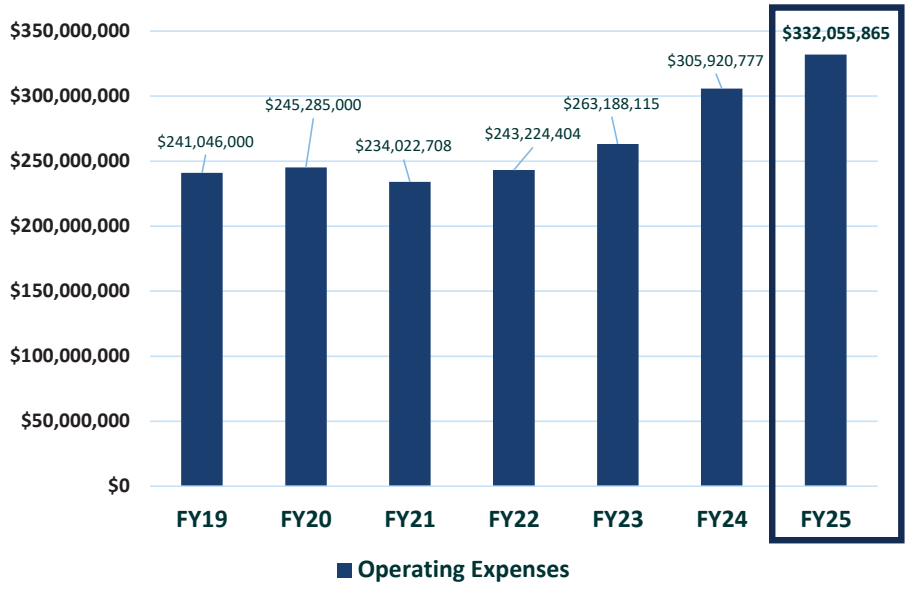
Proposed FY25 Operating Budget Summary

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

Operating Expenses
FY19 – FY25

METROLINK

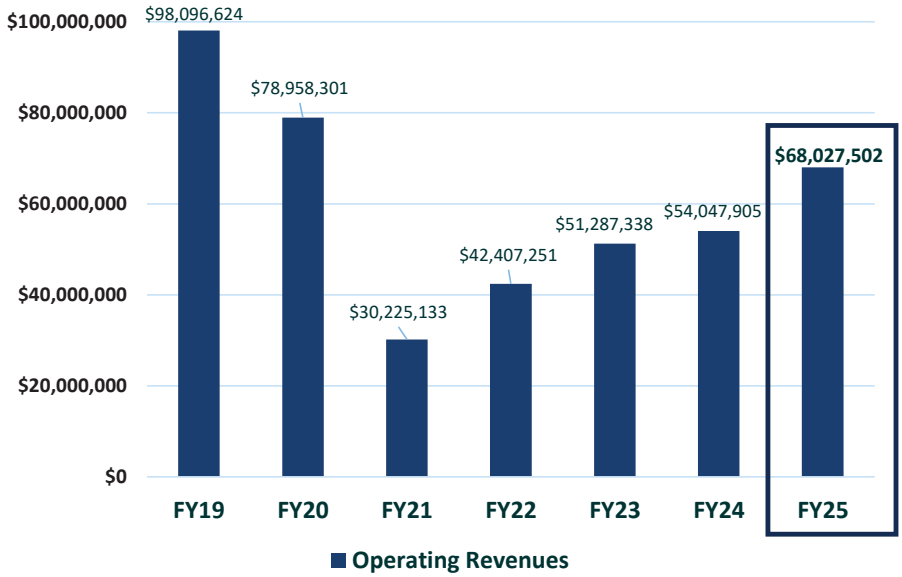
Operating Expenses FY19 – FY25



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

Operating Revenues

Operating Revenues FY19 – FY25

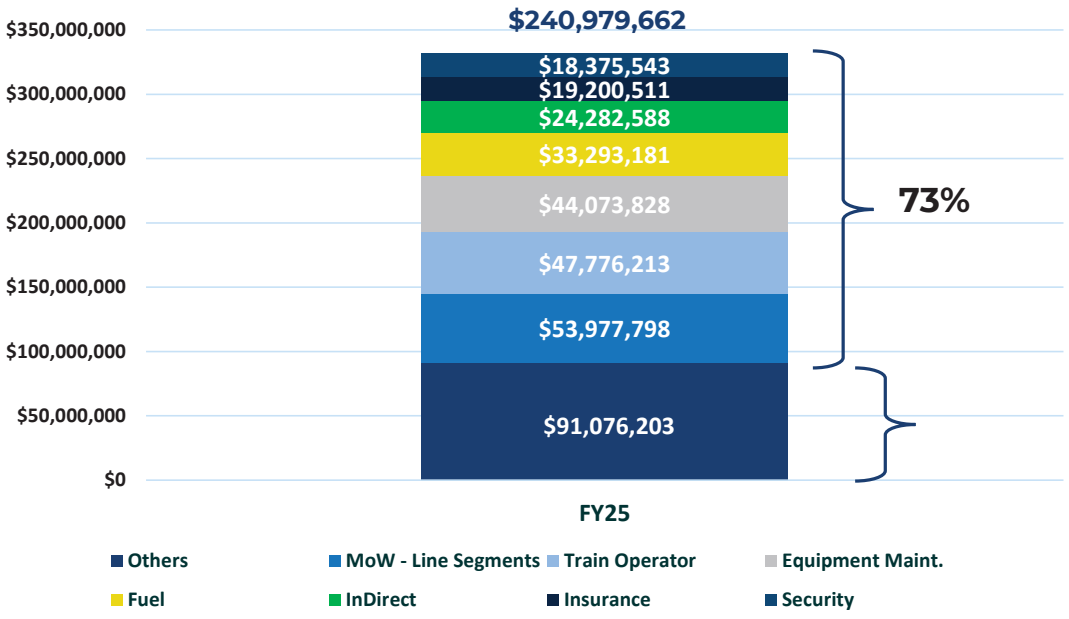


Note:

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

Top Drivers of Operating Expenses

Top Drivers of $332.1M Operating Expenses FY25

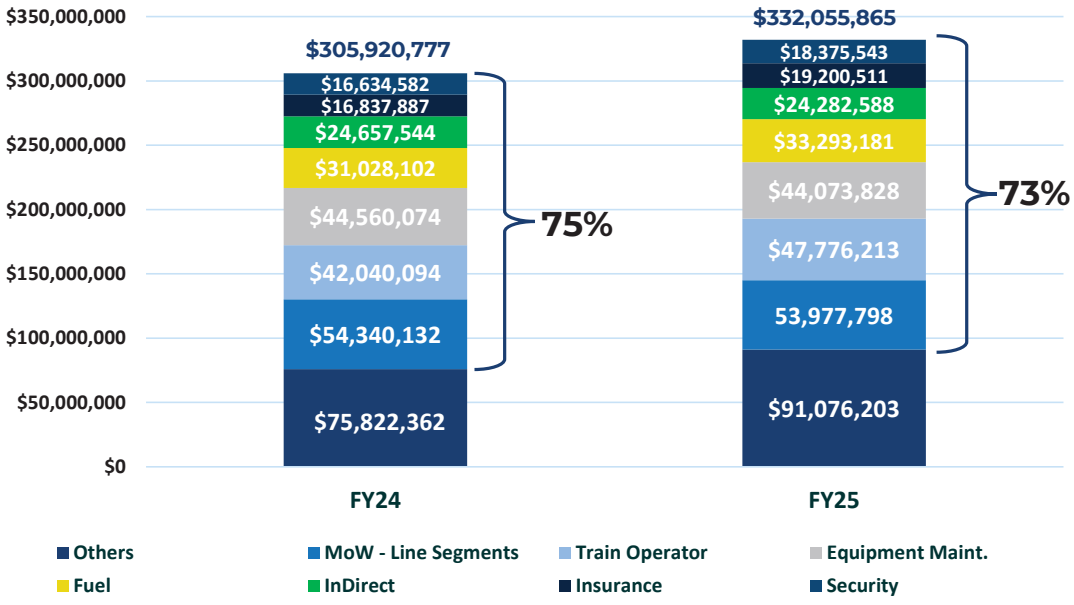


Note:

- MoW – Line Segments = Tracks & Signals and Structures

Top Operating Expense Drivers Comparison FY24 vs FY25

Top Drivers Comparing Operating Expenses FY24 vs FY25



Note:
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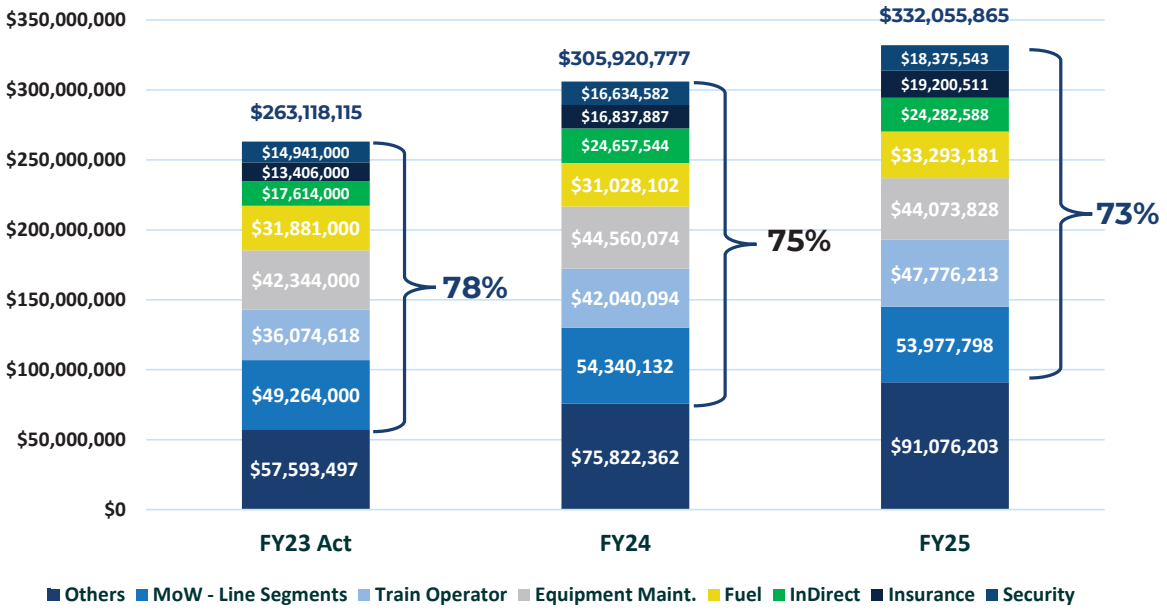
Top Operating Expense Drivers Comparison FY23 vs FY24 vs FY25

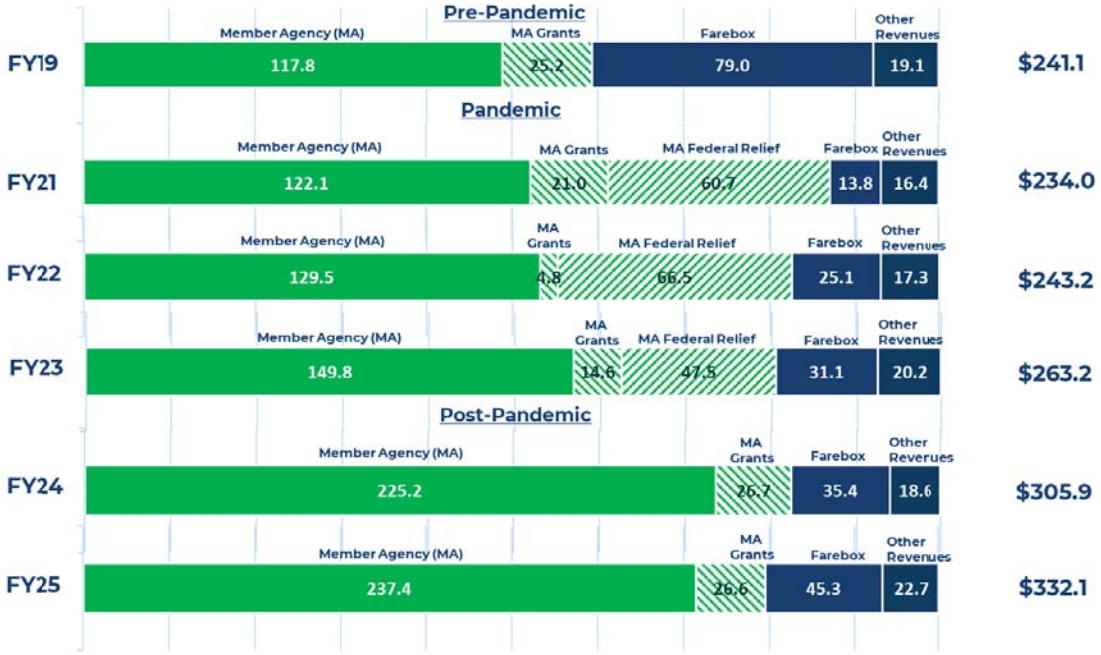
Top Drivers Comparing Operating Expenses FY23 vs FY24 vs FY25



Note:
- MoW – Line Segments = Tracks & Signals and Structures

Metrolink's Operating Budget Funds

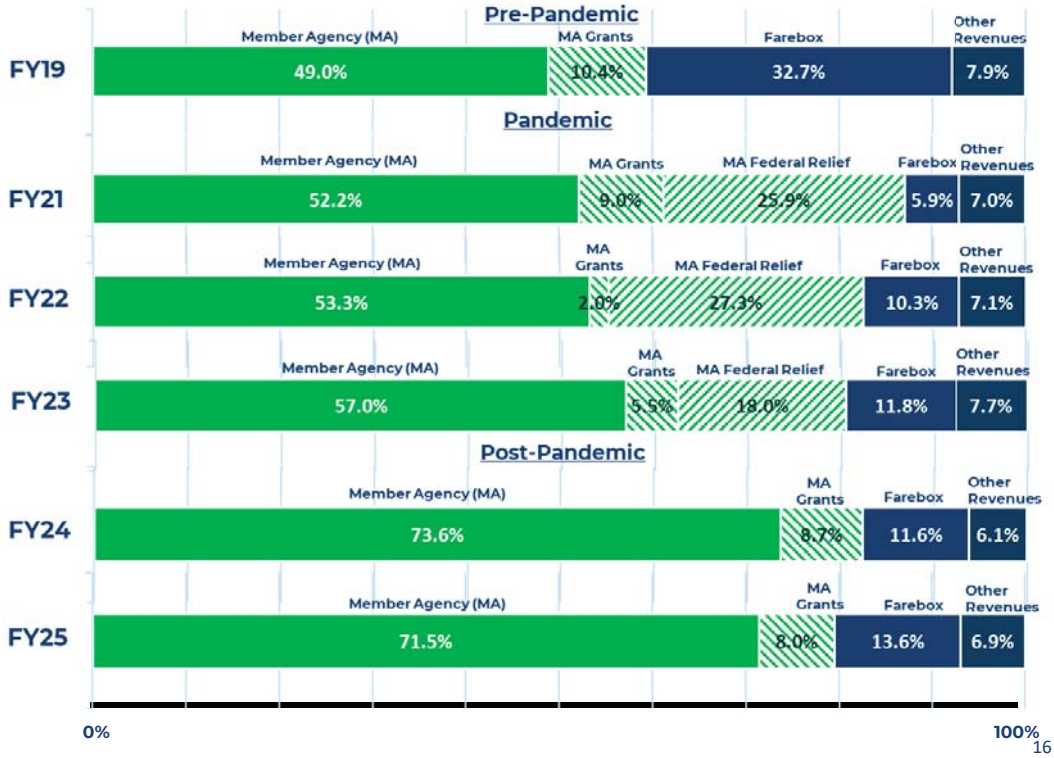
Metrolink Operating Funding Sources



METROLINK

Metrolink's Operating Budget Funds

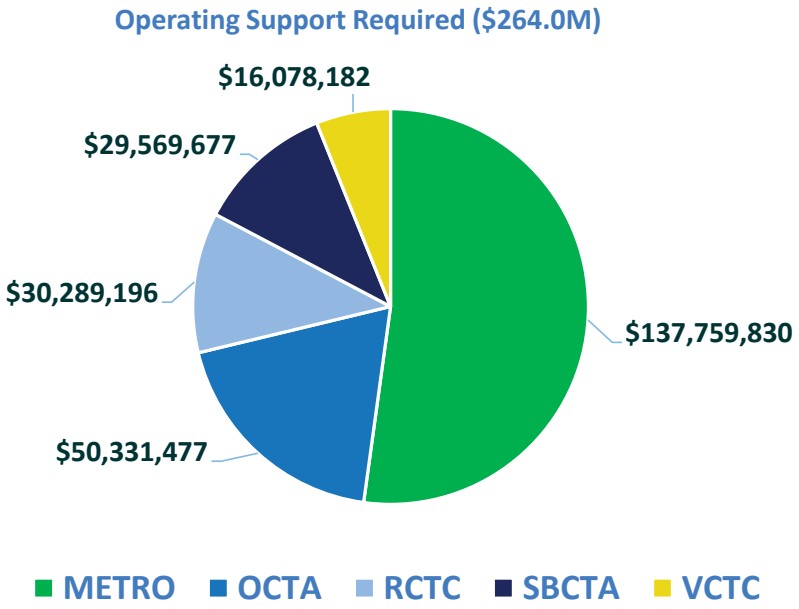
Metrolink Operating Funding Sources



METROLINK

Operating Support Required from Member Agencies

Proposed FY25 Operating Support Required by Member Agency



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

Comparative FY25 Operating Support Required from Member Agencies

Comparative FY25 Operating Support Required by Member Agency

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

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

Revised New Capital Program Budget

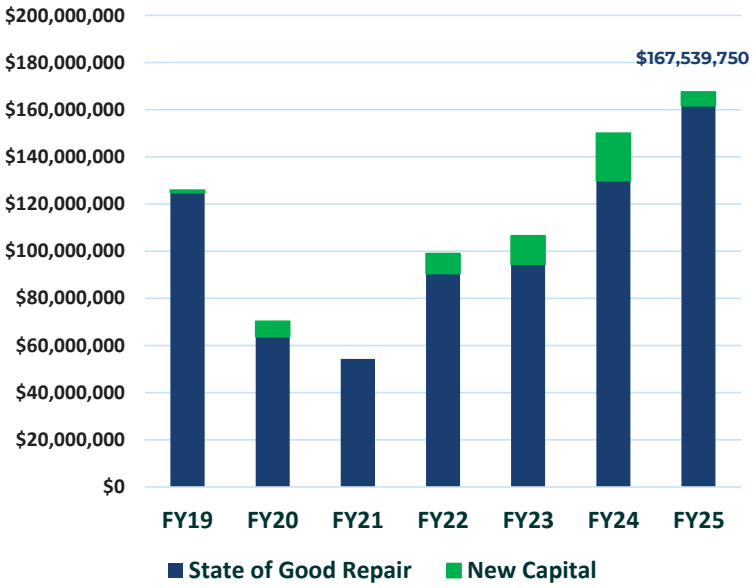
Revised Proposed FY25 System Capital Program Overview

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

FY25 Capital Program
FY19 – FY25
- SGR
- New Capital

METROLINK

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

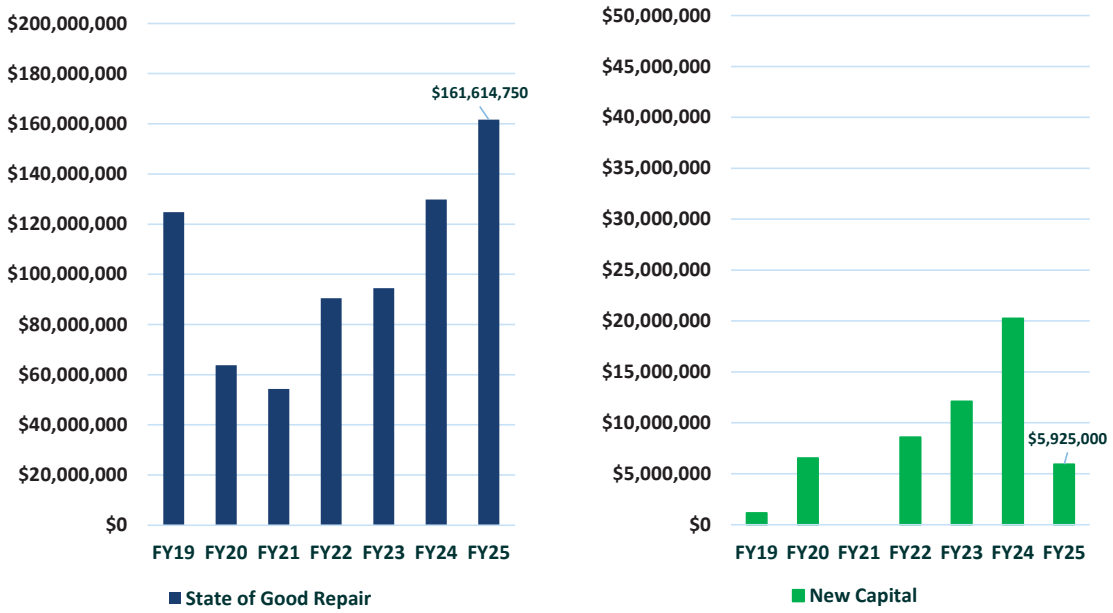


Note:
- FY23 data does not include New Capital Tier 4 Locomotive Purchase

FY25 Capital Program
FY19 – FY25
- SGR
- New Capital

METROLINK

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



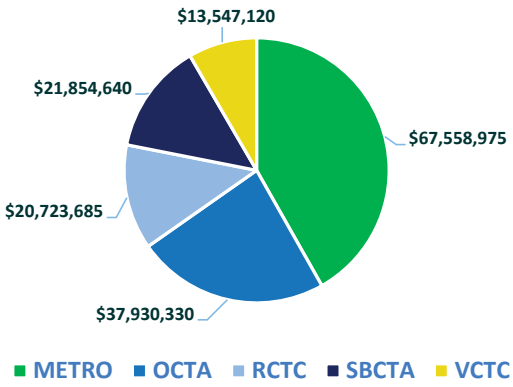
Note:
- FY23 data does not include New Capital Tier 4 Locomotive Purchase

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

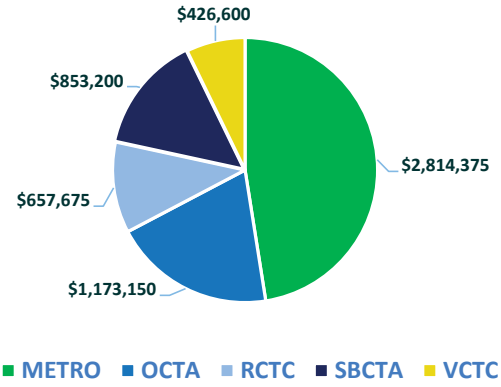
METROLINK

Proposed FY25 Capital Program By Member Agency

State of Good Repair



New Capital

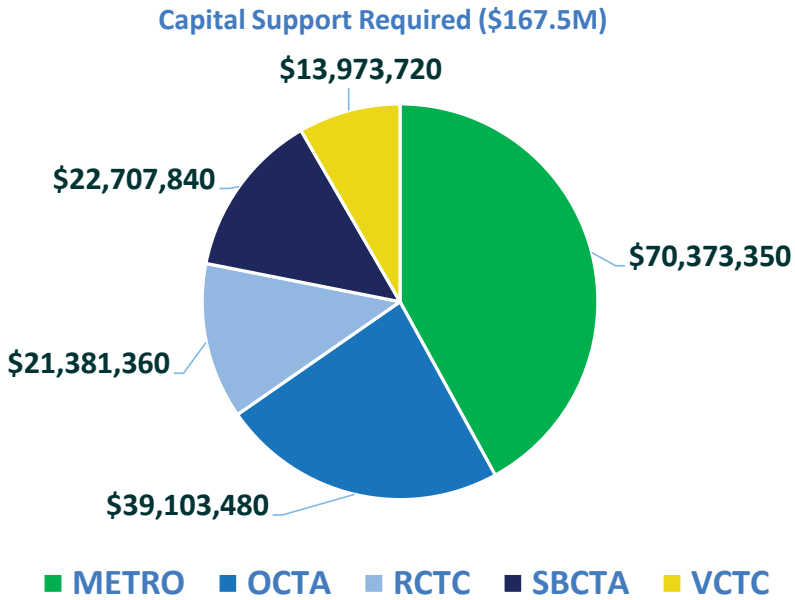


Notes:

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

METROLINK

Proposed FY25 Capital Program By Member Agency



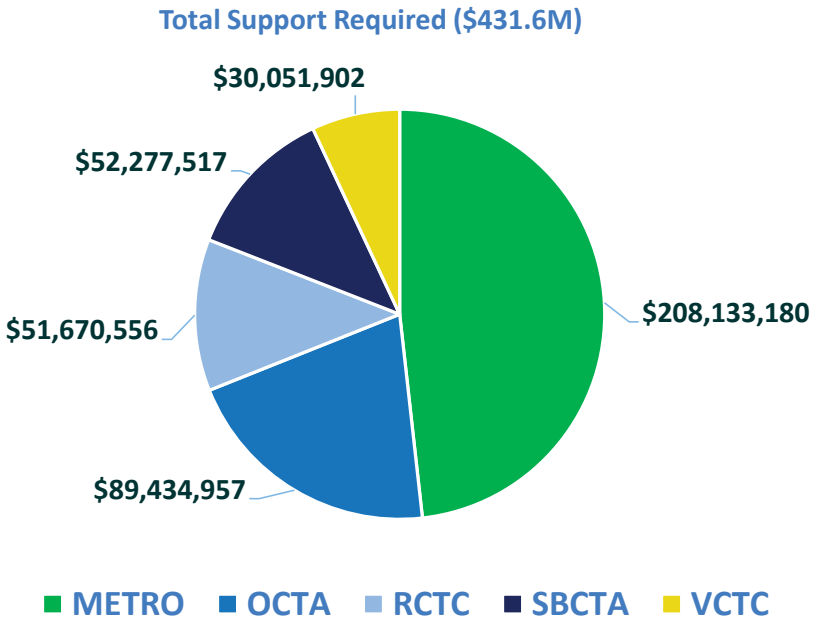
Notes:

Summary

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

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

Proposed FY25 Budget Support Required by Member Agency



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

METROLINK

FY25 Budget Summary of Support by Member Agencies

Proposed FY25 Budget
Summary of Support by Member Agency

FY25 Proposed Budget
Hybrid Scenario (includes mobilization)

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Support	137,759,830	50,331,477	30,289,196	29,569,677	16,078,182	**264,028,362**
Total Capital Support	70,373,350	39,103,480	21,381,360	22,707,840	13,973,720	**167,539,750**
Total	**208,133,180**	**89,434,957**	**51,670,556**	**52,277,517**	**30,051,902**	**431,568,112**

FY24 Amended Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Support	128,093,315	50,557,390	28,141,155	28,754,730	16,326,283	**251,872,872**
Total Capital Support	72,989,847	29,554,225	15,624,704	17,967,472	13,923,752	**150,060,000**
Total	**201,083,162**	**80,111,615**	**43,765,859**	**46,722,202**	**30,250,035**	**401,932,872**

Year-Over-Year Variance

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Support	**7,050,018**	**9,323,343**	**7,904,697**	**5,555,316**	**(198,133)**	**29,635,240**
% variance	3.5%	11.6%	18.1%	11.9%	-0.7%	**7.4%**

Note: FY24 Amended Budget does not include "Working Capital Fund"

METROLINK

FY25 Operating Budget Summary of Support by Member Agencies

Proposed FY25 Operating Budget
Summary of Support by Member Agency

FY25 Proposed Budget
Hybrid Scenario (includes mobilization)

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Revenue	37,152,823	15,178,020	5,506,389	7,743,559	2,446,712	**68,027,502**
Total Expense	174,912,654	65,509,497	35,795,584	37,313,236	18,524,893	**332,055,865**
FY25 Member Agency Support (Loss)	**(137,759,830)**	**(50,331,477)**	**(30,289,196)**	**(29,569,677)**	**(16,078,182)**	**(264,028,362)**

FY24 Amended Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Revenue	29,483,221	12,138,405	4,116,867	6,855,365	1,454,046	**54,047,905**
Total Expense	157,576,536	62,695,795	32,258,021	35,610,094	17,780,329	**305,920,777**
FY24 Member Agency Support (Loss)	**(128,093,315)**	**(50,557,390)**	**(28,141,155)**	**(28,754,730)**	**(16,326,283)**	**(251,872,872)**

Year-Over-Year Variance

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Revenues	7,669,602	3,039,614	1,389,522	888,194	992,665	**13,979,598**
% variance	26.0%	25.0%	33.8%	13.0%	68.3%	**25.9%**
Expenses	17,336,117	2,813,702	3,537,563	1,703,142	744,564	**26,135,088**
% variance	11.0%	4.5%	11.0%	4.8%	4.2%	**8.5%**
Member Agency Support (increase) / decrease	**(9,666,515)**	**225,912**	**(2,148,041)**	**(814,948)**	**248,101**	**(12,155,490)**
% variance	7.5%	-0.4%	7.6%	2.8%	-1.5%	**4.8%**

Note: FY24 Amended Budget does not include "Working Capital Fund"

METROLINK

FY25 Operating Budget Summary of Member Agency Support by Line

Proposed FY25 Operating Budget
Summary of Member Agency Support by Line

FY25 Proposed Budget
Hybrid Scenario (includes mobilization)

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Total Revenue	18,790,687	6,586,668	12,841,928	4,084,605	14,204,800	5,739,128	5,779,686	**68,027,502**
Total Expense	75,721,192	41,161,670	66,665,043	24,921,212	49,226,847	35,216,162	34,632,437	**327,544,565**
FY25 Member Agency Support (Loss)	**(56,930,505)**	**(34,575,003)**	**(53,823,115)**	**(20,836,608)**	**(35,022,047)**	**(29,477,034)**	**(28,852,751)**	**(259,517,062)**

FY24 Amended Budget

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Total Revenue	15,677,298	4,018,659	11,557,123	2,797,882	10,627,276	4,926,590	4,443,077	**54,047,905**
Total Expense	69,541,592	38,740,058	63,578,558	23,991,821	44,473,731	35,237,785	30,357,231	**305,920,777**
FY24 Member Agency Support (Loss)	**(53,864,295)**	**(34,721,399)**	**(52,021,435)**	**(21,193,938)**	**(33,846,455)**	**(30,311,195)**	**(25,914,154)**	**(251,872,872)**

Year-Over-Year Variance

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Revenues	3,113,389	2,568,009	1,284,805	1,286,722	3,577,525	812,538	1,336,610	**13,979,598**
% variance	19.9%	63.9%	11.1%	46.0%	33.7%	16.5%	30.1%	**25.9%**
Expenses	6,179,600	2,421,612	3,086,484	929,392	4,753,117	(21,623)	4,275,206	**21,623,788**
% variance	8.9%	6.3%	4.9%	3.9%	10.7%	-0.1%	14.1%	**7.1%**
Member Agency Support (increase) / decrease	**(3,066,210)**	**146,396**	**(1,801,680)**	**357,331**	**(1,175,592)**	**834,161**	**(2,938,596)**	**(7,644,190)**
% variance	5.7%	-0.4%	3.5%	-1.7%	3.5%	-2.8%	11.3%	**3.0%**

Note:
FY24 Amended Budget does not include "Working Capital Fund"
Excludes Student Adventure Pass Support & Outside 20'

METROLINK

FY25 Operating Statement – Revenue

Hybrid Service Level

Proposed FY25 Level Operating Statement
Hybrid Service

($000s)	FY 23-24 Amended Budget	FY 24-25 Proposed Budget Hybrid Scenario	Variance $ Variance	Variance % Variance
Operating Revenue				
Farebox Revenue	35,407,008	45,348,040	9,941,032	28.08%
Fare Reduction Subsidy	490,404	427,099	(63,305)	-12.91%
Other Train Subsidies	2,565,421	2,565,421	0	0.00%
Special Trains	0	0	0	n/a
Subtotal-Pro Forma FareBox	**38,462,833**	**48,340,560**	**9,877,727**	**25.68%**
Dispatching	1,962,580	2,207,017	244,437	12.45%
Other Revenues	690,953	4,353,250	3,662,297	530.04%
MOW Revenues	12,931,538	13,126,675	195,137	1.51%
Total Operating Revenue	**54,047,905**	**68,027,502**	**13,979,598**	**25.87%**

METROLINK

FY25 Operating Statement –

Operating Expenses

Hybrid Service Level

METROLINK

Proposed FY25 Level Operating Statement Hybrid Service

($000s)	FY 23-24 Amended Budget	FY 24-25 Proposed Budget Hybrid Scenario	Variance	
			$ Variance	% Variance
Operating Expenses				
Operations & Services				
Train Operators	42,040,094	47,776,213	5,736,119	13.64%
Train Dispatch	5,565,938	5,918,570	352,632	6.34%
Equipment Maintenance	44,560,074	44,073,828	(486,246)	-1.09%
Fuel	31,028,102	33,293,181	2,265,079	7.30%
Non-Scheduled Rolling Stock Repairs	100,000	150,000	50,000	50.00%
Operating Facilities Maintenance	2,243,863	2,485,996	242,133	10.79%
Other Operating Train Services	941,852	973,264	31,412	3.34%
Security	16,634,582	18,375,543	1,740,961	10.47%
Public Safety Program	103,344	53,344	(50,000)	-48.38%
Passenger Relations	2,021,136	1,974,599	(46,537)	-2.30%
TVM Maintenance/Revenue Collection	5,342,154	4,928,574	(413,580)	-7.74%
Marketing	3,238,155	3,002,986	(235,169)	-7.26%
Media & External Communications	322,450	303,850	(18,600)	-5.77%
Utilities/Leases	3,087,613	2,704,068	(383,545)	-12.42%
Transfers to Other Operators	3,269,346	2,614,796	(654,550)	-20.02%
Amtrak Transfers	1,185,452	670,687	(514,765)	-43.42%
Station Maintenance	5,228,874	6,265,876	1,037,002	19.83%
Rail Agreements	6,680,158	6,921,568	241,410	3.61%
Special Trains	500,000	500,000	0	0.00%
Subtotal Operations & Services	**174,093,187**	**182,986,943**	**8,893,756**	**5.11%**

FY25 Operating Statement –

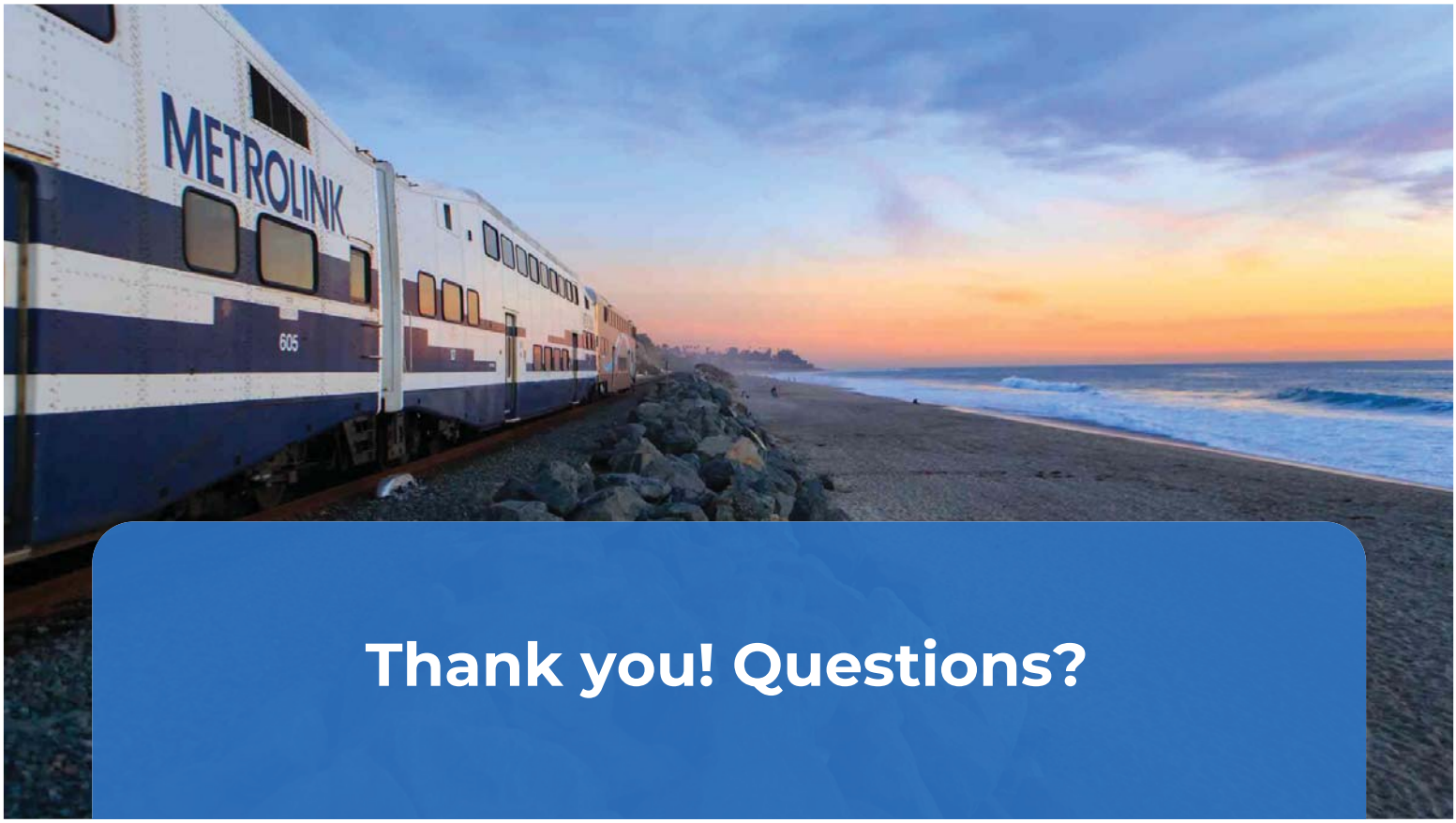
Operating Expenses

Hybrid Service Level

METROLINK

Proposed FY25 Level Operating Statement Hybrid Service

($000s)	FY 23-24 Amended Budget	FY 24-25 Proposed Budget Hybrid Scenario	Variance	
			$ Variance	% Variance
Operating Expenses				
Maintenance-of-Way				
MoW - Line Segments	53,545,845	53,977,798	431,953	0.81%
MoW - Extraordinary Maintenance	794,287	640,284	(154,003)	-19.39%
Subtotal Maintenance-of-Way	**54,340,132**	**54,618,082**	**277,950**	**0.51%**
Administration & Services				
Ops Salaries & Benefits	17,220,657	17,764,073	543,415	3.16%
Ops Non-Labor Expenses	12,830,464	11,613,227	(1,217,237)	-9.49%
Indirect Administrative Expenses	24,657,544	24,282,588	(374,957)	-1.52%
Ops Professional Services	2,717,389	2,654,412	(62,977)	-2.32%
Subtotal Admin & Services	**57,426,054**	**56,314,300**	**(1,111,755)**	**-1.94%**
Contingency	**87,500**	**50,000**	**(37,500)**	**-42.86%**
Total Operating Expenses	**285,946,874**	**293,969,325**	**8,022,451**	**2.81%**
Insurance and Legal				
Liability/Property/Auto	16,837,887	19,200,511	2,362,624	14.03%
Net Claims / SI	990,000	1,840,750	850,750	85.93%
Claims Administration	2,146,016	2,195,547	49,531	2.31%
Subtotal Insurance and Legal	**19,973,903**	**23,236,808**	**3,262,905**	**16.34%**
Total Expense	**305,920,777**	**317,206,133**	**11,285,356**	**3.69%**
Loss / Member Support Required	**(251,872,872)**	**(249,178,630)**	**2,694,242**	**-1.07%**
Mobilization	0	10,338,432	10,338,432	n/a
Total Expense with Mobilization	305,920,777	327,544,565	21,623,788	7.07%
Loss with Mobilization	(251,872,872)	(259,517,062)	(7,644,190)	3.03%
Student Adventure Pass	0	3,211,300	3,211,300	n/a
Outside 20'	0	1,300,000	1,300,000	n/a
Total SAP + Outside 20'	0	4,511,300	4,511,300	n/a
Total Expense	**305,920,777**	**332,055,865**	**26,135,088**	**8.54%**
Loss	**(251,872,872)**	**(264,028,362)**	**(12,155,490)**	**4.83%**



Thank you! Questions?

Attachment B

San Bernardino Line – with Express

Westbound

Train number	301	305	307	381	311	313	315	317	319	321	**323**	325	**327**	**329**	**331**	333	**335**	**337**	**339**	341	**343**	345	**347**	349	351	353	361
DOWNTOWN REDLANDS				05:33																							
SAN BERNARDINO TRANSIT CENTER	3:46	4:46	5:16	|	6:16	6:46		7:46		8:46		9:46		**10:46**		11:46		**12:46**		13:46		14:46		15:46		16:46	18:46
SAN BERNARDINO	3:51	4:51	5:21	05:50	6:21	6:51		7:51		8:51		9:51		**10:51**		11:51		**12:51**		13:51		14:51		15:51		16:51	18:51
RIALTO	3:57	4:57	5:27	|	6:27	6:57		7:57		8:57		9:57		**10:57**		11:57		**12:57**		13:57		14:57		15:57		16:57	18:57
FONTANA	4:04	5:04	5:34	|	6:34	7:04		8:04		9:04		10:04		**11:04**		12:04		**13:04**		14:04		15:04		16:04		17:04	19:04
RANCHO CUCAMONGA	4:13	5:13	5:43	06:07	6:43	7:13		8:13		9:13		10:13		**11:13**		12:13		**13:13**		14:13		15:13		16:13		17:13	19:13
UPLAND	4:21	5:21	5:51	|	6:51	7:21		8:21		9:21		10:21		**11:21**		12:21		**13:21**		14:21		15:21		16:21		17:21	19:21
MONTCLAIR	4:26	5:26	5:56	06:17	6:56	7:26		8:26		9:26		10:26		**11:26**		12:26		**13:26**		14:26		15:26		16:26		17:26	19:26
CLAREMONT	4:29	5:29	5:59	|	6:59	7:29		8:29		9:29		10:29		**11:29**		12:29		**13:29**		14:29		15:29		16:29		17:29	19:29
POMONA (North)	4:33	5:33	6:03	|	7:03	7:33		8:33		9:33		10:33		**11:33**		12:33		**13:33**		14:33		15:33		16:33		17:33	19:33
COVINA	4:43	5:43	6:13	06:31	7:13	7:43	8:13	8:43	9:13	9:43	**10:13**	10:43	**11:13**	**11:43**	**12:13**	12:43	**13:13**	**13:43**	**14:13**	14:43	**15:13**	15:43	**16:13**	16:43	17:13	17:43	19:43
BALDWIN PARK	4:49	5:49	6:19	|	7:19	7:49	8:19	8:49	9:19	9:49	**10:19**	10:49	**11:19**	**11:49**	**12:19**	12:49	**13:19**	**13:49**	**14:19**	14:49	**15:19**	15:49	**16:19**	16:49	17:19	17:49	19:49
EL MONTE	4:59	5:59	6:29	|	7:29	7:59	8:29	8:59	9:29	9:59	**10:29**	10:59	**11:29**	**11:59**	**12:29**	12:59	**13:29**	**13:59**	**14:29**	14:59	**15:29**	15:59	**16:29**	16:59	17:29	17:59	19:59
CAL STATE LA	5:09	6:09	6:39	06:58	7:39	8:09	8:39	9:09	9:39	10:09	**10:39**	11:09	**11:39**	**12:09**	**12:39**	13:09	**13:39**	**14:09**	**14:39**	15:09	**15:39**	16:09	**16:39**	17:09	17:39	18:09	20:09
L.A. UNION STATION	5:20	6:20	6:50	07:08	7:50	8:20	8:50	9:20	9:50	10:20	**10:50**	11:20	**11:50**	**12:20**	**12:50**	13:20	**13:50**	**14:20**	**14:50**	15:20	**15:50**	16:20	**16:50**	17:20	17:50	18:20	20:20

Bold = additional trains proposed for 2024 compared to April 2023 schedules

San Bernardino Line – With Express

Eastbound

Train number	300	**302**	304	**306**	308	**310**	312	**314**	**316**	**318**	320	**322**	324	**326**	**328**	330	332	334	336	338	340	382	344	346	348	352	356
L.A. UNION STATION	6:38	**7:08**	7:38	**8:08**	8:38	**9:08**	9:38	**10:08**	**10:38**	**11:08**	11:38	**12:08**	12:38	**13:08**	**13:38**	14:08	14:38	15:08	15:38	16:08	16:38	17:08	17:38	18:08	18:38	19:38	20:38
CAL STATE LA	6:50	**7:20**	7:50	**8:20**	8:50	**9:20**	9:50	**10:20**	**10:50**	**11:20**	11:50	**12:20**	12:50	**13:20**	**13:50**	14:20	14:50	15:20	15:50	16:20	16:50	17:20	17:50	18:20	18:50	19:50	20:50
EL MONTE	7:00	**7:30**	8:00	**8:30**	9:00	**9:30**	10:00	**10:30**	**11:00**	**11:30**	12:00	**12:30**	13:00	**13:30**	**14:00**	14:30	15:00	15:30	16:00	16:30	17:00	|	18:00	18:30	19:00	20:00	21:00
BALDWIN PARK	7:09	**7:39**	8:09	**8:39**	9:09	**9:39**	10:09	**10:39**	**11:09**	**11:39**	12:09	**12:39**	13:09	**13:39**	**14:09**	14:39	15:09	15:39	16:09	16:39	17:09	|	18:09	18:39	19:09	20:09	21:09
COVINA	7:16	**7:45**	8:16	**8:45**	9:16	**9:45**	10:16	**10:45**	**11:16**	**11:45**	12:16	**12:45**	13:16	**13:45**	**14:16**	14:45	15:16	15:45	16:16	16:45	17:16	17:43	18:16	18:46	19:16	20:16	21:16
POMONA (North)	7:27		8:27		9:27		10:27		**11:27**		12:27		13:27		**14:27**		15:27		16:27		17:27	|	18:27	18:57	19:27	20:27	21:27
CLAREMONT	7:31		8:31		9:31		10:31		**11:31**		12:31		13:31		**14:31**		15:31		16:31		17:31	|	18:31	19:01	19:31	20:31	21:31
MONTCLAIR	7:34		8:34		9:34		10:34		**11:34**		12:34		13:34		**14:34**		15:34		16:34		17:34	17:58	18:34	19:04	19:34	20:34	21:34
UPLAND	7:39		8:39		9:39		10:39		**11:39**		12:39		13:39		**14:39**		15:39		16:39		17:39	|	18:39	19:09	19:39	20:39	21:39
RANCHO CUCAMONGA	7:48		8:48		9:48		10:48		**11:48**		12:48		13:48		**14:48**		15:48		16:48		17:48	18:07	18:48	19:18	19:48	20:48	21:48
FONTANA	7:56		8:56		9:56		10:56		**11:56**		12:56		13:56		**14:56**		15:56		16:56		17:56	|	18:56	19:26	19:56	20:56	21:56
RIALTO	8:03		9:03		10:03		11:03		**12:03**		13:03		14:03		**15:03**		16:03		17:03		18:03	|	19:03	19:33	20:03	21:03	22:03
SAN BERNARDINO	8:09		9:09		10:09		11:09		**12:09**		13:09		14:09		**15:09**		16:09		17:09		18:09	18:25	19:09	19:39	20:09	21:09	22:09
SAN BERNARDINO TRANSIT CENTER	8:12		9:12		10:12		11:12		**12:12**		13:12		14:12		**15:12**		16:12		17:12		18:12	|	19:12	19:42	20:12	21:12	22:12
DOWNTOWN REDLANDS																						18:42					

METROLINK

Bold = additional trains proposed for 2024 compared to April 2023 schedules

Attachment C

PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

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

PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

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

PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

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

PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

																FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
27	ZAVALAL	2025	2025	SAVED	OPEN	2926	00	Rehab	Orange County Line	Orange	165.08 - 207.4	Worn	High	Structures	SoGR_FY25_ORANGE_STRUCTURES_CONSTRUCTION	Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: This budget will provide additional construction funds for the 2 structures (MP 202.1 and 202.35) that will be constructed with partial funds from the FY24 budget, primarily in the Dana Point and San Clemente area. These funds are needed due to construction cost escalation issues Metrolink has recently experienced.	$1,864,000	$0	$1,864,000	$0	$0	$0	$0
28	ZAVALAL	2025	2025	SAVED	OPEN	2927	00	Rehab	Ventura County Line	Ventura - VC County	426.4 - 441.24	Worn	High	Structures	SoGR_FY25_VENTURA (VN)_STRUCTURES_DESIGN	Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: *DESIGN ONLY* Design & Environmental Clearance for Repairs to culvert (440.56) to help with sediment build-up due to erosion and obtain necessary environmental clearance and permits.	$473,000	$0	$0	$0	$0	$473,000	$0
29	ZAVALAL	2025	2025	SAVED	OPEN	2928	00	Rehab	ALL	River	3.34 - 3.34	Worn	High	Structures	SoGR_FY25_RIVER_STRUCTURES_DESIGN_DRAINAGE IMPROVEMENT	*Design Only* River Sub Drainage Improvement addresses the need for a hydrology and hydraulics study and design for a drainage system that can help mitigate the severe erosion and flooding in this area, near Bridge MP 3.34	$851,000	$404,225	$168,498	$94,461	$122,544	$61,272	$0
30	ZAVALAL	2025	2025	SAVED	OPEN	2930	00	Rehab	Ventura County Line	Ventura - VC County	426.00 - 433.00	Worn	High	Track	SoGR_FY25_VENTURA (VN)_TRACK	TIES: 4,000 Wood Ties - MT: MP 429.0-430.0 and MP 432.0-433.0; Siding: MP 426.0-427.0 BALLAST: Ballast to support projects listed.	$2,170,000	$0	$0	$0	$0	$2,170,000	$0
32	ZAVALAL	2025	2025	SAVED	OPEN	2934	00	Rehab	Antelope Valley Line	Valley	3.67 - 76.63	Worn	High	Track	SoGR_FY25_VALLEY_TRACK	TIES: 7,000 Wood Tie Replacement: MT 37-38, 40-42, 51-52, 62-63, 65-67 Concrete tie upgrade: MT-MP 64.33-65.33 (3000 TF) GRADE CROSSING: MP 32.35 - Drayton St. (80 TF), MP 56.16 Crown Valley Rd. (50 TF) BALLAST: Ballast to support projects listed.	$4,725,000	$4,725,000	$0	$0	$0	$0	$0
33	ZAVALAL	2025	2025	SAVED	OPEN	2936	00	Rehab	San Bernardino LIne	San Gabriel	1.08 - 57.66	Worn	High	Track	SoGR_FY25_SAN GABRIEL_TRACK	RAIL: Replace Curve 2.17-1 South Rail (MT-MP 2.18-2.48, 1590 LF); Curve 4.44-1 North Rail (MT-MP 4.44-4.62, 960 LF and two 136/119 transition rails); Curve 19.25-1 North Rail (MT-MP 19.25-19.58, 1750 LF); Tangent South Rail (MT-MP 29.85-29.96, 690 LF); Tangent North/South Rail (MT-MP 38.61-38.73, 1280 LF and two 136/119 transition rails); Replace Curve 55.49-1 South Rail (MT-MP 55.5-55.58, 430 LF); Replace Curve 55.62-1 North Rail (MT-MP 55.61-55.79 MT, 960 LF); Replace Curve 55.87-1 South Rail (MT-MP 55.88-56.0, 640 LF); Upgrade 119# to 136 # North/South Rail MP 3.73-4.43 (2400 LF) GRADE CROSSING: MP 52.44 - S. Lilac Ave. (70 TF), SPECIAL TRACKWORK: Rehab: MP 45.70 (#10), MP 45.74 (#10), MP 45.75 (#10), and MP 45.79 (#10) BALLAST: Ballast to support projects listed.	$5,532,000	$3,319,200	$0	$0	$2,212,800	$0	$0
34	ZAVALAL	2025	2025	SAVED	OPEN	2938	00	Rehab	Orange County Line	Orange	165.08 - 207.40	Worn	High	Track	SoGR_FY25_ORANGE_TRACK	RAIL: Replace Curve 175.84-2 North/South Rail (MT2-MP 175.89-176.17, 2960 LF); Curve 197.87-1 North Rail South (MT-MP 197.85-197.97, 640 LF); Curve 199.92-1 South Rail (MT-MP 199.92-200.23, 1640 LF); GRADE CROSSING: MP 167.07 E. La Palma Ave. (240 TF), MP 172.21 S. State College Blvd. (270 TF) SPECIAL TRACKWORK: CP La Palma (2 - #20) BALLAST: Ballast to support projects listed.	$6,554,000	$0	$6,554,000	$0	$0	$0	$0
35	ZAVALAL	2025	2025	SAVED	OPEN	2940	00	Rehab	ALL	River	1.18 - 482.62	Worn	High	Track	SoGR_FY25_RIVER_TRACK	RAIL: River Curve 1.19-3 South Rail (MT3-MP 1.18-1.29, 580 LF); River WB Curve 143.03-4 South Rail (MT4-MP 143.03-143.39, 1900 LF); River EB Curve 482.41-2, Curve 482.61-2, and Curve 482.62-2 North Rail (MT2-MP 482.31-482.63, 1690 LF) GRADE CROSSING: MP 1.18 N. Main St. (200 TF), MP 481.69 N. Main St./Albion St. (160 TF) BALLAST: Ballast to support projects listed.	$3,165,000	$1,503,375	$626,670	$351,315	$455,760	$227,880	$0

PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

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

PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

																	FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
46	SHAHIDS	2025	2025	SAVED	OPEN	2955	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	Locomotive Overhauls	• Engine (both HEP and Main) partial overhaul - replace as needed basis. • HVAC overhaul with R-407c freon replacement • Truck/Suspension overhaul • Exterior repaint • Coupler overhaul • General electrical and Pnuematic system overhaul	$8,316,000	$3,950,100	$1,646,568	$923,076	$1,197,504	$598,752	$0
47	SHAHIDS	2025	2025	SAVED	OPEN	2956	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	Rolling Stock Fleet PA/PEI Comm Upgrades	• Upgrade communication control device. • Add interior destination panels.	$1,173,000	$557,175	$232,254	$130,203	$168,912	$84,456	$0
48	SHAHIDS	2025	2025	SAVED	OPEN	2957	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	F125 Locomotive Engine Intermediate Overhauls	• Engine overhaul - 100% replacement	$6,082,000	$2,888,950	$1,204,236	$675,102	$875,808	$437,904	$0
50	FERNANDEZK	2025	2025	SAVED	OPEN	2960	00	Rehab	ALL	All	n/a - n/a	Worn	High	Train Control	FY25 Back-Office Train Control System	Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: 1) DOC/MOC/Vegas Servers 2) CAD Workstations and Monitors 3) CAD/BOS/MDM/IC3 4) Train Control Firewall, Routers and Switches	$2,833,000	$1,345,675	$560,934	$314,463	$407,952	$203,976	$0
51	FERNANDEZK	2025	2025	SAVED	OPEN	2961	00	Rehab	ALL	All	n/a - n/a	Worn	High	Train Control	FY25 SYSTEMWIDE ON-BOARD TRAIN CONTROL SYSTEMS REHABILITATION	Procure Slot 10 image development for newer operating software to replace out of date, non-supported version. Pref GPS upgrade for entire fleer, new data radio 220 upgrades to replace out of commissions and support radios being used, 5g cell antenna upgrade.	$2,364,000	$1,122,900	$468,072	$262,404	$340,416	$170,208	$0
52	CONLEYD	2025	2025	SAVED	OPEN	2984	00	Rehab	San Bernardino LIne	Ventura - VC County	426.4 - 441.24	Marginal	Low	Communications	VENTURA SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION (VN)	Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$284,000	$0	$0	$0	$0	$284,000	$0
61	SHAHIDS	2025	2025	SAVED	OPEN	3005	00	Rehab	ALL	All	n/a - n/a	Worn	Low	Right of Way	Metrolink CAM Expenses for Fiscal 2025	Perform rehab work at LA Union Station to address drainage issues, upgrade lighting to LED, landscape refurbishment, upgrade safety and security elements at the stations, and modernize plumbing. This amount changes each year.	$1,650,000	$783,750	$326,700	$183,150	$237,600	$118,800	$0
																TOTAL	**$161,614,750**	**$67,558,975**	**$37,930,330**	**$20,723,685**	**$21,854,640**	**$13,547,120**	**$0**
																PROJECT COUNT	**45**						
																REHAB TOTAL	**$161,614,750**	**$67,558,975**	**$37,930,330**	**$20,723,685**	**$21,854,640**	**$13,547,120**	**$0**
																REHAB COUNT	**45**						
																CAPITAL TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
																CAPITAL COUNT	**0**						

PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2823.00

PROJECT : EAM SOFTWARE ENHANCEMENT

SCOPE

TYPE: REHAB | MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

The risk of non-implementation can impact the agency by limiting staff's ability to effectively make informed asset management decisions as the agency relies on the

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

POGHOSYANE PROJECT# 2843.00

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

SCOPE

TYPE: REHAB | MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 16 Year(s) Standard Lifespan: 10 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$2,750,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$10,000		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$70,000		
* SUPPORT STAFF	$39,000		
* CONSULTANT	$0		
CONTINGENCY	$202,000		
TOTAL	$3,081,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$115,538	$115,538	$115,538	$115,536	$462,150
2027	$539,175	$539,175	$539,175	$539,175	$2,156,700
2028	$115,538	$115,538	$115,538	$115,536	$462,150
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

CHAKLADARA PROJECT# 2850.00

PROJECT : REHAB OF END-USER COMPUTING INFRASTRUCTURE ASSETS

SCOPE

TYPE: REHAB | MRP |

Replace end of life infrastructure for end users.

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

The end user computing infrastructure impacts all users at all locations including contractors at remote locations.

RISK CREATED BY NON-IMPLEMENTATION

The risks of not funding this project are: 1. Users will not have the tools needed to perform their day-to-day responsibilities. 2. Communications between employees and

Current Age: 8 Year(s) Standard Lifespan: 6 Year(s)

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

PEREZO PROJECT# 2851.00

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

SCOPE

TYPE: REHAB | MRP |

Upgrade Network Backup Software to include new features like orchestration of proceses for performing and recovering from disasters.

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

The server infrastructure hardware runs and impacts all users in Metrolink

RISK CREATED BY NON-IMPLEMENTATION

Not upgrading the backup software with the new modules will make recovery longer and introduce possible issues when having to fail over from our primary to secondary data center and fail back.

Current Age: 5 Year(s) Standard Lifespan: 4 Year(s)

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

PEREZO PROJECT# 2852.00

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

SCOPE

TYPE: REHAB | MRP |

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

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

The server infrastructure hardware runs and impacts all users in Metrolink

RISK CREATED BY NON-IMPLEMENTATION

Not performing these critical upgrades will expose the Metrolink infrastructure from outages from power failures, outages from system issues, faulty hardware and

Current Age: 6 Year(s) Standard Lifespan: 4 Year(s)

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2853.00

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

SCOPE

TYPE: REHAB | MRP |

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

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

Mile Posts: 2.4 - 57.7

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 31 Year(s) Standard Lifespan: 15 Year(s)

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2856.00

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

SCOPE

TYPE: REHAB | MRP |

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

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 26 Year(s) Standard Lifespan: 15 Year(s)

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2857.00

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

SCOPE

TYPE: REHAB | MRP |

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

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

Mile Posts: 3.5 - 76.54 Division: Valley County: LA Asset Type: Communications

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 31 Year(s) Standard Lifespan: 15 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$35,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$100,000		
CONSTRUCTION	$255,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$35,000		
* SUPPORT STAFF	$14,000		
* CONSULTANT	$2,000		
CONTINGENCY	$27,000		
TOTAL	$473,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$35,475	$35,475	$35,475	$35,475	$141,900
2027	$47,300	$47,300	$47,300	$47,300	$189,200
2028	$35,475	$35,475	$35,475	$35,475	$141,900
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2858.00

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

SCOPE

TYPE: REHAB | MRP |

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

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

Mile Posts: 441.24 - 460.8

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2859.00

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

SCOPE

TYPE: REHAB | MRP |

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

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 28 Year(s) Standard Lifespan: 15 Year(s)

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2860.00

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

SCOPE

TYPE: REHAB | MRP |

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

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

Mile Posts: 49.6 UP LA SUB - 61.6 UP LA SUB

Division: Riverside County: RV Asset Type: Communications

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 28 Year(s) Standard Lifespan: 15 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$35,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$90,000		
CONSTRUCTION	$140,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$28,000		
* SUPPORT STAFF	$14,000		
* CONSULTANT	$11,000		
CONTINGENCY	$20,000		
TOTAL	$343,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$25,725	$25,725	$25,725	$25,725	$102,900
2027	$34,300	$34,300	$34,300	$34,300	$137,200
2028	$25,725	$25,725	$25,725	$25,725	$102,900
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2863.00

PROJECT : FY25 SYSTEMWIDE TRACK REHABILITATION RAIL GRINDING/SURFACING

SCOPE

TYPE: REHAB | MRP |

Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog:
- Rail Grinding: ongoing systemwide program
- Surfacing Program to restore track profiles and cross sections

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

Project is necessary to for annual Rail Surfacing and Grinding work.

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$30,000		
CONSTRUCTION	$3,250,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$8,000		
PROJECT MANAGEMENT			
* P.M STAFF	$18,000		
* SUPPORT STAFF	$28,000		
* CONSULTANT	$0		
CONTINGENCY	$134,000		
TOTAL	$3,468,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$130,050	$130,050	$130,050	$130,050	$520,200
2027	$606,900	$606,900	$606,900	$606,900	$2,427,600
2028	$130,050	$130,050	$130,050	$130,050	$520,200
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2864.00

PROJECT : FY25 SYSTEMWIDE TRACK REHABILITATION RAIL GRINDING/SURFACING BACKLOG

SCOPE

TYPE: REHAB | MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

Project is necessary to for annual Rail Surfacing and Grinding work.

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2903.00

PROJECT : SOGR_FY25_VENTURA (VN)_SIGNAL

SCOPE

TYPE: REHAB | MRP |

Upgrade Signal Crossings at
1) Avenida Colonia Place
2) Erringer Rd
3) 1st Street

Mile Posts: 428.35 - 433.27

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2906.00

PROJECT : SOGR_FY25_VALLEY_SIGNAL

SCOPE

TYPE: REHAB | MRP |

Upgrade Control Points incl. Switches and Cables at
CP Kocian
CP Harold
CP Sierra

Mile Posts: 22.63 - 76.2

Division: Valley County: LA Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN			
ENVIRONMENTAL			
ROW ACQUISITION			
MATERIAL			
CONSTRUCTION			
SPECIAL RAIL EQUIP			
FLAGGING			
BUS BRIDGES			
CLOSE OUT			
DBE/LABOR			
PROJECT MANAGEMENT			
* P.M STAFF			
* SUPPORT STAFF			
* CONSULTANT			
CONTINGENCY			
TOTAL	$2,640,750		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026					
2027					
2028					
2029					
2030					

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2907.00

PROJECT : SOGR_FY25_SAN GABRIEL_SIGNAL

SCOPE

TYPE: REHAB | MRP |

Upgrade Control Point incl. House and Signals at
CP Archibald

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$836,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$251,000		
MATERIAL	$2,423,000		
CONSTRUCTION	$2,841,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$418,000		
CLOSE OUT	$167,000		
DBE/LABOR	$84,000		
PROJECT MANAGEMENT			
* P.M STAFF	$836,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$508,000		
CONTINGENCY	$921,000		
TOTAL	$9,285,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$185,700	$185,700	$185,700	$185,700	$742,800
2027	$464,250	$464,250	$464,250	$464,250	$1,857,000
2028	$766,012	$766,012	$766,012	$766,014	$3,064,050
2029	$649,950	$649,950	$649,950	$649,950	$2,599,800
2030	$255,338	$255,338	$255,338	$255,336	$1,021,350

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2908.00

PROJECT : SOGR_FY25_ORANGE_SIGNAL

SCOPE

TYPE: REHAB | MRP |

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

Upgrade Signal Crossings at
Mile Posts: 167.44 - 196.72

Division: Orange County: OC Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$721,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$216,000		
MATERIAL	$2,090,000		
CONSTRUCTION	$2,450,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$360,000		
CLOSE OUT	$144,000		
DBE/LABOR	$72,000		
PROJECT MANAGEMENT			
* P.M STAFF	$721,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$440,000		
CONTINGENCY	$794,000		
TOTAL	$8,008,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$160,160	$160,160	$160,160	$160,160	$640,640
2027	$400,400	$400,400	$400,400	$400,400	$1,601,600
2028	$660,660	$660,660	$660,660	$660,660	$2,642,640
2029	$560,560	$560,560	$560,560	$560,560	$2,242,240
2030	$220,220	$220,220	$220,220	$220,220	$880,880

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2909.00

PROJECT : SOGR_FY25_RIVER_SIGNAL

SCOPE

TYPE: REHAB | MRP |

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

Mile Posts: 0.8 - 482.1

Division: River County: ALL Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 32 Year(s) Standard Lifespan: 30 Year(s)

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2911.00

PROJECT : SOGR_FY25_PERRIS VALLEY_SIGNAL

SCOPE

TYPE: REHAB | MRP |

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

Current Age: 26 Year(s) Standard Lifespan: 30 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$153,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$46,000		
MATERIAL	$444,000		
CONSTRUCTION	$521,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$77,000		
CLOSE OUT	$31,000		
DBE/LABOR	$15,000		
PROJECT MANAGEMENT			
* P.M STAFF	$153,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$92,000		
CONTINGENCY	$169,000		
TOTAL	$1,701,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$34,020	$34,020	$34,020	$34,020	$136,080
2027	$85,050	$85,050	$85,050	$85,050	$340,200
2028	$140,332	$140,332	$140,332	$140,334	$561,330
2029	$119,070	$119,070	$119,070	$119,070	$476,280
2030	$46,778	$46,778	$46,778	$46,776	$187,110

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

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2914.00

PROJECT : PROJECT MANAGEMENT INFORMATION SYSTEM SUPPORT

SCOPE

TYPE: REHAB | NON-MRP |

This includes oversight and support for the Project Management Information System during implementation phase.

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Proper Oversight is needed for the project to make sure all the requirements are met

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2917.00

PROJECT : SOGR_FY25_PERRIS VALLEY_STRUCTURES_CONSTRUCTION_DEFERRED FROM FY23 BUDGET PROCESS

SCOPE

TYPE: REHAB | MRP |

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

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

Mile Posts: 65 - 85.4 Division: San Jacinto (PVL) County: RV Asset Type: Structures

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2918.00

PROJECT : SOGR_FY25_SYSTEMWIDE_STRUCTURES_MAINTENANCE & CREW BRIDGE INSPECTOR

SCOPE

TYPE: REHAB | MRP |

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

Mile Posts: N/A

Division: All County: ALL Asset Type: Structures

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2922.00

PROJECT : SOGR_FY25_SAN GABRIEL_STRUCTURES_CONSTRUCTION

SCOPE

TYPE: REHAB | MRP |

San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure:

- Bridges
- Culverts
- Tunnels

Specific work will include:

Mile Posts: 1.08 - 56.52 Division: San Gabriel County: SB Asset Type: Structures

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$340,000		
CONSTRUCTION	$397,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$113,000		
BUS BRIDGES	$0		
CLOSE OUT	$5,000		
DBE/LABOR	$12,000		
PROJECT MANAGEMENT			
* P.M STAFF	$113,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$100,000		
CONTINGENCY	$54,000		
TOTAL	$1,134,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$42,525	$42,525	$42,525	$42,525	$170,100
2027	$127,575	$127,575	$127,575	$127,575	$510,300
2028	$85,050	$85,050	$85,050	$85,050	$340,200
2029	$28,350	$28,350	$28,350	$28,350	$113,400
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2926.00

PROJECT : SOGR_FY25_ORANGE_STRUCTURES_CONSTRUCTION

SCOPE

TYPE: REHAB | MRP |

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

- Bridges
- Culverts
- Tunnels

Specific work will include:

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2927.00

PROJECT : SOGR_FY25_VENTURA (VN)_STRUCTURES_DESIGN

SCOPE

TYPE: REHAB | MRP |

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

- Bridges
- Culverts
- Tunnels

Specific work will include:

Mile Posts: 426.4 - 441.24

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$350,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$3,000		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$47,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$20,000		
CONTINGENCY	$43,000		
TOTAL	$473,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$11,825	$11,825	$11,825	$11,825	$47,300
2027	$41,388	$41,388	$41,388	$41,386	$165,550
2028	$41,388	$41,388	$41,388	$41,386	$165,550
2029	$23,650	$23,650	$23,650	$23,650	$94,600
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2928.00

PROJECT : SOGR_FY25_RIVER_STRUCTURES_DESIGN_DRAINAGE IMPROVEMENT

SCOPE

TYPE: REHAB | MRP |

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

Mile Posts: 3.34 - 3.34

Division: River County: ALL Asset Type: Structures

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2930.00

PROJECT : SOGR_FY25_VENTURA (VN)_TRACK

SCOPE

TYPE: REHAB | MRP |

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

Mile Posts: 426.00 - 433.00

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$378,000		
CONSTRUCTION	$1,172,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$45,000		
CLOSE OUT	$23,000		
DBE/LABOR	$12,000		
PROJECT MANAGEMENT			
* P.M STAFF	$234,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$145,000		
CONTINGENCY	$161,000		
TOTAL	$2,170,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$54,250	$54,250	$54,250	$54,250	$217,000
2027	$189,875	$189,875	$189,875	$189,875	$759,500
2028	$189,875	$189,875	$189,875	$189,875	$759,500
2029	$108,500	$108,500	$108,500	$108,500	$434,000
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2934.00

PROJECT : SOGR_FY25_VALLEY_TRACK

SCOPE

TYPE: REHAB | MRP |

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

Division: Valley County: LA Asset Type: Track

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION			
MATERIAL			
CONSTRUCTION			
SPECIAL RAIL EQUIP			
FLAGGING			
BUS BRIDGES			
CLOSE OUT			
DBE/LABOR			
PROJECT MANAGEMENT			
* P.M STAFF			
* SUPPORT STAFF			
* CONSULTANT			
CONTINGENCY			
TOTAL	$4,725,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026					
2027					
2028					
2029					
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2936.00

PROJECT : SOGR_FY25_SAN GABRIEL_TRACK

SCOPE

TYPE: REHAB | MRP |

RAIL:
Replace Curve 2.17-1 South Rail (MT-MP 2.18-2.48, 1590 LF); Curve 4.44-1 North Rail (MT-MP 4.44-4.62, 960 LF and two 136/119 transition rails); Curve 19.25-1 North Rail (MT-MP 19.25-19.58, 1750 LF); Tangent South Rail (MT-MP 29.85-29.96, 690 LF); Tangent North/South Rail (MT-MP 38.61-38.73, 1280 LF and two 136/119 transition rails); Replace Curve 55.49-1 South Rail (MT-MP 55.5-55.58, 430 LF); Replace Curve 55.62-1 North Rail (MT-MP 55.61-55.79 MT, 960 LF); Replace Curve 55.87-1 South Rail (MT-MP 55.88-56.0, 640 LF); Upgrade 119# to 136 # North/South Rail MP 3.73-4.43 (2400 LF)

Mile Posts: 1.08 - 57.66 Division: San Gabriel County: SB Asset Type: Track

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$138,300	$138,300	$138,300	$138,300	$553,200
2027	$484,050	$484,050	$484,050	$484,050	$1,936,200
2028	$484,050	$484,050	$484,050	$484,050	$1,936,200
2029	$276,600	$276,600	$276,600	$276,600	$1,106,400
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2938.00

PROJECT : SOGR_FY25_ORANGE_TRACK

SCOPE

TYPE: REHAB | MRP |

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,398,000		
CONSTRUCTION	$3,431,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$43,000		
CLOSE OUT	$69,000		
DBE/LABOR	$34,000		
PROJECT MANAGEMENT			
* P.M STAFF	$686,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$351,000		
CONTINGENCY	$542,000		
TOTAL	$6,554,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$163,850	$163,850	$163,850	$163,850	$655,400
2027	$573,475	$573,475	$573,475	$573,475	$2,293,900
2028	$573,475	$573,475	$573,475	$573,475	$2,293,900
2029	$327,700	$327,700	$327,700	$327,700	$1,310,800
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2940.00

PROJECT : SOGR_FY25_RIVER_TRACK

SCOPE

TYPE: REHAB | MRP |

RAIL:
River Curve 1.19-3 South Rail (MT3-MP 1.18-1.29, 580 LF); River WB Curve 143.03-4 South Rail (MT4-MP 143.03-143.39, 1900 LF); River EB Curve 482.41-2, Curve 482.61-2, and Curve 482.62-2 North Rail (MT2-MP 482.31-482.63, 1690 LF)
GRADE CROSSING:
MP 1.18 N. Main St. (200 TF), MP 481.69 N. Main St./Albion St. (160 TF)
Mile Posts: 1.18 - 482.62

Division: River County: ALL Asset Type: Track

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$79,125	$79,125	$79,125	$79,125	$316,500
2027	$276,938	$276,938	$276,938	$276,936	$1,107,750
2028	$276,938	$276,938	$276,938	$276,936	$1,107,750
2029	$158,250	$158,250	$158,250	$158,250	$633,000
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2942.00

PROJECT : SOGR_FY25_PERRIS VALLEY_TRACK

SCOPE

TYPE: REHAB | MRP |

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

Mile Posts: 65.13 - 86.79 Division: San Jacinto (PVL) County: RV Asset Type: Track

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2943.00

PROJECT : SOGR_FY25_SYSTEMWIDE_TRACK MEASUREMENT

SCOPE

TYPE: REHAB | MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2945.00

PROJECT : LAUS MAIN WATERLINE REPLACEMENT

SCOPE

TYPE: REHAB | MRP |

•The current piping is old, galvanized waterline with several leaking and rusted sections.

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

LAUS Main waterline is rusted and need corrective action this project is priority. Pipe supplies water to SCRRA PTC simulation building and SCRRA Beauchpt building.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$15,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$155,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$1,000		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$20,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$15,000		
CONTINGENCY	$22,000		
TOTAL	$233,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$11,650	$11,650
2026	$11,650	$11,650	$11,650	$11,650	$46,600
2027	$20,388	$20,388	$20,388	$20,386	$81,550
2028	$17,475	$17,475	$17,475	$17,475	$69,900
2029	$5,825	$5,825	$5,825	$5,825	$23,300
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2946.00

PROJECT : CMF HVAC REPLACEMENT

SCOPE

TYPE: REHAB | MRP |

• Replace HVAC units in CMF

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

HVAC periodically fails in performance.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$13,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$330,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$1,000		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$28,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$10,000		
CONTINGENCY	$39,000		
TOTAL	$426,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$21,300	$21,300
2026	$21,300	$21,300	$21,300	$21,300	$85,200
2027	$37,275	$37,275	$37,275	$37,275	$149,100
2028	$31,950	$31,950	$31,950	$31,950	$127,800
2029	$10,650	$10,650	$10,650	$10,650	$42,600
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2947.00

PROJECT : SCADA SYSTEM INSTALLATION & MCC UPGRADE

SCOPE

TYPE: REHAB | MRP |

Scope Part 1
SCADA Remote Control System:
This system shall remote control and failure prediction of the following equipment, system & sub-system
1. Tanks/Silos
at CMF to control three oil tanks , two DEF tanks , two Sand Silos & two antifreeze tanks .
Mile Posts: n/a Division: All County: ALL Asset Type: Facilities

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Manual functionality is available. Remote control and diagnostic is an option.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$13,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$250,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$5,000		
DBE/LABOR	$6,000		
PROJECT MANAGEMENT			
* P.M STAFF	$21,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$6,000		
CONTINGENCY	$31,000		
TOTAL	$332,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$16,600	$16,600
2026	$16,600	$16,600	$16,600	$16,600	$66,400
2027	$29,050	$29,050	$29,050	$29,050	$116,200
2028	$24,900	$24,900	$24,900	$24,900	$99,600
2029	$8,300	$8,300	$8,300	$8,300	$33,200
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2949.00

PROJECT : LDVR & CAMERA REPLACEMENT

SCOPE

TYPE: REHAB | MRP |

• Remaining Rotem cab car,
• All 15 MP36 and
• All 40 F125.
• New CFR compliance related.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,570,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$3,000		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$158,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$128,000		
CONTINGENCY	$187,000		
TOTAL	$2,051,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$102,550	$102,550
2026	$102,550	$102,550	$102,550	$102,550	$410,200
2027	$179,462	$179,462	$179,462	$179,464	$717,850
2028	$153,825	$153,825	$153,825	$153,825	$615,300
2029	$51,275	$51,275	$51,275	$51,275	$205,100
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2950.00

PROJECT : OUT-OF-SERVICE CAR REPAIR PROJECT

SCOPE

TYPE: REHAB | MRP |

•Repair Out of Service Cars to rehabilitate

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Increase Car availability to support upcoming demand of Metrolink revenue service.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

Impact to any effort to increase service capacity in the future.

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2951.00

PROJECT : ROTEM HVAC OVERHAUL/REBUILD

SCOPE

TYPE: REHAB | MRP |

- Both HVAC units and control panels.
- Life cycle increase.
- Remove systemic issue

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Systemic design issue in OEM HVAC Unit - high maintenance cost and impact to costumer convenience and safety. Continue the remaining HVAC units with the ongoing project.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

Impact to car availability due to no spare HVAC units. Increase in maintenance cost to procure parts that are obsolete.

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

BUDGET

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

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$105,850	$105,850
2026	$105,850	$105,850	$105,850	$105,850	$423,400
2027	$185,238	$185,238	$185,238	$185,236	$740,950
2028	$158,775	$158,775	$158,775	$158,775	$635,100
2029	$52,925	$52,925	$52,925	$52,925	$211,700
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2953.00

PROJECT : BOMBARDIER RAILCAR REBUILD

SCOPE

TYPE: REHAB | MRP |

• Increase lifecycle.
• Refurbish remaining Bombardier cars
• Safety and convenience improvement.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

30 years degraded conditions.
Multiple OEM parts that are obsolete.
FTA recommended life-cycle extension program.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$22,300,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$12,000		
DBE/LABOR	$42,000		
PROJECT MANAGEMENT			
* P.M STAFF	$350,000		
* SUPPORT STAFF	$350,000		
* CONSULTANT	$1,000,000		
CONTINGENCY	$2,406,000		
TOTAL	$26,460,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$1,323,000	$1,323,000
2026	$1,323,000	$1,323,000	$1,323,000	$1,323,000	$5,292,000
2027	$2,315,250	$2,315,250	$2,315,250	$2,315,250	$9,261,000
2028	$1,984,500	$1,984,500	$1,984,500	$1,984,500	$7,938,000
2029	$661,500	$661,500	$661,500	$661,500	$2,646,000
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2954.00

PROJECT : HYUNDAI-ROTEM RAILCAR OVERHAUL

SCOPE

TYPE: REHAB | MRP |

- Toilet
- Door
- LED
- Truck
- Exterior Scheme

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Remove multiple systemic issues in OEM.
15 years of mid-life overhaul program.
Improvement in safety system.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

Impact to Rotem car availability due to increase in unscheduled maintenance. Cost increase in maintenance due to high consumption of parts required for the unscheduled maintenance.

Current Age: 124 Year(s) Standard Lifespan: 15 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$18,000,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$9,000		
DBE/LABOR	$50,000		
PROJECT MANAGEMENT			
* P.M STAFF	$368,000		
* SUPPORT STAFF	$350,000		
* CONSULTANT	$2,700,000		
CONTINGENCY	$2,148,000		
TOTAL	$23,625,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$1,181,250	$1,181,250
2026	$1,181,250	$1,181,250	$1,181,250	$1,181,250	$4,725,000
2027	$2,067,188	$2,067,188	$2,067,188	$2,067,186	$8,268,750
2028	$1,771,875	$1,771,875	$1,771,875	$1,771,875	$7,087,500
2029	$590,625	$590,625	$590,625	$590,625	$2,362,500
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2955.00

PROJECT : LOCOMOTIVE OVERHAULS

SCOPE

TYPE: REHAB | MRP |

- Engine (both HEP and Main) partial overhaul - replace as needed basis.
- HVAC overhaul with R-407c freon replacement
- Truck/Suspension overhaul
- Exterior repaint
- Coupler overhaul

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

This overhaul is intended for life extension/bridging to new loco purchase.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$415,800	$415,800
2026	$415,800	$415,800	$415,800	$415,800	$1,663,200
2027	$727,650	$727,650	$727,650	$727,650	$2,910,600
2028	$623,700	$623,700	$623,700	$623,700	$2,494,800
2029	$207,900	$207,900	$207,900	$207,900	$831,600
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2956.00

PROJECT : ROLLING STOCK FLEET PA/PEI COMM UPGRADES

SCOPE

TYPE: REHAB | MRP |

• Upgrade communication control device.
• Add interior destination panels.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

Cost increase in the maintenance due to degraded conditions of communication system.
Improvement in customer convenience with interior panels that shows location

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

BUDGET

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

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$58,650	$58,650
2026	$58,650	$58,650	$58,650	$58,650	$234,600
2027	$102,638	$102,638	$102,638	$102,636	$410,550
2028	$87,975	$87,975	$87,975	$87,975	$351,900
2029	$29,325	$29,325	$29,325	$29,325	$117,300
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2957.00

PROJECT : F125 LOCOMOTIVE ENGINE INTERMEDIATE OVERHAULS

SCOPE

TYPE: REHAB | MRP |

• Engine overhaul - 100% replacement

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Overhaul of engine is required as per the maintenance manual.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$304,100	$304,100
2026	$304,100	$304,100	$304,100	$304,100	$1,216,400
2027	$532,175	$532,175	$532,175	$532,175	$2,128,700
2028	$456,150	$456,150	$456,150	$456,150	$1,824,600
2029	$152,050	$152,050	$152,050	$152,050	$608,200
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2960.00

PROJECT : FY25 BACK-OFFICE TRAIN CONTROL SYSTEM

SCOPE

TYPE: REHAB | MRP |

Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life.
Train Control Back Office:
1) DOC/MOC/Vegas Servers
2) CAD Workstations and Monitors
Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$300,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,750,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$8,000		
PROJECT MANAGEMENT			
* P.M STAFF	$62,000		
* SUPPORT STAFF	$28,000		
* CONSULTANT	$550,000		
CONTINGENCY	$135,000		
TOTAL	$2,833,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$106,238	$106,238	$106,238	$106,236	$424,950
2027	$354,125	$354,125	$354,125	$354,125	$1,416,500
2028	$141,650	$141,650	$141,650	$141,650	$566,600
2029	$106,238	$106,238	$106,238	$106,236	$424,950
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2961.00

PROJECT : FY25 SYSTEMWIDE ON-BOARD TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE

TYPE: REHAB | MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,250,000		
CONSTRUCTION	$585,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$97,000		
* SUPPORT STAFF	$56,000		
* CONSULTANT	$253,000		
CONTINGENCY	$113,000		
TOTAL	$2,364,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$59,100	$59,100	$59,100	$59,100	$236,400
2027	$206,850	$206,850	$206,850	$206,850	$827,400
2028	$206,850	$206,850	$206,850	$206,850	$827,400
2029	$118,200	$118,200	$118,200	$118,200	$472,800
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2984.00

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

SCOPE

TYPE: REHAB | MRP |

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

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

Mile Posts: 426.4 - 441.24

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 3005.00

PROJECT : METROLINK CAM EXPENSES FOR FISCAL 2025

SCOPE

TYPE: REHAB | MRP |

Perform rehab work at LA Union Station to address drainage issues, upgrade lighting to LED, landscape refurbishment, upgrade safety and security elements at the stations, and modernize plumbing.
This amount changes each year.

Mile Posts: n/a

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

OBJECTIVES

1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
2. (Goal 2: Maintain Fiscal Sustainability) Increase fare revenue
3. (Goal 3: Invest in People and Assets) Maintain State of Good Repair

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$1,650,000	$1,650,000
2026	$0	$0	$0	$0	$0
2027	$0	$0	$0	$0	$0
2028	$0	$0	$0	$0	$0
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

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

Attachment D

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

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

PROJECT PROPOSAL

FY25

RIEMERM PROJECT# 2883.00

PROJECT : WEST PORTAL OLYMPIC READINESS UPGRADE PROJECT

SCOPE

TYPE: CAPITAL | NON-MRP |

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

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

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

Additional support document was submitted

RISK CREATED BY NON-IMPLEMENTATION

If this project does not move forward in FY25, Metrolink will not be well prepared to help increase passenger flow for the 2028 Olympic and Paralympic games - as ridership increases, Metrolink customer experience will be unable to meet the demand.

Current Age: 21 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2913.00

PROJECT : EV INFRASTRUCTURE

SCOPE

TYPE: CAPITAL | NON-MRP |

•Develop necessary drawings for charging infrastructure, obtain permits and utility rebate applications.

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$50,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$1,000,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$5,000		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$108,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$90,000		
CONTINGENCY	$127,000		
TOTAL	$1,390,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$69,500	$69,500
2026	$69,500	$69,500	$69,500	$69,500	$278,000
2027	$121,625	$121,625	$121,625	$121,625	$486,500
2028	$104,250	$104,250	$104,250	$104,250	$417,000
2029	$34,750	$34,750	$34,750	$34,750	$139,000
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2914.00

PROJECT : PROJECT MANAGEMENT INFORMATION SYSTEM SUPPORT

SCOPE

TYPE: CAPITAL | NON-MRP |

This includes oversight and support for the Project Management Information System during implementation phase.

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Proper Oversight is needed for the project to make sure all the requirements are met

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

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

BUDGET

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

CASH FLOW

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

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

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2944.00

PROJECT : CMF CAR/LOCO SHOP ADDITIONAL FALL PROTECTION

SCOPE

TYPE: CAPITAL | MRP |

• Install additional fall protection for loco and car shops, including on window rack.
• Compliance related.

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Reduce employee turnover
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Fall Protection at CMF roof is highly recommended to increase safety.

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

If not implemented there would be a higher risk of accident from falling

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$10,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$70,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$2,000		
DBE/LABOR	$8,000		
PROJECT MANAGEMENT			
* P.M STAFF	$6,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$4,000		
CONTINGENCY	$10,000		
TOTAL	$110,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$5,500	$5,500
2026	$5,500	$5,500	$5,500	$5,500	$22,000
2027	$9,625	$9,625	$9,625	$9,625	$38,500
2028	$8,250	$8,250	$8,250	$8,250	$33,000
2029	$2,750	$2,750	$2,750	$2,750	$11,000
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2962.00

PROJECT : NEW TRAIN CONTROL SIMULATORS AND WAYSIDE DETECTORS

SCOPE

TYPE: CAPITAL | NON-MRP |

Acquire new wayside detectors to introduce into PTC system that will help aid MOW detect hazards in the field.
Acquire new simulators that model new Metrolink purchased locomotives to full training requirements. (Excludes ARROW)

Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

These simulators play a crucial role in the Authority's PTC Safety Plan, supporting initial train qualification training and ongoing refresher training for the Authority's train crews. To follow suit of training regulatory requirements obtaining additional simulators to accommodate the newly acquired vehicle models, such as the F-125 locomotives

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$800,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$800,000		
CONSTRUCTION	$50,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$11,000		
PROJECT MANAGEMENT			
* P.M STAFF	$98,000		
* SUPPORT STAFF	$42,000		
* CONSULTANT	$175,000		
CONTINGENCY	$198,000		
TOTAL	$2,174,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$135,875	$135,875	$135,875	$135,875	$543,500
2027	$135,875	$135,875	$135,875	$135,875	$543,500
2028	$135,875	$135,875	$135,875	$135,875	$543,500
2029	$135,875	$135,875	$135,875	$135,875	$543,500
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2963.00

PROJECT : PTC COLOCATION PHASE 2

SCOPE

TYPE: CAPITAL | MRP |

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

OBJECTIVES

1. (Goal 4: Retain and Grow Ridership) Improve service reliability
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Project is critical to ensuring continuity of operations in the event of a power outage or natural disaster impacting the Pomona area. Currently both Metrolink dispatching and operations centers (MOC and DOC) are located in Pomona, CA within close proximity to each other. In case of a power outage or natural disaster, the entire network could

RANKING // PROJECT READINESS

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

Project is critical in the event of a power outage or natural disaster in the Pomona area impacting train service across the entire SCRRA network.

RISK CREATED BY NON-IMPLEMENTATION

SCRRA currently lacks geographic diversity between its existing train control data centers and is at risk of a power outage or natural disaster in the Pomona area impacting train service across the entire SCRRA network.

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$145,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$8,000		
PROJECT MANAGEMENT			
* P.M STAFF	$18,000		
* SUPPORT STAFF	$14,000		
* CONSULTANT	$310,000		
CONTINGENCY	$25,000		
TOTAL	$520,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$65,000	$65,000	$65,000	$65,000	$260,000
2027	$65,000	$65,000	$65,000	$65,000	$260,000
2028	$0	$0	$0	$0	$0
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

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

PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2985.00

PROJECT : NEW SIMULATORS DMU - FOR ARROW LINE

SCOPE

TYPE: CAPITAL | NON-MRP |

Acquire new simulators that model new Metrolink purchased Diesel Multi Units (DMU) on ARROW LINE to full training requirements.

Mile Posts: n/a

Division: Redlands County: SB Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$600,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$600,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$56,000		
* SUPPORT STAFF	$42,000		
* CONSULTANT	$55,000		
CONTINGENCY	$137,000		
TOTAL	$1,500,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$37,500	$37,500	$37,500	$37,500	$150,000
2027	$131,250	$131,250	$131,250	$131,250	$525,000
2028	$131,250	$131,250	$131,250	$131,250	$525,000
2029	$75,000	$75,000	$75,000	$75,000	$300,000
2030	$0	$0	$0	$0	$0

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

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Revised Proposed FY25 Budget – Hybrid Optimized Service Level

April 18, 2024

Agenda

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

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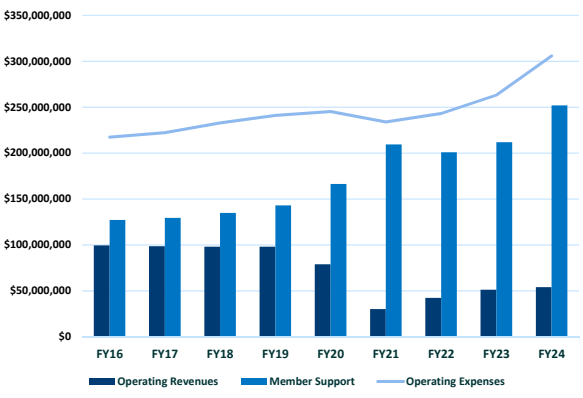
Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)

Our Operating Budget Challenges

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

Operating Budget Challenges

Revenues, Support, and Expenses by Year



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

Notes:
- FY16 - FY23 Actuals
- FY24 Budgets

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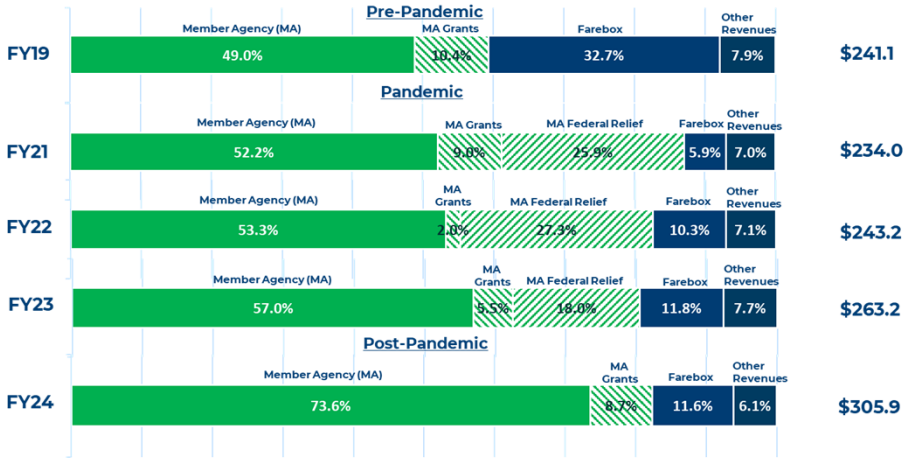
Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)

Metrolink's Operating Budget Funds

Metrolink Operating Funding Sources



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Proposed FY25 Operating Budget Assumptions

Service Level:

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

Revenue:

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

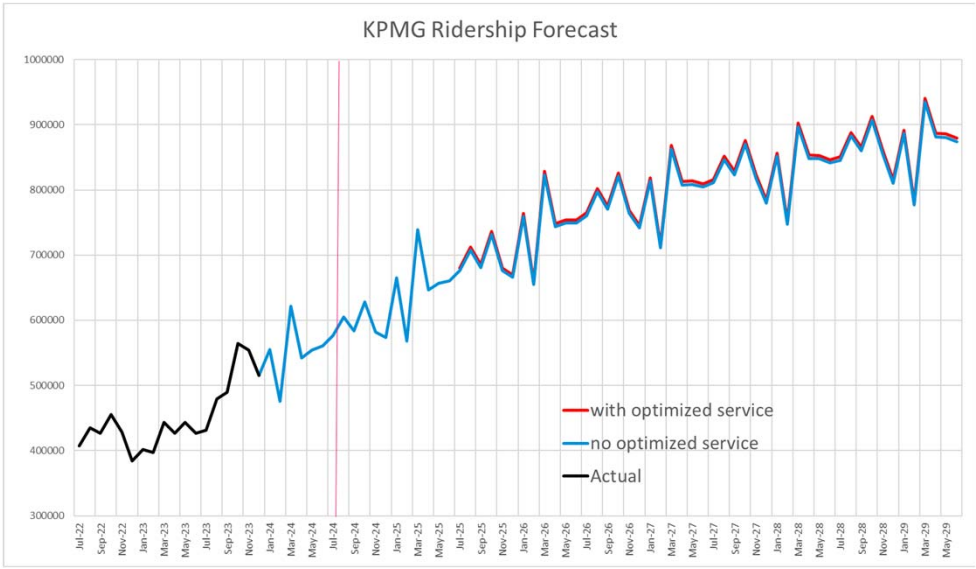
Expenses:

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

Note: Arrow Service is a Separate Budget

Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)

Sperry Capital / KPMG Ridership Forecast



Operating Budget

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Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)

Proposed FY25 Operating Budget Summary

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

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Operating Expenses
FY19 – FY25

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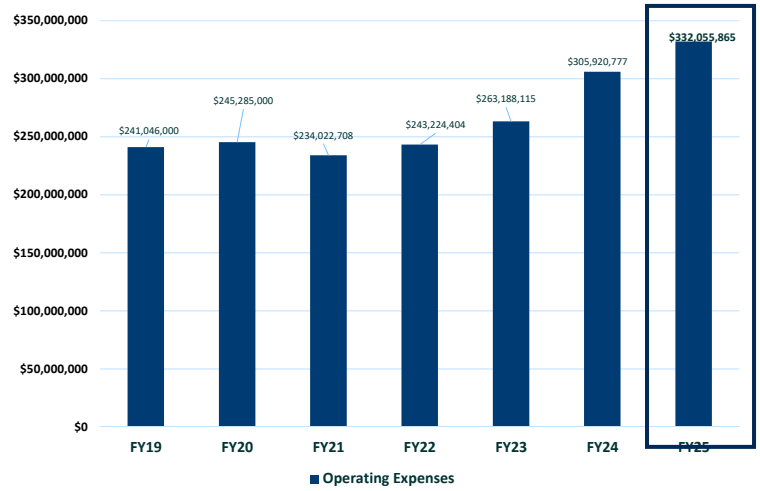
Operating Expenses FY19 – FY25



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

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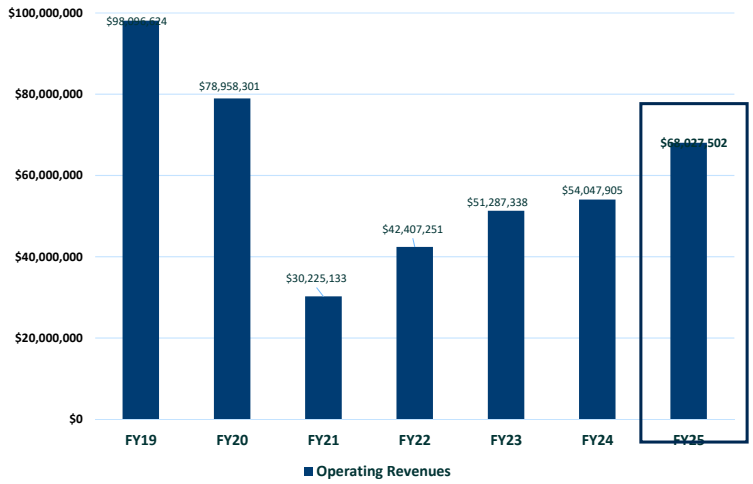
Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)

Operating Revenues

Operating Revenues FY19 – FY25



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

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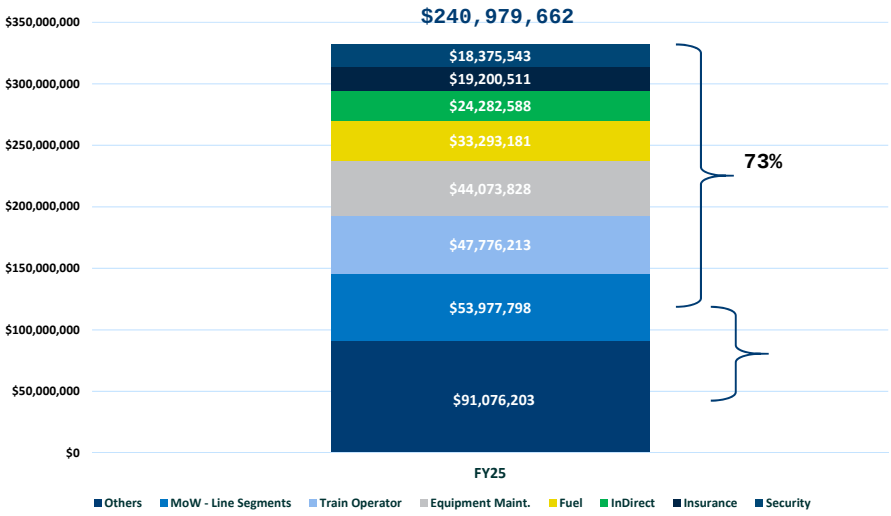
Top Drivers of Operating Expenses

Top Drivers of $332.1M Operating Expenses FY25



Note:
- MoW – Line Segments = Tracks & Signals and Structures

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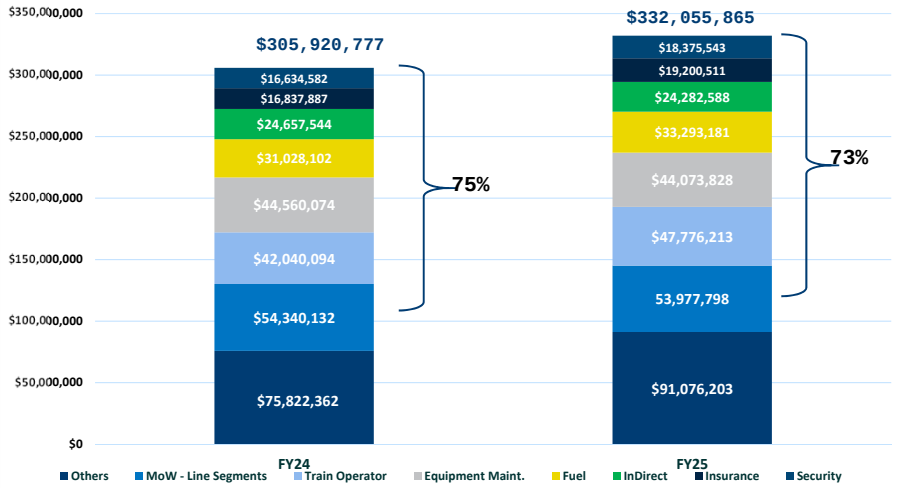
Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)

Top Operating Expense Drivers Comparison FY24 vs FY25

Top Drivers Comparing Operating Expenses FY24 vs FY25



Note:
- MoW – Line Segments = Tracks & Signals and Structures

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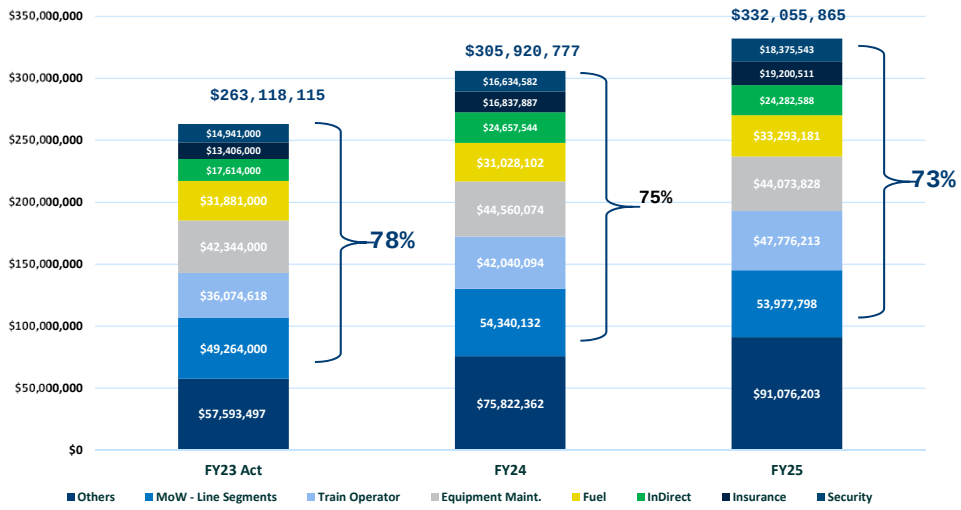
Top Operating Expense Drivers Comparison FY23 vs FY24 vs FY25

Top Drivers Comparing Operating Expenses FY23 vs FY24 vs FY25



Note:
- MoW – Line Segments = Tracks & Signals and Structures

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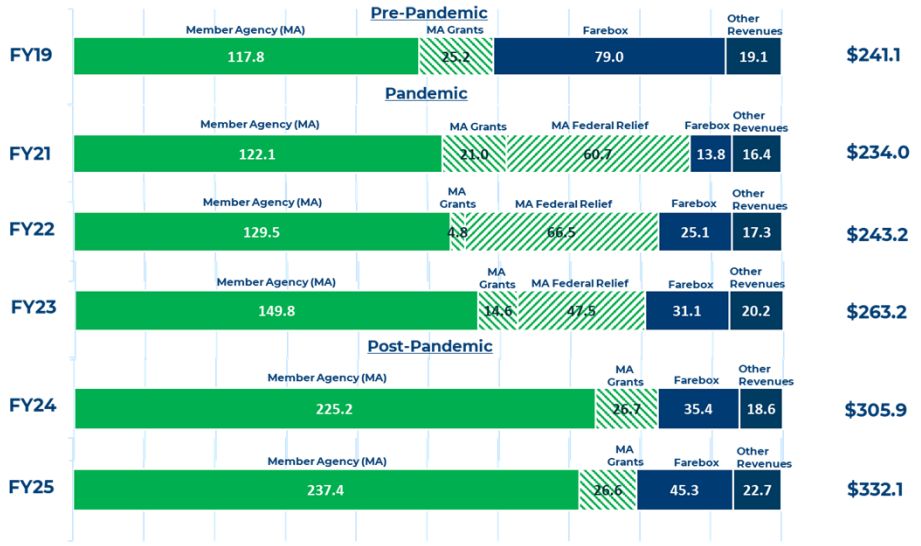
Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)

Metrolink's Operating Budget Funds

Metrolink Operating Funding Sources



METROLINK

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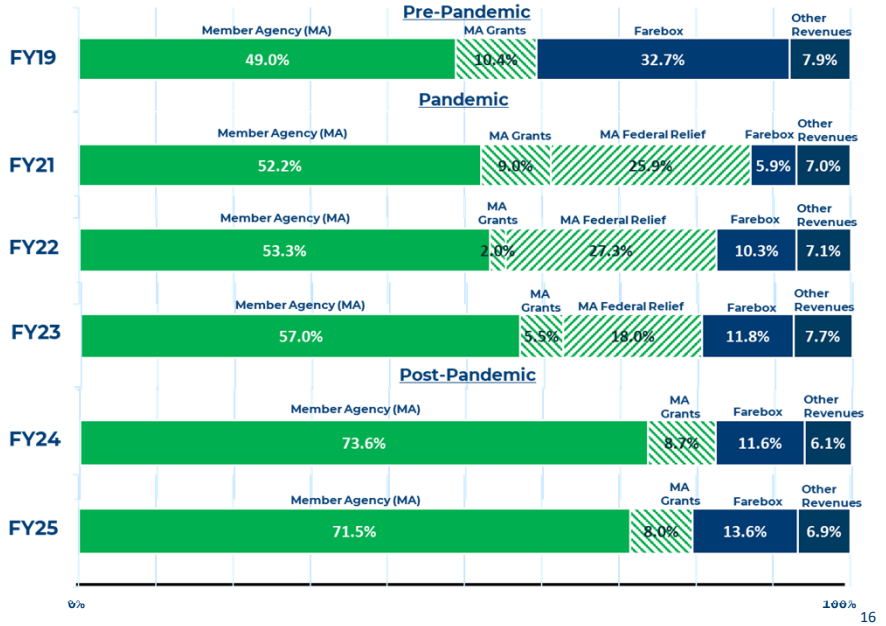
Metrolink's Operating Budget Funds

Metrolink Operating Funding Sources



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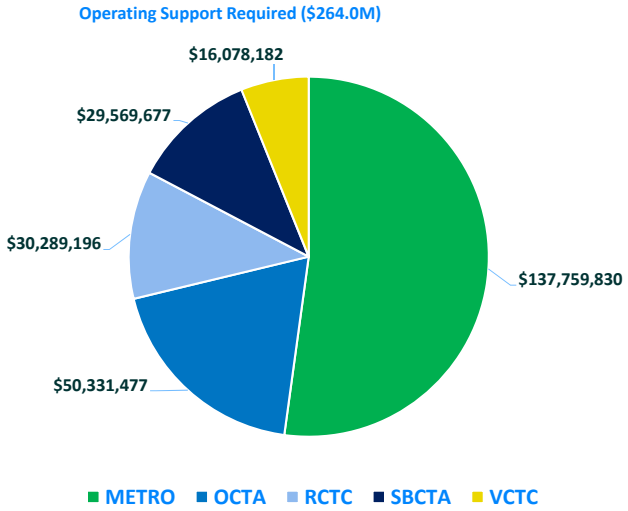
Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)

Operating Support Required from Member Agencies

Proposed FY25 Operating Support Required by Member Agency



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

METROLINK

Comparative FY25 Operating Support Required from Member Agencies

Comparative FY25 Operating Support Required by Member Agency

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

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

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Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)

Revised New Capital Program Budget

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Revised Proposed FY25 System Capital Program Overview

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

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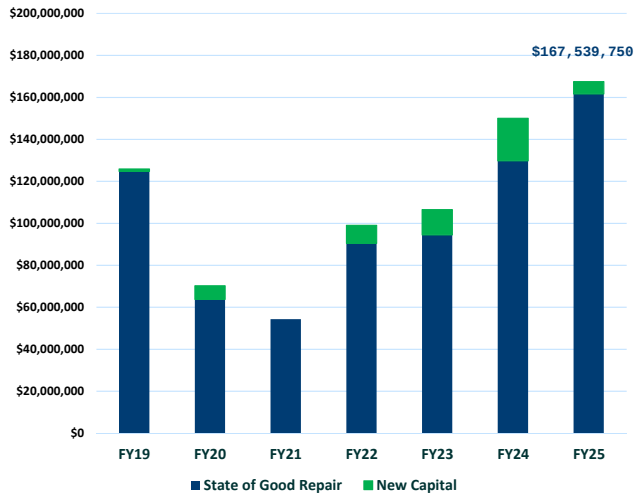
Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)

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

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



METROLINK

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

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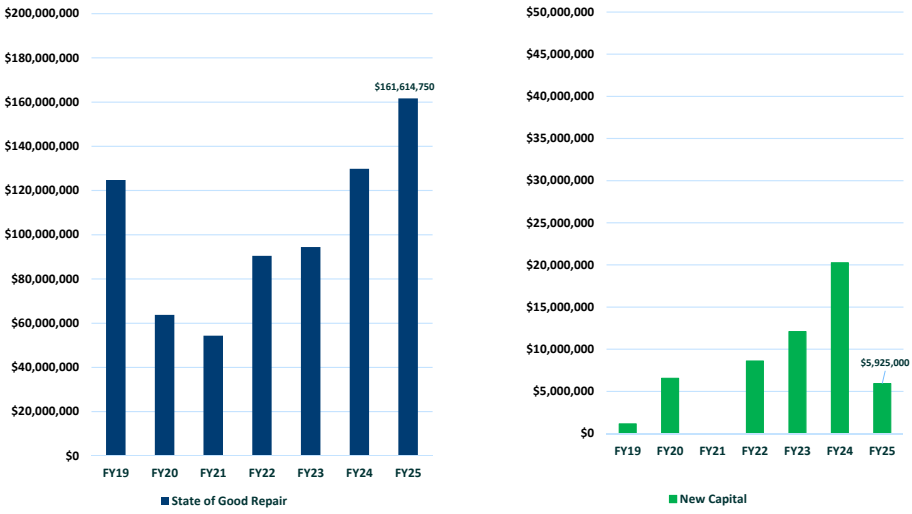
FY25 Capital Program
FY19 – FY25
- *SGR*
- *New Capital*

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



METROLINK

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

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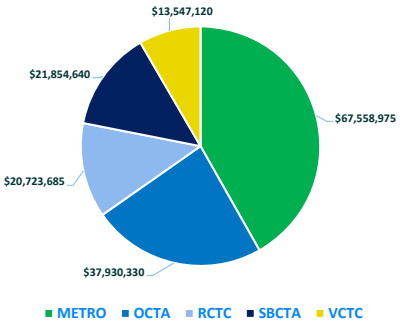
Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)

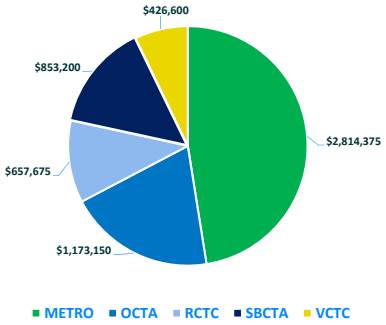
FY25 Capital Program
By Member Agency
- *SGR*
- *New Capital*

Proposed FY25 Capital Program By Member Agency

State of Good Repair



New Capital



Notes:

METROLINK

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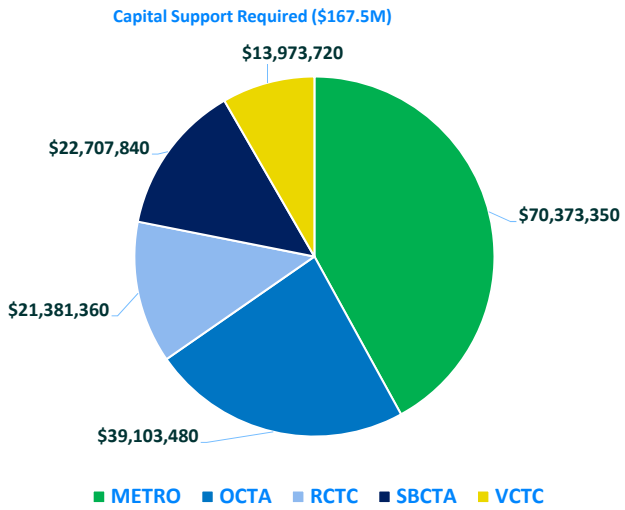
FY25 Capital Program
By Member Agency
- *SGR*
- *New Capital*

Proposed FY25 Capital Program By Member Agency



Notes:

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Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)

Summary

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

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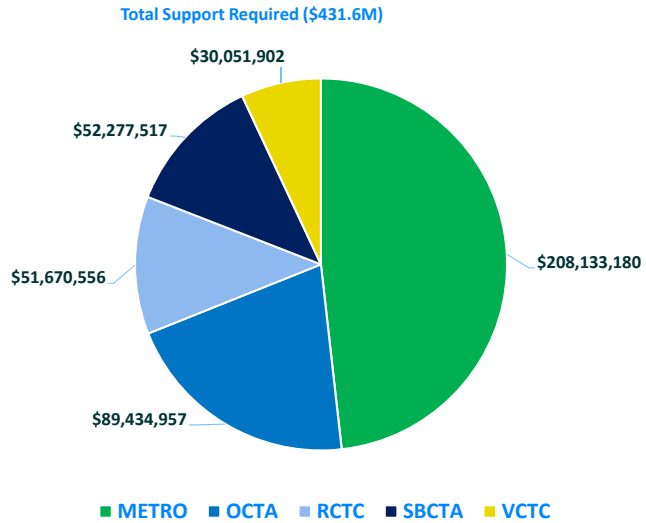
Proposed FY25 Budget (Operating & Capital Program) Support Required from Member Agencies

Proposed FY25 Budget Support Required by Member Agency



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

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Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)

FY25 Budget Summary of Support by Member Agencies

Proposed FY25 Budget
Summary of Support by Member Agency

FY25 Proposed Budget
Hybrid Scenario (includes mobilization)

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Support	137,759,830	50,331,477	30,289,196	29,569,677	16,078,182	**264,028,362**
Total Capital Support	70,373,350	39,103,480	21,381,360	22,707,840	13,973,720	**167,539,750**
Total	**208,133,180**	**89,434,957**	**51,670,556**	**52,277,517**	**30,051,902**	**431,568,112**

FY24 Amended Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Support	128,093,315	50,557,390	28,141,155	28,754,730	16,326,283	**251,872,872**
Total Capital Support	72,989,847	29,554,225	15,624,704	17,967,472	13,923,752	**150,060,000**
Total	**201,083,162**	**80,111,615**	**43,765,859**	**46,722,202**	**30,250,035**	**401,932,872**

Year-Over-Year Variance

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Support	**7,050,018**	**9,323,343**	**7,904,697**	**5,555,316**	**(198,133)**	**29,635,240**
% variance	3.5%	11.6%	18.1%	11.9%	-0.7%	**7.4%**

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Note: FY24 Amended Budget does not include "Working Capital Fund"

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FY25 Operating Budget Summary of Support by Member Agencies

Proposed FY25 Operating Budget
Summary of Support by Member Agency

FY25 Proposed Budget
Hybrid Scenario (includes mobilization)

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Revenue	37,152,823	15,178,020	5,506,389	7,743,559	2,446,712	**68,027,502**
Total Expense	174,912,654	65,509,497	35,795,584	37,313,236	18,524,893	**332,055,865**
FY25 Member Agency Support (Loss)	**(137,759,830)**	**(50,331,477)**	**(30,289,196)**	**(29,569,677)**	**(16,078,182)**	**(264,028,362)**

FY24 Amended Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Revenue	29,483,221	12,138,405	4,116,867	6,855,365	1,454,046	**54,047,905**
Total Expense	157,576,536	62,695,795	32,258,021	35,610,094	17,780,329	**305,920,777**
FY24 Member Agency Support (Loss)	**(128,093,315)**	**(50,557,390)**	**(28,141,155)**	**(28,754,730)**	**(16,326,283)**	**(251,872,872)**

Year-Over-Year Variance

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Revenues	7,669,602	3,039,614	1,389,522	888,194	992,665	**13,979,598**
% variance	26.0%	25.0%	33.8%	13.0%	68.3%	**25.9%**
Expenses	17,336,117	2,813,702	3,537,563	1,703,142	744,564	**26,135,088**
% variance	11.0%	4.5%	11.0%	4.8%	4.2%	**8.5%**
Member Agency Support (increase) / decrease	**(9,666,515)**	**225,912**	**(2,148,041)**	**(814,948)**	**248,101**	**(12,155,490)**
% variance	7.5%	-0.4%	7.6%	2.8%	-1.5%	**4.8%**

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Note: FY24 Amended Budget does not include "Working Capital Fund"

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Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)

FY25 Operating Budget
Summary of Member Agency Support by Line

Proposed FY25 Operating Budget
Summary of Member Agency Support by Line

FY25 Proposed Budget
Hybrid Scenario (includes mobilization)

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Total Revenue	18,790,687	6,586,668	12,841,928	4,084,605	14,204,800	5,739,128	5,779,686	**68,027,502**
Total Expense	75,721,192	41,161,670	66,665,043	24,921,212	49,226,847	35,216,162	34,632,437	**327,544,565**
FY25 Member Agency Support (Loss)	**(56,930,505)**	**(34,575,003)**	**(53,823,115)**	**(20,836,608)**	**(35,022,047)**	**(29,477,034)**	**(28,852,751)**	**(259,517,062)**

FY24 Amended Budget

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Total Revenue	15,677,298	4,018,659	11,557,123	2,797,882	10,627,276	4,926,590	4,443,077	**54,047,905**
Total Expense	69,541,592	38,740,058	63,578,558	23,991,821	44,473,731	35,237,785	30,357,231	**305,920,777**
FY24 Member Agency Support (Loss)	**(53,864,295)**	**(34,721,399)**	**(52,021,435)**	**(21,193,938)**	**(33,846,455)**	**(30,311,195)**	**(25,914,154)**	**(251,872,872)**

Year-Over-Year Variance

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Revenues	3,113,389	2,568,009	1,284,805	1,286,722	3,577,525	812,538	1,336,610	**13,979,598**
% variance	19.9%	63.9%	11.1%	46.0%	33.7%	16.5%	30.1%	**25.9%**
Expenses	6,179,600	2,421,612	3,086,484	929,392	4,753,117	(21,623)	4,275,206	**21,623,788**
% variance	8.9%	6.3%	4.9%	3.9%	10.7%	-0.1%	14.1%	**7.1%**
Member Agency Support (increase) / decrease	**(3,066,210)**	**146,396**	**(1,801,680)**	**357,331**	**(1,175,592)**	**834,161**	**(2,938,596)**	**(7,644,190)**
% variance	5.7%	-0.4%	3.5%	-1.7%	3.5%	-2.8%	11.3%	**3.0%**

Note:
FY24 Amended Budget does not include "Working Capital Fund"
Excludes Student Adventure Pass Support & Outside 20'

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FY25 Operating Statement –

Revenue

Hybrid Service Level

Proposed FY25 Level Operating Statement
Hybrid Service

($000s)	FY 23-24 Amended Budget	FY 24-25 Proposed Budget Hybrid Scenario	Variance $ Variance	Variance % Variance
Operating Revenue				
Farebox Revenue	35,407,008	45,348,040	9,941,032	28.08%
Fare Reduction Subsidy	490,404	427,099	(63,305)	-12.91%
Other Train Subsidies	2,565,421	2,565,421	0	0.00%
Special Trains	0	0	0	n/a
Subtotal-Pro Forma FareBox	**38,462,833**	**48,340,560**	**9,877,727**	**25.68%**
Dispatching	1,962,580	2,207,017	244,437	12.45%
Other Revenues	690,953	4,353,250	3,662,297	530.04%
MOW Revenues	12,931,538	13,126,675	195,137	1.51%
Total Operating Revenue	**54,047,905**	**68,027,502**	**13,979,598**	**25.87%**

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Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)

FY25 Operating Statement –

Operating Expenses

Hybrid Service Level

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Proposed FY25 Level Operating Statement
Hybrid Service

($000s)	FY 23-24 Amended Budget	FY 24-25 Proposed Budget Hybrid Scenario	Variance	
			$ Variance	% Variance
Operating Expenses				
Operations & Services				
Train Operators	42,040,094	47,776,213	5,736,119	13.64%
Train Dispatch	5,565,938	5,918,570	352,632	6.34%
Equipment Maintenance	44,560,074	44,073,828	(486,246)	-1.09%
Fuel	31,028,102	33,293,181	2,265,079	7.30%
Non-Scheduled Rolling Stock Repairs	100,000	150,000	50,000	50.00%
Operating Facilities Maintenance	2,243,863	2,485,996	242,133	10.79%
Other Operating Train Services	941,852	973,264	31,412	3.34%
Security	16,634,582	18,375,543	1,740,961	10.47%
Public Safety Program	103,344	53,344	(50,000)	-48.38%
Passenger Relations	2,021,136	1,974,599	(46,537)	-2.30%
TVM Maintenance/Revenue Collection	5,342,154	4,928,574	(413,580)	-7.74%
Marketing	3,238,155	3,002,986	(235,169)	-7.26%
Media & External Communications	322,450	303,850	(18,600)	-5.77%
Utilities/Leases	3,087,613	2,704,068	(383,545)	-12.42%
Transfers to Other Operators	3,269,346	2,614,796	(654,550)	-20.02%
Amtrak Transfers	1,185,452	670,687	(514,765)	-43.42%
Station Maintenance	5,228,874	6,265,876	1,037,002	19.83%
Rail Agreements	6,680,158	6,921,568	241,410	3.61%
Special Trains	500,000	500,000	0	0.00%
Subtotal Operations & Services	**174,093,187**	**182,986,943**	**8,893,756**	**5.11%**

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FY25 Operating Statement –

Operating Expenses

Hybrid Service Level

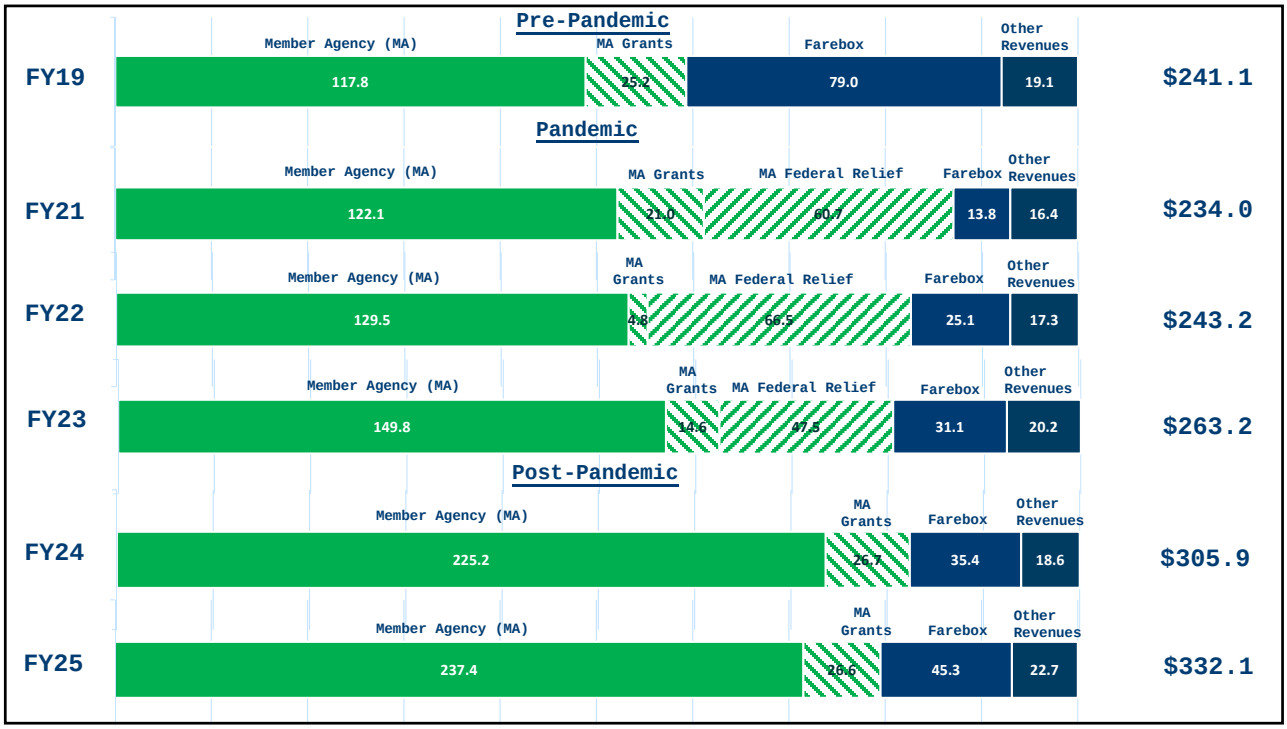
METROLINK

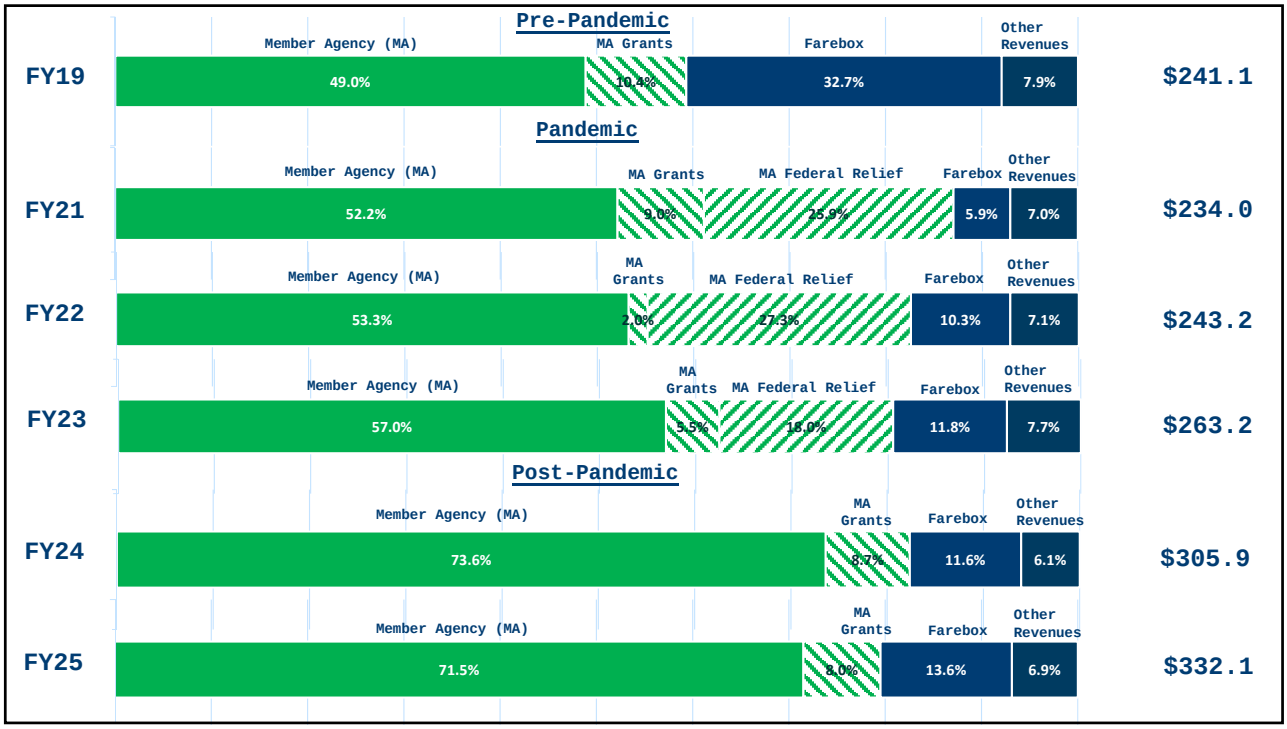
Proposed FY25 Level Operating Statement
Hybrid Service

($000s)	FY 23-24 Amended Budget	FY 24-25 Proposed Budget Hybrid Scenario	Variance	
			$ Variance	% Variance
Operating Expenses				
Maintenance-of-Way				
MoW - Line Segments	53,545,845	53,977,798	431,953	0.81%
MoW - Extraordinary Maintenance	794,287	640,284	(154,003)	-19.39%
Subtotal Maintenance-of-Way	**54,340,132**	**54,618,082**	**277,950**	**0.51%**
Administration & Services				
Ops Salaries & Benefits	17,220,657	17,764,073	543,415	3.16%
Ops Non-Labor Expenses	12,830,464	11,613,227	(1,217,237)	-9.49%
Indirect Administrative Expenses	24,657,544	24,282,588	(374,957)	-1.52%
Ops Professional Services	2,717,389	2,654,412	(62,977)	-2.32%
Subtotal Admin & Services	**57,426,054**	**56,314,300**	**(1,111,755)**	**-1.94%**
Contingency	**87,500**	**50,000**	**(37,500)**	**-42.86%**
Total Operating Expenses	**285,946,874**	**293,969,325**	**8,022,451**	**2.81%**
Insurance and Legal				
Liability/Property/Auto	16,837,887	19,200,511	2,362,624	14.03%
Net Claims / SI	990,000	1,840,750	850,750	85.93%
Claims Administration	2,146,016	2,195,547	49,531	2.31%
Subtotal Insurance and Legal	**19,973,903**	**23,236,808**	**3,262,905**	**16.34%**
Total Expense	**305,920,777**	**317,206,133**	**11,285,356**	**3.69%**
Loss / Member Support Required	**(251,872,872)**	**(249,178,630)**	**2,694,242**	**-1.07%**
Mobilization	0	10,338,432	10,338,432	n/a
Total Expense with Mobilization	305,920,777	327,544,565	21,623,788	7.07%
Loss with Mobilization	(251,872,872)	(259,517,062)	(7,644,190)	3.03%
Student Adventure Pass	0	3,211,300	3,211,300	n/a
Outside 20'	0	1,300,000	1,300,000	n/a
Total SAP + Outside 20'	0	4,511,300	4,511,300	n/a
Total Expense	**305,920,777**	**332,055,865**	**26,135,088**	**8.54%**
Loss	**(251,872,872)**	**(264,028,362)**	**(12,155,490)**	**4.83%**

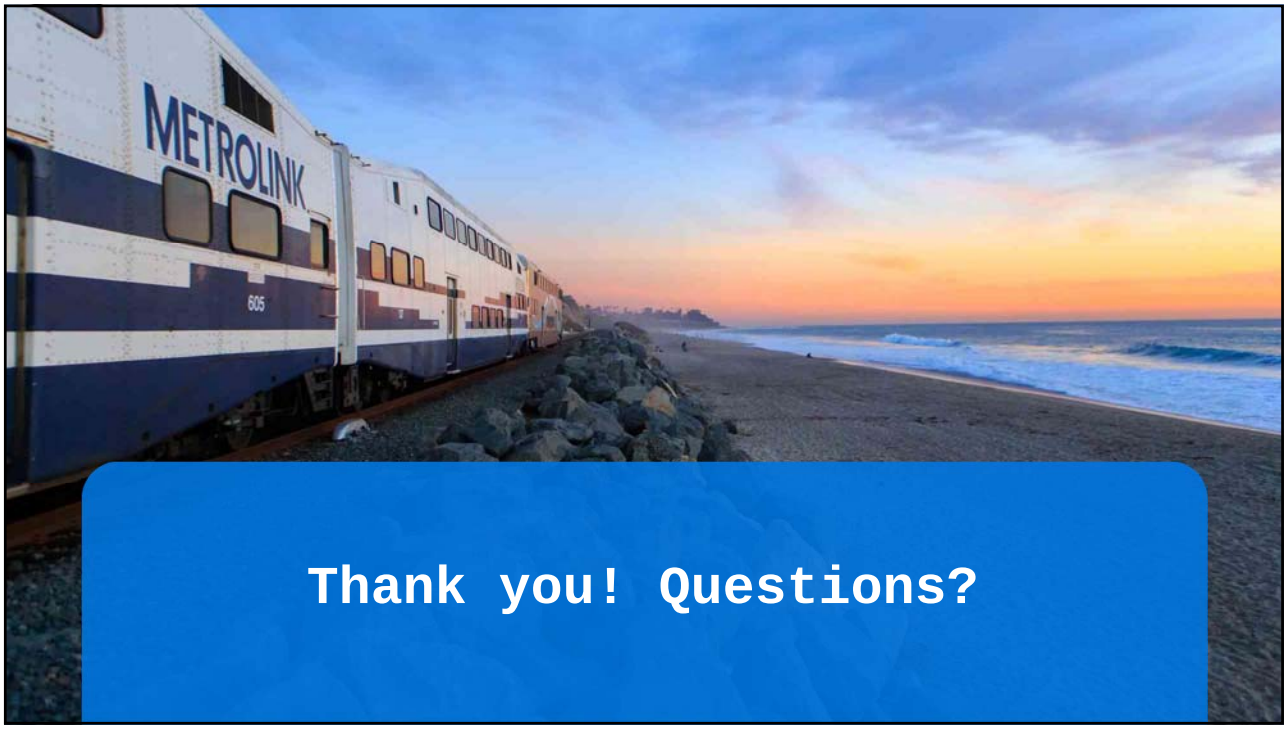
32

Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)





Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)



Thank you! Questions?

Attachment: PP Transit Committee-PDF (10500 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Metrolink Service)

Minute Action

AGENDA ITEM: 6

Date: May 9, 2024

Subject:
SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Arrow Service

Recommendation:
That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Approve the Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year (FY) 2024/2025 for Arrow Service, with a total SBCTA annual subsidy in the amount of $17 million for: Operating assistance in the amount of $15.5 million and New Capital assistance in the amount of $1.5 million.

B. Approve the funding allocation to support funding for Recommendation A, totaling $17 million, to fund SBCTA's subsidy of the FY 2024/2025 Budget for Arrow Service using $8 million of Measure I Valley Metrolink/Rail Service Program funds and $9 million to be funded with Congestion Mitigation and Air Quality Improvement funds.

Background:
On October 24, 2023, the Southern California Regional Rail Authority (SCRRA), in partnership with the San Bernardino County Transportation Authority (SBCTA), launched the Arrow Service connecting the City of Redlands and surrounding communities to San Bernardino and beyond. Passengers traveling west can connect to the Metrolink passenger rail service and Omnitrans bus service at the San Bernardino-Downtown Metrolink Station and travel as far west as Los Angeles Union Station, or for those traveling east as far as the University of Redlands. Arrow Service is solely funded by SBCTA and runs 25 trips eastbound and westbound, Monday through Friday, which includes one Metrolink round-trip to/from Los Angeles Union Station, and 16 trips eastbound and westbound on weekends.

There are two key funding sources for the Operating Budget: 1) fare revenue from riders and 2) subsidy provided by SBCTA. Although Arrow Service was launched as a new service in 2022, forecasting ridership and associated revenue have been difficult given the changes in commute and travel patterns since the designation of the novel coronavirus (COVID-19) as a pandemic by the World Health Organization, as well as the subsequent prevalence of teleworking in the post-pandemic environment. This, in conjunction with the expectation that it takes approximately 12 to 18 months for ridership patterns and growth to stabilize, has led to many challenges associated with budget development.

The first draft of the Fiscal Year (FY) 2024/2025 Preliminary Budget Request for Arrow Service was provided to SBCTA staff on March 20, 2024, with a meeting scheduled between SBCTA and SCRRA staff on March 21, 2024, to discuss line item details. This was followed by a four week period for staff to review the budget, ask clarifying questions, and request support documentation. On April 12, 2024, SCRRA staff presented the draft FY 2024/2025 Preliminary Budget Request for Arrow Service Operations to its Audit and Finance Committee with the recommendation to transmit the budget to SBCTA with the understanding that the final draft was expected to decrease slightly ahead of its Board meeting later in the month, which was approved

unanimously. On April 18, 2024, SBCTA staff was provided the final draft of the budget with a meeting scheduled with SCRRA staff that same day to address remaining concerns. SBCTA staff completed its review and agreed to the proposed FY 2024/2025 Preliminary Budget Request for Arrow Service Operations at the staff level, with the understanding that SCRRA will continue to monitor actual expenditures as FY 2023/2024 concludes and FY 2024/2025 commences. Staff plans to provide a mid-year budget update, and any modifications to the proposed FY 2024/2025 Preliminary Budget Request for Arrow Service Operations will be addressed at that time, if necessary. On April 26, 2024, the SCRRA Board of Directors will vote to approve the final draft of the FY 2024/2025 Preliminary Budget Request for Arrow Service Operations, attached hereto as Attachment A.

Year-to-Date actual revenue for the eight months ended February 2024 was $130,582, which does not include additional revenue from the successful Student Adventure Pass program in the amount of $23,619, as well as the Mobility-4-All program in the amount of $6,614, for a total amount of $160,815. Year-to-Date budgeted expenditures for the same period were estimated to be approximately $11.2 million, while actual expenditures total just over $8 million, leaving a subsidy surplus of $3.3 million at this time. Figure 1 below, shows the farebox revenue and ridership through February 2024 and Figure 2 (on the following page) shows additional details on operating expenditures through the same period. It should be noted that Figure 1 does *not* include revenue from the Mobility-4-All program, which is an additional $6,614.

Figure 1. Revenue and Ridership through February 29, 2024

ACTUAL REVENUE

PERIOD	REVENUE
JUL-23	18,985
AUG-23	16,885
SEP-23	20,590
OCT-23	17,912
NOV-23	14,814
DEC-23	26,162
JAN-24	19,713
FEB-24	19,140
Fiscal Year to Date	154,201

ACTUAL BOARDINGS

PERIOD	BOARDINGS
JUL-23	6,655
AUG-23	6,852
SEP-23	8,303
OCT-23	10,258
NOV-23	9,974
DEC-23	7,374
JAN-24	9,792
FEB-24	10,302
Fiscal Year to Date	69,510

Figure 2. Operating Expenditures through February 29, 2024

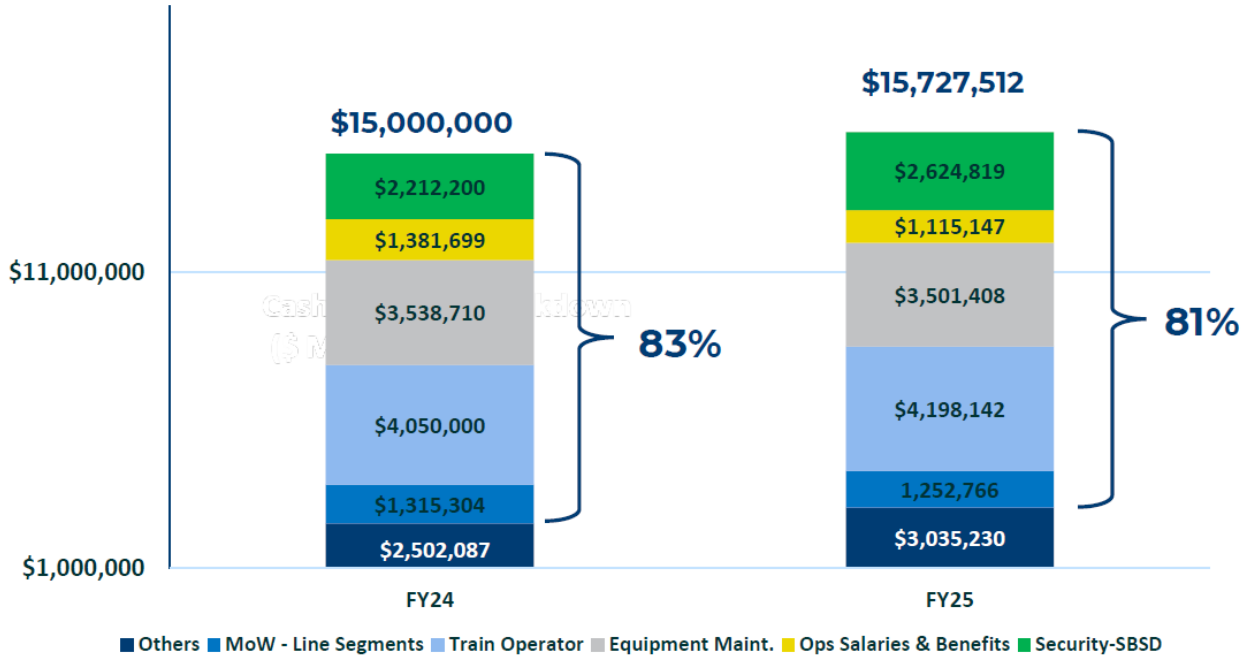
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY PRELIMINARY OPERATING STATEMENT FOR THE EIGHT MONTHS ENDING FEBRUARY 29, 2024			*Arrow Service Only*	
	FY24 Continuing Resolution	FY24 ACTUAL	VARIANCE FROM ADJUSTED BUDGET OVER/(UNDER)	
			AMOUNT	%
Operating Revenue				
Farebox Revenue	0	130,582	130,582	0.00%
Mobility 4 All	0	6,614	6,614	0.00%
Student Adventure Pass	0	23,619	23,619	0.00%
Subtotal Pro Forma Farebox	**0**	**160,815**	**160,815**	**0.00%**
Operating Expenses				
Operations & Services				
Train Operators	2,802,008	2,563,374	(238,634)	(8.52%)
Train Dispatch	20,848	17,634	(3,214)	(15.41%)
Equipment Maintenance	2,589,054	2,211,960	(377,094)	(14.56%)
Fuel	348,532	357,654	9,122	2.62%
Operating Facilities Maintenance	127,853	48,564	(79,288)	(62.02%)
Other Operating Train Services	17,775	0	(17,775)	(100.00%)
Security	1,622,280	1,058,336	(563,944)	(34.76%)
Public Safety Program	18,332	0	(18,332)	(100.00%)
Passenger Relations	22,528	12,148	(10,380)	(46.08%)
TVM Maint/Revenue Collection	95,571	55,952	(39,618)	(41.45%)
Marketing	96,629	34,791	(61,837)	(63.99%)
Media & External Communications	4,999	0	(4,999)	(100.00%)
Utilities / Leases	212,643	217,787	5,144	2.42%
Subtotal Operations & Services	**7,979,051**	**6,578,201**	**(1,400,850)**	**(17.56%)**
Maintenance-of-Way				
MoW - Line Segments	979,991	654,312	(325,679)	(33.23%)
Subtotal Maintenance-of-Way	**979,991**	**654,312**	**(325,679)**	**(33.23%)**
Administration & Services				
Ops Salaries & Benefits	980,638	382,818	(597,819)	(60.96%)
Ops Non-Labor Expenses	269,394	105,842	(163,552)	(60.71%)
Indirect Administrative Expenses	761,994	237,696	(524,299)	(68.81%)
Ops Professional Services	26,000	3,660	(22,340)	(85.92%)
Subtotal Administration & Services	**2,038,026**	**730,016**	**(1,308,010)**	**(64.18%)**
Total Operating Expenses	**10,997,068**	**7,962,528**	**(3,034,540)**	**(27.59%)**
Insurance Expense (Recoveries)				
Liability/Property/Auto/Misc	169,860	167,120	(2,740)	(1.61%)
Net Claims / SI	6,109	(100,000)	(106,109)	(1,737.02%)
Claims Administration	3,359	0	(3,359)	(100.00%)
Subtotal Insurance Expense (Recoveries)	**179,327**	**67,120**	**(112,207)**	**(62.57%)**
Total Expenses	**11,176,395**	**8,029,648**	**(3,146,747)**	**(28.16%)**
Net Loss	**(11,176,395)**	**(7,868,833)**	**3,307,562**	**(29.59%)**
Member Subsidies	**11,176,395**	**11,176,395**	**(0)**	**(0.00%)**
Surplus / (Deficit)	**0**	**3,307,562**	**3,307,562**	**N/A**

The FY 2024/2025 Preliminary Budget Request for Arrow Service Operations that was presented to the SCRRA Audit and Finance Committee on April 12, 2024, has since been modified and has decreased by $600,000, resulting in a final FY 2024/2025 Preliminary Budget Request in the amount of $17 million. The proposed budget consists of operating authority of approximately $15.7 million requiring a subsidy of $15.5 million, and New Capital program authority of approximately $1.5 million to be funded by SBCTA (no grants). As Arrow Service has only been in service for less than two years, New Capital is limited. For the same reason, there are no State of Good Repair projects at this time. However, capital infrastructure will need to be rehabilitated in the future as the service continues. The fund sources are identified in Recommendation B.

The Arrow Service Operations subsidy increased by $500,000 from the FY 2023/2024 Adopted Budget of $15 million, or 3.3%, which is largely driven by an increase in contractual costs for train operations and law enforcement, as well as several other key categories of the budget.

The total FY 2024/2025 Operating expenses for these categories are approximately $15.7 million; consisting of $4.2 million in train operations, $3.5 million in equipment maintenance, $2.6 million in law enforcement and security service, $1.25 million in maintenance of way, $1.12 million in salaries and benefits, as well as $3 million in other expenses. Figure 3 below provides a breakdown of these costs.

Figure 3. Top Drivers Comparing Operating Expenses FY24 versus FY25



As part of SCRRA's effort to better understand post-pandemic ridership demand and emerging travel patterns, SCRRA staff has undergone an effort to develop an optimized system-wide train schedule, which will be implemented in October 2024 and is included as part of the FY 2024/2025 Preliminary Budget Request. Key changes for the Arrow Service line include a slight shift in the eastbound and westbound morning peak periods for earlier train departures with more frequent service, including an earlier shift in the departure of the express train heading west. Conversely, the afternoon peak period has been shifted slightly later with more frequent service, with the express train arriving back at the Redlands – Downtown Station slightly earlier than the current schedule. Overall, the line will lose one mid-day short trip between the ESRI and Redlands – University Stations, however the remaining trains are spaced more appropriately to better meet demand. The proposed schedule is attached hereto as Attachment B.

SCRRA has provided a cash flow for the New Capital program over the next four fiscal years in the proposed FY 2024/2025 Preliminary Budget Request. The request reflects an increase of $1.5 million as compared to the FY 2024/2025 Adopted Budget for Arrow Service. This fiscal year reflects the first New Capital program project for the Arrow Service line, which consists of acquiring new simulators that model the Diesel Multiple Units for Arrow Service in order to maintain compliance with the Federal Railroad Administration training guidelines. Completion of the FY 2024/2025 New Capital program project is multi-year in nature. As such, the funding for the proposed FY 2024/2025 Preliminary Budget Request may be viewed as having a four-year funding commitment, which would have the estimated cash flow impact over the

subsequent fiscal years; however, SBCTA would be committing the full four-year funding up front with this proposed subsidy allocation. Attachment C provides additional information, such as the project description and cash flow details.

Therefore, staff recommends approval of the SCRRA FY 2024/2025 Preliminary Budget Request for Arrow Service, with a total SBCTA annual subsidy in the amount of $17 million, consisting of an Operating assistance in the amount of $15.5 million and New Capital assistance in the amount of $1.5 million, to be funded with $8 million of Measure I Valley Metrolink/Rail Service Program funds and $9 million to be funded with Congestion Mitigation and Air Quality Improvement funds.

Financial Impact:
San Bernardino County Transportation Authority's annual Arrow Service operating subsidy was included in the proposed Budget for Fiscal Year 2024/2025 and funded with Measure I-Rail funds in Program 30, Transit. Congestion Mitigation and Air Quality Improvement Plan funds for Arrow Service are held by SCRRA so are not reflected in the SBCTA proposed Budget for Fiscal Year 2024/2025. An administrative budget amendment is required to shift Measure I-Rail funds from Task 0314 Transit Operations to Task 0315 Transit Capital in Program 30, Transit, to accommodate the Arrow Capital Subsidy.

Reviewed By:
This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:
Rebekah Soto, Multimodal Mobility Programs Administrator

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Proposed FY25 Arrow Service Budget for SBCTA

April 16, 2024

Agenda

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

Proposed FY25 Operating Budget Assumptions

Service Level:

- No Change from FY24

Revenue:

- Revenue / Ridership based on Updated Sperry Capital / KPMG Forecast
  - Current revenue in this budget is an estimate based on FY24 revenue
  - Final revenue forecast will be available at the end of April 2024
- No Fare Increases
- New Fare Promotions
- Student Adventure Pass Program not included in revenue projections

Expenses:

- Contractor Increases only as Mandated by Agreements
  - Planned Rolling Stock and Facility Maintenance Transition from Alstom to Stadler (cost not included)
- No New FTE Headcount

Sperry Capital / KPMG Ridership Forecast

In Progress – Outlook April 2024

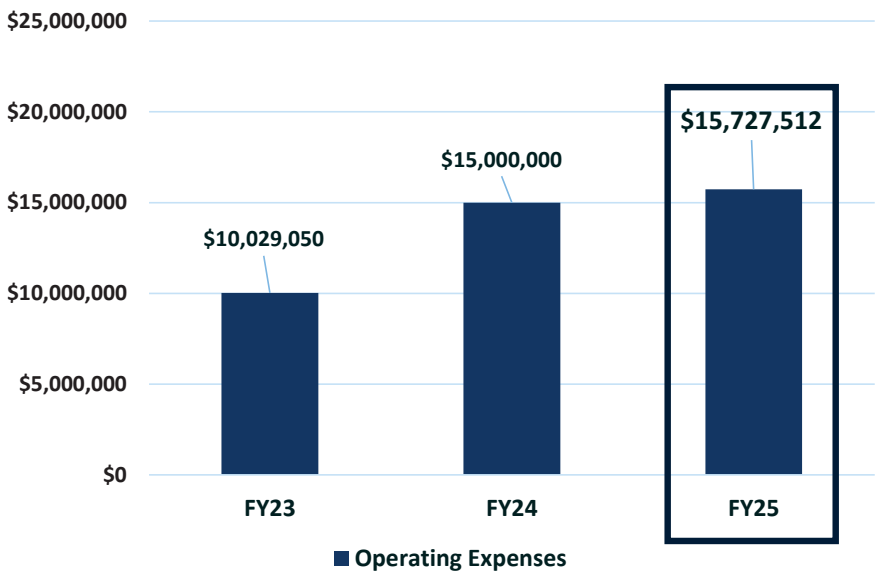
Operating Budget

Proposed FY25 Operating Budget Summary

- Operating Revenue Estimate - **$196K**
- Total Expenses - **$15.7M**
  - Increase from FY24 (Continuing Resolution of $15M) of **$0.7M** or **0.5%**
  - Does Not Include Stadler Rolling Stock and Facility Maintenance
- Member Agency Support - **$15.5M**
  - Increase from FY24 of **$0.5M** or **0.3%**

Operating Expenses
FY23 – FY25

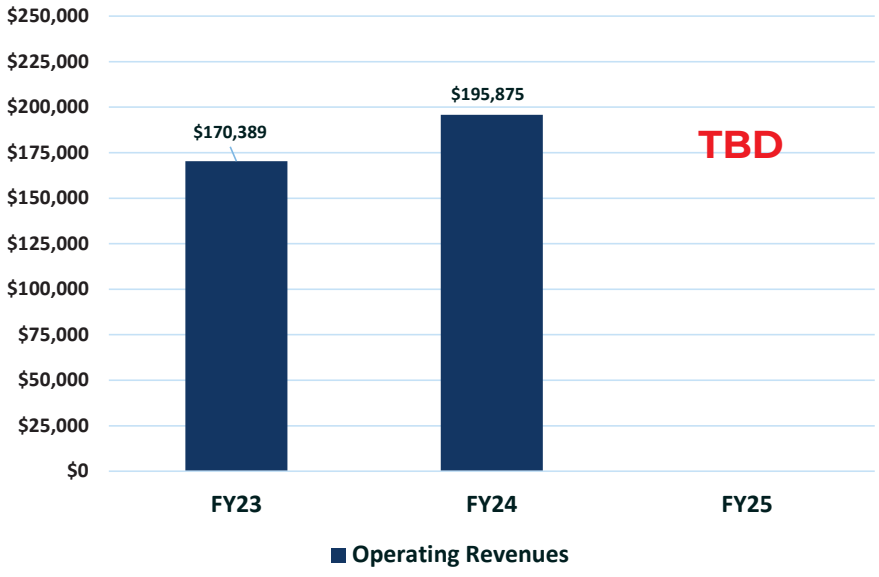
Operating Expenses FY23 – FY25



Notes:
- FY23 Actuals (Service started in late October 2022)
- FY24 (Continuing Resolution) & FY25 Budgets not Actuals

Operating Revenues

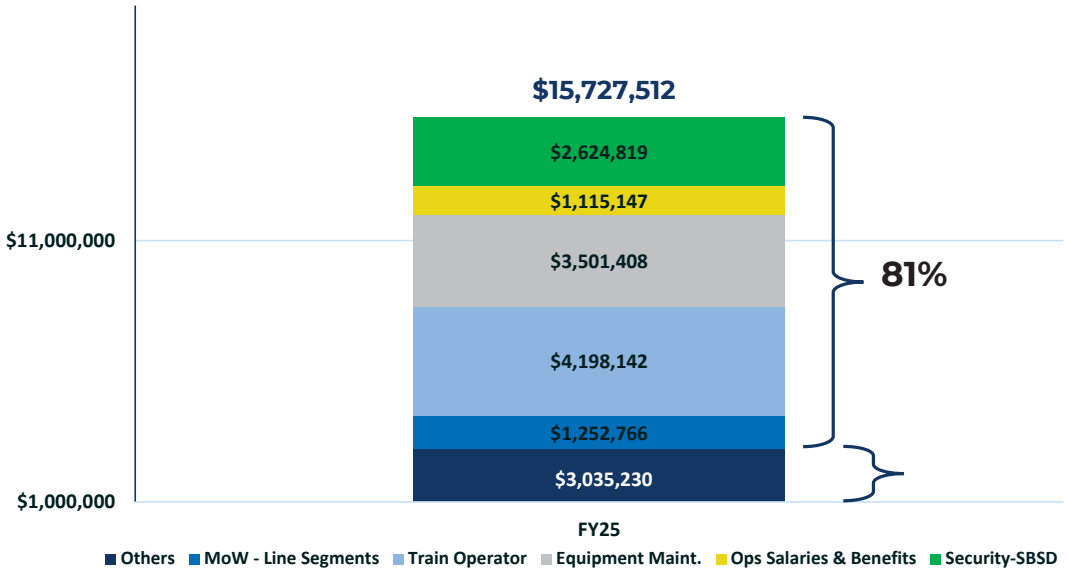
Operating Revenues FY23 – FY25



Note:
- FY23 Actuals (Service started in late October 2022)
- FY24 is a projection based on first 8 months of farebox (excluding Student Adventure Pass)
- FY25 estimate is awaiting forecast data from Sperry Capital / KPMG.

Top Drivers of Operating Expenses

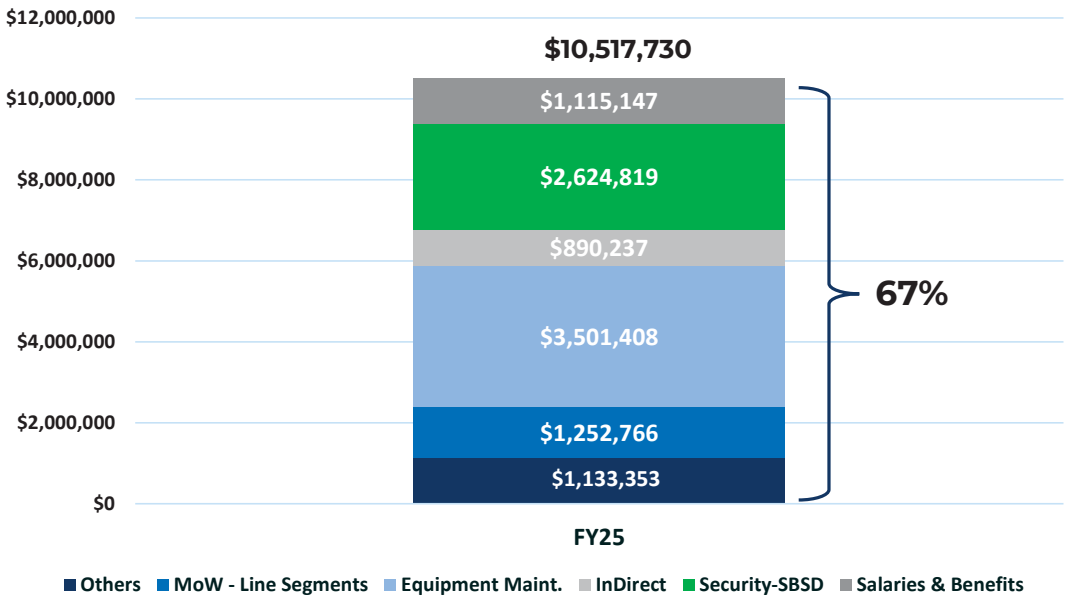
Top Drivers of $15.7M Operating Expenses FY25



Note:
- MoW – Line Segments = Tracks & Signals and Structures

Top Fixed Drivers of Operating Expenses

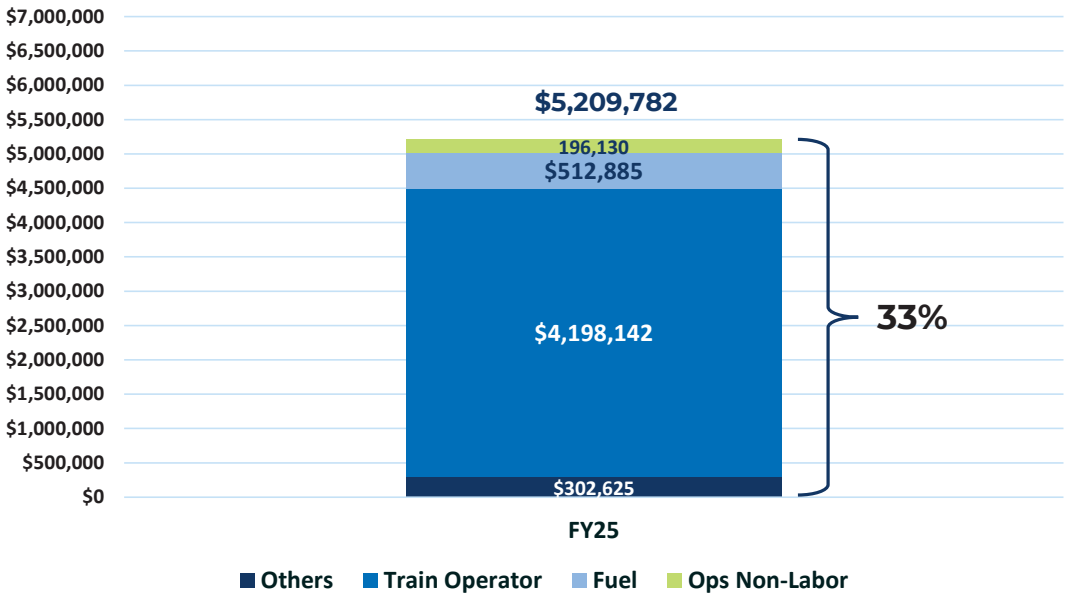
Top Fixed Drivers of $15.7M Operating Expenses FY25



Note:
- MoW – Line Segments = Tracks & Signals and Structures

Top Variable Drivers of Operating Expenses

Top Variable Drivers of $15.7M Operating Expenses FY25



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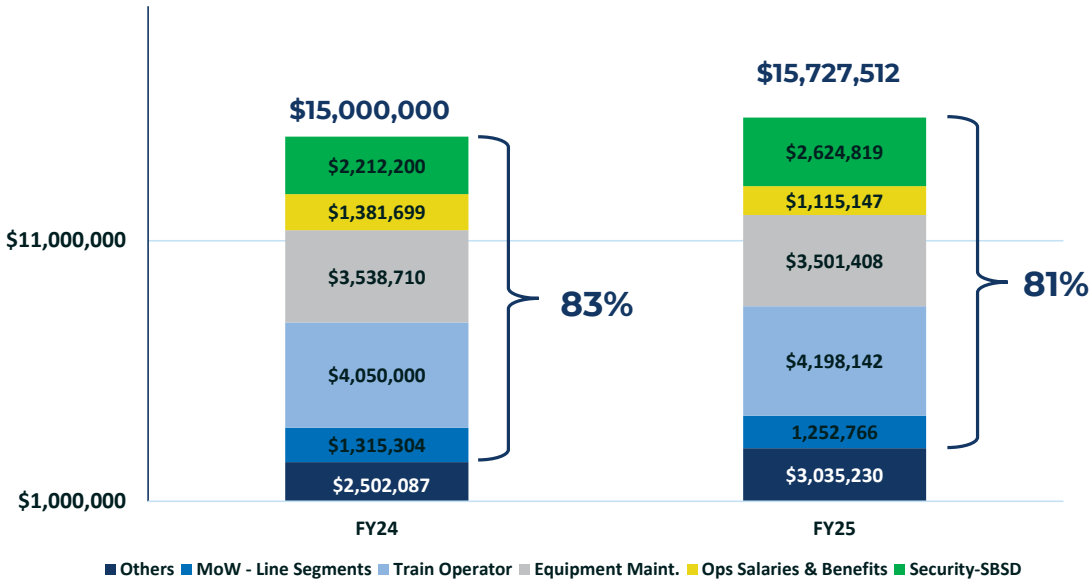
Top Operating Expense Drivers Comparison FY24 vs FY25

Top Drivers Comparing Operating Expenses FY24 vs FY25



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Note:

- MoW – Line Segments = Tracks & Signals and Structures

New Capital Program Budget

Proposed FY25 Capital Program Overview

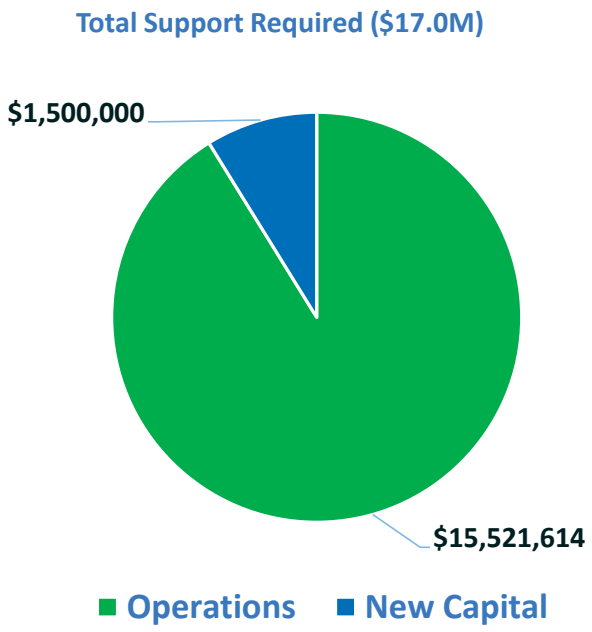
- State of Good Repair - **$0M**
- New Capital - **$1.5M**

Summary

•

Proposed FY25 Budget (Operating & Capital Program) Support Required

Proposed FY25 Budget Support Required



Notes:

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Back Up

FY25 Operating Budget Summary of Support

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Proposed FY25 Operating Budget Summary of Support

FY25 Proposed Arrow Budget

	TOTAL
Total Revenue	205,898
Total Expense	15,727,512
FY25 Member Agency Support (Loss)	(15,521,614)

FY24 Continuing Resolution

	TOTAL
Total Revenue	0
Total Expense	15,000,000
FY24 Member Agency Support (Loss)	(15,000,000)

Year-Over-Year Variance

	TOTAL
Revenues	205,898
% variance	N/A
Expenses	727,512
% variance	4.9%
Member Agency Support (increase) / decrease	(521,614)
% variance	3.5%

Note: FY25 "Total Revenue" is an estimate until the Sperry Capital/KPMG Forecast is available in April 2024.

FY25 Budget Operating Statement - Revenues

FY25 Arrow Service	FY24 Continuing Resolution	FY25 Proposed Budget	Variance FY25 Budget vs FY24 Continuing Resolution	
Operating Revenue				
Farebox Revenue	0	196,194	196,194	N/A
Fare Reduction Subsidy	0	0	0	N/A
Mobility-for-All	0	9,704	9,704	N/A
Student Adventure Pass	0	0	0	N/A
Subtotal-Pro Forma FareBox	**0**	**205,898**	**205,898**	**N/A**
Other Revenues	0	0	0	N/A
Total Operating Revenue	**0**	**205,898**	**205,898**	**N/A**

FY25 Budget Operating Statement - Expenses

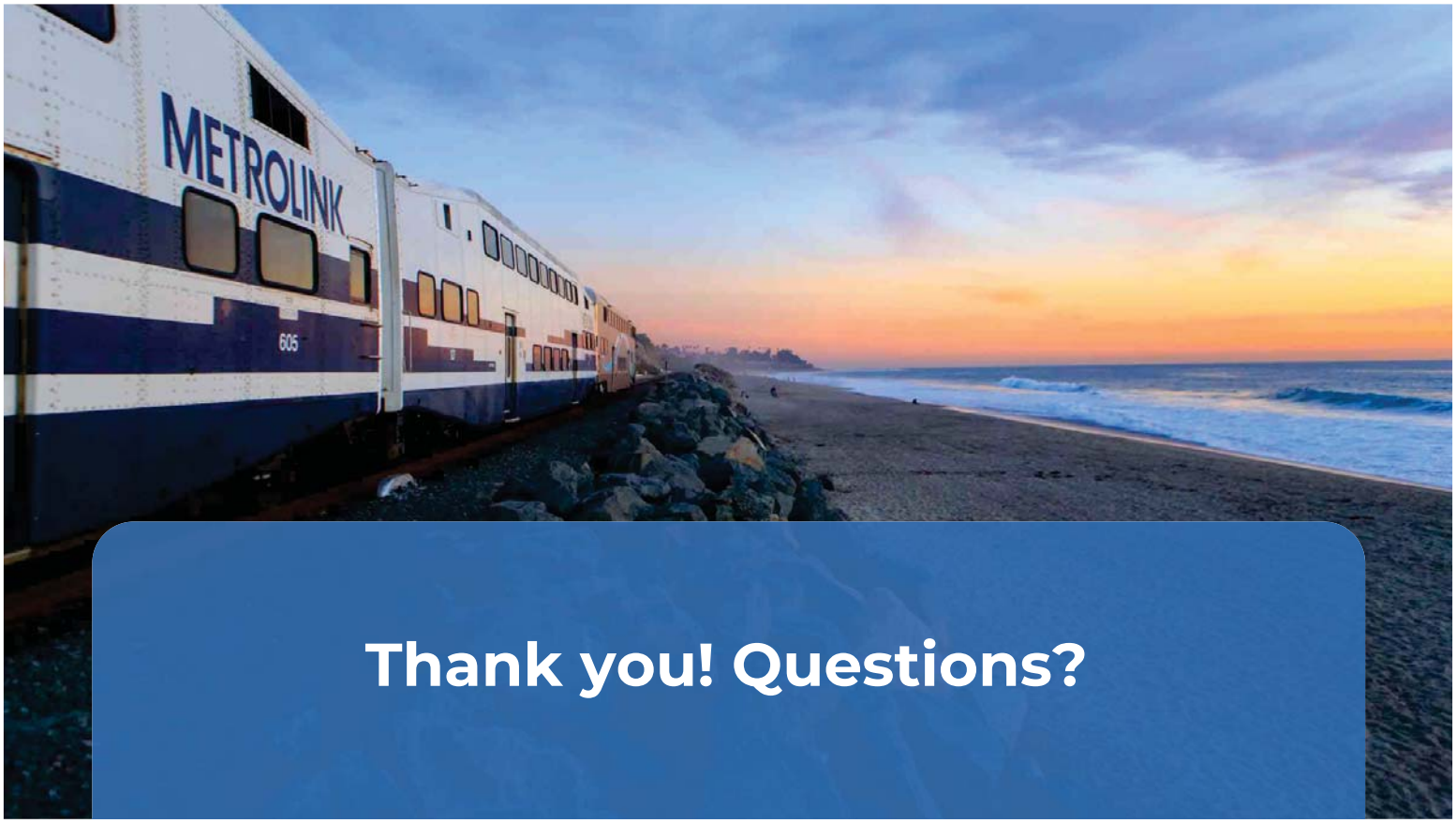
FY25 Arrow Service	FY24 Continuing Resolution	FY25 Proposed Budget	Variance FY25 Budget vs FY24 Continuing Resolution	
Operating Expenses				
Operations & Services				
Train Operators	4,050,000	4,198,142	148,142	3.7%
Train Dispatch	28,882	33,629	4,747	16.4%
Equipment Maintenance	3,538,710	3,501,408	(37,302)	-1.1%
Fuel	570,600	512,885	(57,715)	-10.1%
Operating Facilities Maintenance	111,470	355,219	243,749	218.7%
Other Operating Train Services	13,330	16,665	3,335	25.0%
Security-San Bernardino Sheriff	2,212,200	2,624,819	412,619	18.7%
Security-Guards		268,862		
Public Safety Program	15,000	16,665	1,665	11.1%
Passenger Relations	30,720	14,076	(16,644)	-54.2%
TVM Maintenance/Revenue Collecti	122,960	93,331	(29,629)	-24.1%
Marketing	95,630	150,026	54,396	56.9%
Media & External Communications	5,000	4,165	(835)	-16.7%
Utilities/Leases	334,376	357,416	23,040	6.9%
Subtotal Operations & Services	**11,128,878**	**12,147,308**	**1,018,430**	**9.2%**

FY25 Budget Operating Statement - Expenses

FY25 Arrow Service	FY24 Continuing Resolution	FY25 Proposed Budget	Variance FY25 Budget vs FY24 Continuing Resolution	
Operating Expenses				
Maintenance-of-Way				
MoW - Line Segments	1,315,304	1,252,766	(62,538)	-4.8%
MoW - Extraordinary Maintenance	0	0	0	N/A
Subtotal Maintenance-of-Way	**1,315,304**	**1,252,766**	**(62,538)**	**-4.8%**
Administration & Services				
Ops Salaries & Fringe Benefits	1,381,699	1,115,147	(266,552)	-19.3%
Ops Non-Labor Expenses	275,670	196,130	(79,540)	-28.9%
Indirect Administrative Expenses	548,639	890,237	341,598	62.3%
Ops Professional Services	78,000	7,224	(70,776)	-90.7%
Subtotal Admin & Services	**2,284,008**	**2,208,738**	**(75,270)**	**-3.3%**
Contingency	**0**	**0**	**0**	**N/A**
Total Operating Expenses	**14,728,190**	**15,608,812**	**880,622**	**6.0%**
Insurance and Legal				
Liability/Property/Auto	258,900	104,450	(154,450)	-59.7%
Net Claims / SI	8,330	9,250	920	11.0%
Claims Administration	4,580	5,000	420	9.2%
Total Net Insurance and Legal	**271,810**	**118,700**	**(153,110)**	**-56.3%**
Total Expense	**15,000,000**	**15,727,512**	**727,512**	**4.9%**
Loss/Member Support Required	**(15,000,000)**	**(15,521,614)**	**(521,614)**	**3.5%**

FY25 New Capital Proposed Project Summary

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST
2985	Capital	San Bernardino LIne	Redlands	Train Control	New Simulators DMU - FOR ARROW LINE	Acquire new simulators that model new Metrolink purchased Diesel Multi Units (DMU) on ARROW LINE to full training requirements.	$1,500,000
						TOTAL	**$1,500,000**



Thank you! Questions?

Attachment B
Optimized Service Schedule

Arrow Line – With Express

Eastbound

Train number	3802	3804	3806	3810	3812	3814	3816	3818	3820	3822	3824	3826	3828	3830	3832	3834	3836	**382**	3840	3842	3844	3846	3848	3850
SAN BERNARDINO TRANSIT CENTER	03:48	04:18	04:48	05:48	06:18	06:48	07:18	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	|	18:54	19:24	19:54	20:24	21:24	22:24
TIPPECANOE	03:55	04:25	04:55	05:55	06:25	06:55	07:25	08:38	09:38	10:38	11:38	12:38	13:38	14:38	15:38	16:38	17:38	|	19:01	19:31	20:01	20:31	21:31	22:31
NEW YORK	04:02	04:32	05:02	06:02	06:32	07:02	07:32	08:44	09:44	10:44	11:44	12:44	13:44	14:44	15:44	16:44	17:44	|	19:08	19:38	20:08	20:38	21:38	22:38
DOWNTOWN REDLANDS	04:04	04:34	05:04	06:04	06:34	07:04	07:34	08:46	09:46	10:46	11:46	12:46	13:46	14:46	15:46	16:46	17:46	18:42	19:10	19:40	20:10	20:40	21:40	22:40
UNIVERSITY	04:08	04:38	05:08	06:08	06:38	07:08	07:38	08:50	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50	17:50	|	19:14	19:44	20:14	20:44	21:44	22:44

Westbound

Train number	3801	3803	381	3807	3809	3811	3813	3815	3817	3819	3821	3823	3825	3827	3829	3831	3833	3837	3841	3843	3845	3847	3849	3851
UNIVERSITY	04:16	04:46	|	05:46	06:16	06:46	07:16	08:08	09:08	10:08	11:08	12:08	13:08	14:08	15:08	16:08	17:08	18:03	19:24	19:54	20:24	20:54	21:54	22:54
DOWNTOWN REDLANDS	04:20	04:50	05:33	05:50	06:20	06:50	07:20	08:13	09:13	10:13	11:13	12:13	13:13	14:13	15:13	16:13	17:13	18:07	19:29	19:59	20:29	20:59	21:59	22:59
NEW YORK	04:23	04:53	|	05:53	06:23	06:53	07:23	08:15	09:15	10:15	11:15	12:15	13:15	14:15	15:15	16:15	17:15	18:09	19:31	20:01	20:31	21:01	22:01	23:01
TIPPECANOE	04:29	04:59	|	05:59	06:29	06:59	07:29	08:21	09:21	10:21	11:21	12:21	13:21	14:21	15:21	16:21	17:21	18:16	19:37	20:07	20:37	21:07	22:07	23:07
SAN BERNARDINO TRANSIT CENTER	04:36	05:06	|	06:06	06:36	07:06	07:36	08:28	09:28	10:28	11:28	12:28	13:28	14:28	15:28	16:28	17:28	18:23	19:45	20:15	20:45	21:15	22:15	23:15

Bold = additional trains proposed for 2024 compared to April 2023 schedules

METROLINK

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

																	FUNDINGS						
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
7	FERNANDEZK	2025	2025	SAVED	OPEN	2985	00	Capital	San Bernardino LIne	Redlands	n/a - n/a	n/a	n/a	Train Control	New Simulators DMU - FOR ARROW LINE	Acquire new simulators that model new Metrolink purchased Diesel Multi Units (DMU) on ARROW LINE to full training requirements.	$1,500,000	$0	$0	$0	$1,500,000	$0	$0
																TOTAL	**$1,500,000**	**$0**	**$0**	**$0**	**$1,500,000**	**$0**	**$0**
																PROJECT COUNT							
																REHAB TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
																REHAB COUNT	**0**						
																CAPITAL TOTAL	**$1,500,000**	**$0**	**$0**	**$0**	**$1,500,000**	**$0**	**$0**
																CAPITAL COUNT							

PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2985.00

PROJECT : NEW SIMULATORS DMU - FOR ARROW LINE

SCOPE

TYPE: CAPITAL | NON-MRP |

Acquire new simulators that model new Metrolink purchased Diesel Multi Units (DMU) on ARROW LINE to full training requirements.

Mile Posts: n/a

Division: Redlands County: SB Asset Type: Train Control

OBJECTIVES

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

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

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

RANKING // PROJECT READINESS

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

RISK CREATED BY NON-IMPLEMENTATION

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

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$600,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$600,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$56,000		
* SUPPORT STAFF	$42,000		
* CONSULTANT	$55,000		
CONTINGENCY	$137,000		
TOTAL	$1,500,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$37,500	$37,500	$37,500	$37,500	$150,000
2027	$131,250	$131,250	$131,250	$131,250	$525,000
2028	$131,250	$131,250	$131,250	$131,250	$525,000
2029	$75,000	$75,000	$75,000	$75,000	$300,000
2030	$0	$0	$0	$0	$0

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

METROLINK

Proposed FY25 Arrow Service Budget for SBCTA Transit Committee

May 09, 2024

Agenda

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

Attachment: PowerPoint for Transit Committee_Arrow (10501 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Arrow

Proposed FY25 Operating Budget Assumptions

Service Level:

- No Change from FY24

Revenue:

- Revenue / Ridership based on Updated Sperry Capital / KPMG Forecast
  - Current revenue in this budget is an estimate based on FY24 revenue
  - Final revenue forecast will be available at the end of April 2024
- No Fare Increases
- New Fare Promotions
- Student Adventure Pass Program not included in revenue projections

Expenses:

- Contractor Increases only as Mandated by Agreements
  - Planned Rolling Stock and Facility Maintenance Transition from Alstom to Stadler (cost not included)
- No New FTE Headcount

Sperry Capital / KPMG Ridership Forecast

In Progress – Outlook April 2024

Attachment: PowerPoint for Transit Committee_Arrow (10501 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Arrow

Operating Budget

5

Proposed FY25 Operating Budget Summary

- Operating Revenue Estimate - **$196K**
- Total Expenses - **$15.7M**
  - Increase from FY24 (Continuing Resolution of $15M) of **$0.7M** or **0.5%**
  - Does Not Include Stadler Rolling Stock and Facility Maintenance
- Member Agency Support - **$15.5M**
  - Increase from FY24 of **$0.5M** or **0.3%**

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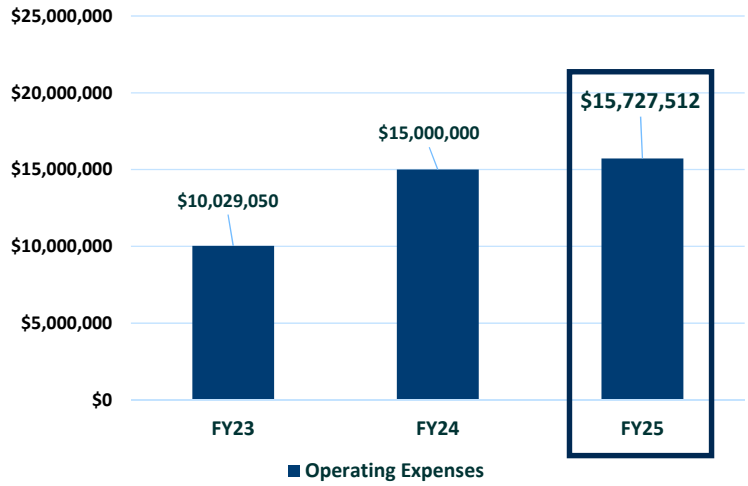
Attachment: PowerPoint for Transit Committee_Arrow (10501 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Arrow

Operating Expenses
FY23 – FY25

Operating Expenses FY23 – FY25



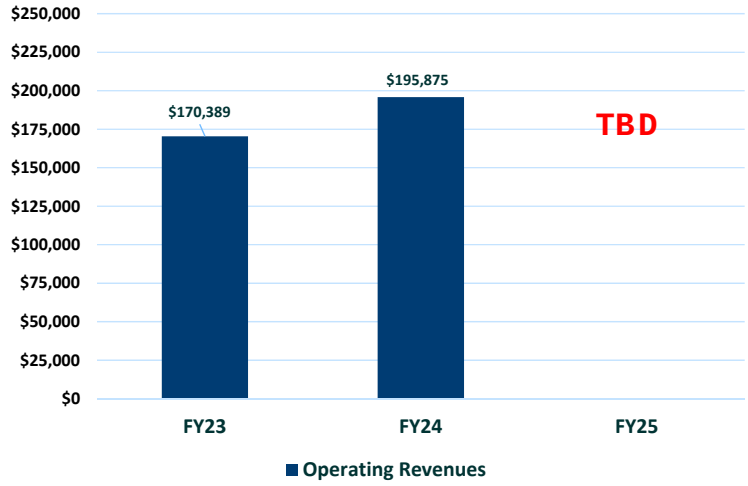
METROLINK

Notes:
- FY23 Actuals (Service started in late October 2022)
- FY24 (Continuing Resolution) & FY25 Budgets not Actuals

7

Operating Revenues

Operating Revenues FY23 – FY25



METROLINK

Note:
- FY23 Actuals (Service started in late October 2022)
- FY24 is a projection based on first 8 months of farebox (excluding Student Adventure Pass)
- FY25 estimate is awaiting forecast data from Sperry Capital / KPMG.

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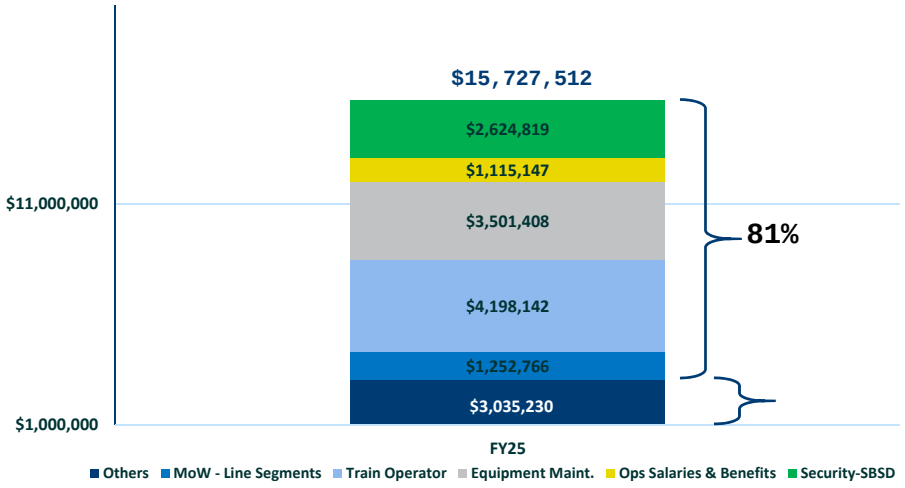
Attachment: PowerPoint for Transit Committee_Arrow (10501 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Arrow

Attachment: PowerPoint for Transit Committee_Arrow (10501 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Arrow

Top Drivers of Operating Expenses



METROLINK

Note:
- MoW – Line Segments = Tracks & Signals and Structures

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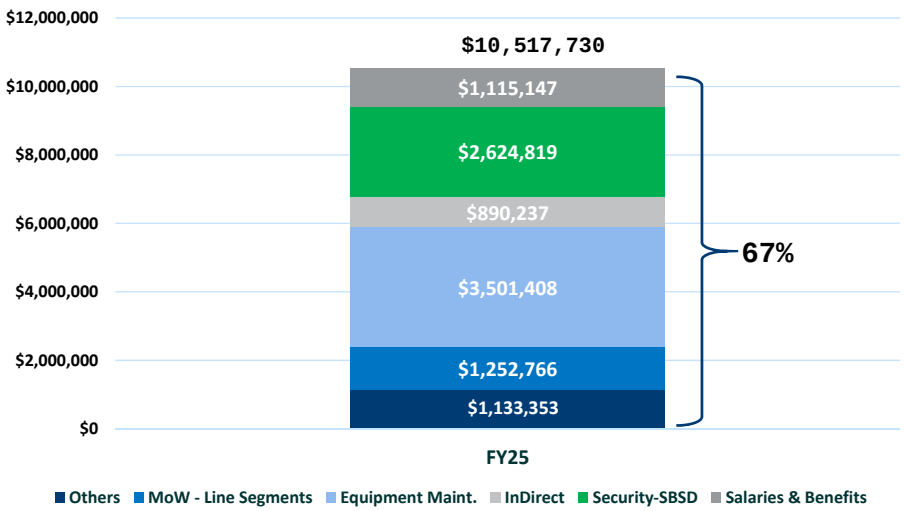
Top Fixed Drivers of Operating Expenses



METROLINK

Note:
- MoW – Line Segments = Tracks & Signals and Structures

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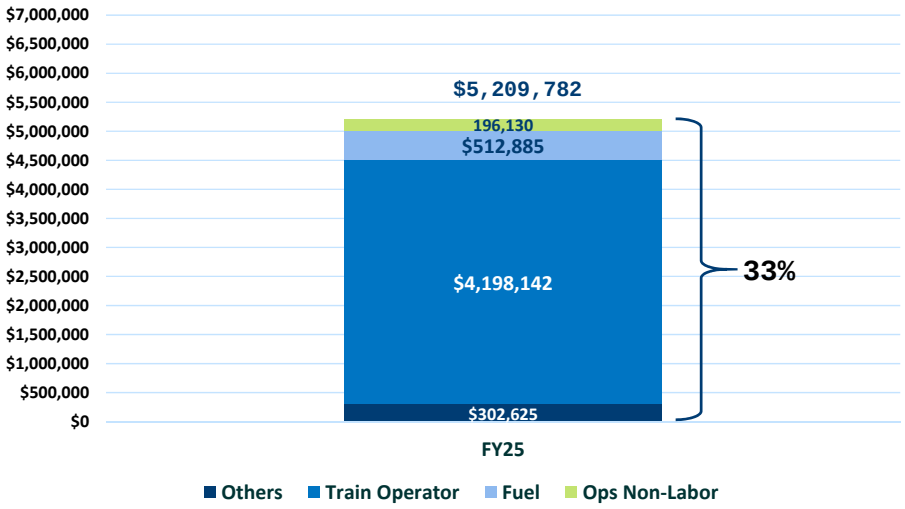
Attachment: PowerPoint for Transit Committee_Arrow (10501 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Arrow

Top Variable Drivers of Operating Expenses

Top Variable Drivers of $15.7M Operating Expenses FY25

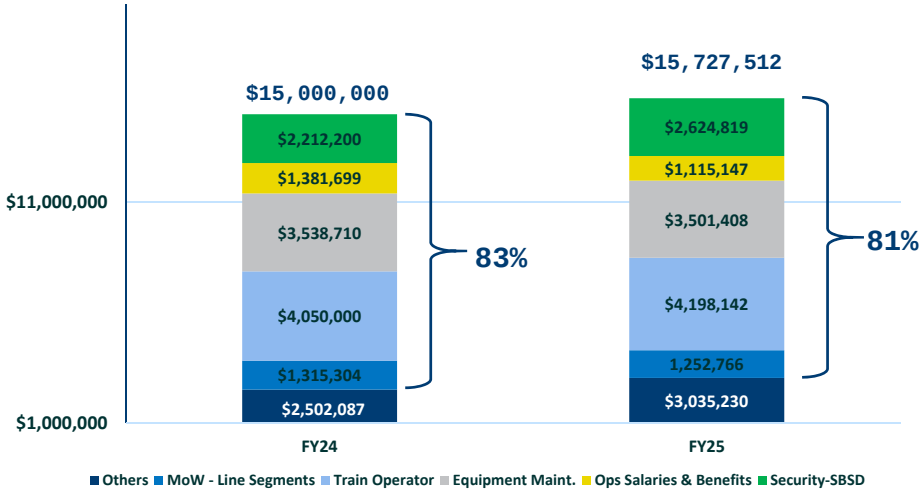


METROLINK

11

Top Operating Expense Drivers Comparison FY24 vs FY25

Top Drivers Comparing Operating Expenses FY24 vs FY25



METROLINK

Note:

- MoW – Line Segments = Tracks & Signals and Structures

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New Capital Program Budget

Proposed FY25 Capital Program Overview

- State of Good Repair - **$0M**
- New Capital - **$1.5M**

Attachment: PowerPoint for Transit Committee_Arrow (10501 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Arrow

Summary

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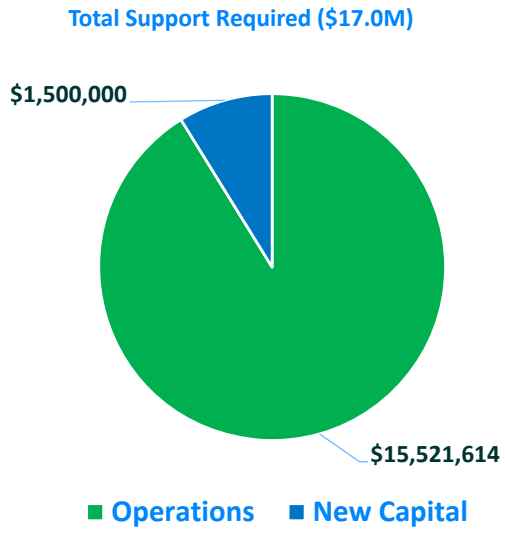
Proposed FY25 Budget (Operating & Capital Program) Support Required

Proposed FY25 Budget Support Required



Notes:

METROLINK

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Attachment: PowerPoint for Transit Committee_Arrow (10501 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Arrow

FY25 Operating Budget
Summary of Support

METROLINK

Proposed FY25 Operating Budget
Summary of Support

FY25 Proposed Arrow Budget

	TOTAL
Total Revenue	205,898
Total Expense	15,727,512
FY25 Member Agency Support (Loss)	(15,521,614)

FY24 Continuing Resolution

	TOTAL
Total Revenue	0
Total Expense	15,000,000
FY24 Member Agency Support (Loss)	(15,000,000)

Year-Over-Year Variance

	TOTAL
Revenues	205,898
% variance	N/A
Expenses	727,512
% variance	4.9%
Member Agency Support (increase) / decrease	(521,614)
% variance	3.5%

Note: FY25 "Total Revenue" is an estimate until the Sperry Capital/KPMG Forecast is available in April 2024.

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FY25 Budget Operating Statement - Revenues

FY25 Arrow Service	FY24 Continuing Resolution	FY25 Proposed Budget	Variance FY25 Budget vs FY24 Continuing Resolution	
Operating Revenue				
Farebox Revenue	0	196,194	196,194	N/A
Fare Reduction Subsidy	0	0	0	N/A
Mobility-for-All	0	9,704	9,704	N/A
Student Adventure Pass	0	0	0	N/A
Subtotal-Pro Forma FareBox	**0**	**205,898**	**205,898**	**N/A**
Other Revenues	0	0	0	N/A
Total Operating Revenue	**0**	**205,898**	**205,898**	**N/A**

Attachment: PowerPoint for Transit Committee_Arrow (10501 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Arrow

FY25 Budget Operating Statement - Expenses

FY25 Arrow Service	FY24 Continuing Resolution	FY25 Proposed Budget	Variance FY25 Budget vs FY24 Continuing Resolution	
Operating Expenses				
Operations & Services				
Train Operators	4,050,000	4,198,142	148,142	3.7%
Train Dispatch	28,882	33,629	4,747	16.4%
Equipment Maintenance	3,538,710	3,501,408	(37,302)	-1.1%
Fuel	570,600	512,885	(57,715)	-10.1%
Operating Facilities Maintenance	111,470	355,219	243,749	218.7%
Other Operating Train Services	13,330	16,665	3,335	25.0%
Security-San Bernardino Sheriff	2,212,200	2,624,819	412,619	18.7%
Security-Guards		268,862		
Public Safety Program	15,000	16,665	1,665	11.1%
Passenger Relations	30,720	14,076	(16,644)	-54.2%
TVM Maintenance/Revenue Collecti	122,960	93,331	(29,629)	-24.1%
Marketing	95,630	150,026	54,396	56.9%
Media & External Communications	5,000	4,165	(835)	-16.7%
Utilities/Leases	334,376	357,416	23,040	6.9%
Subtotal Operations & Services	**11,128,878**	**12,147,308**	**1,018,430**	**9.2%**

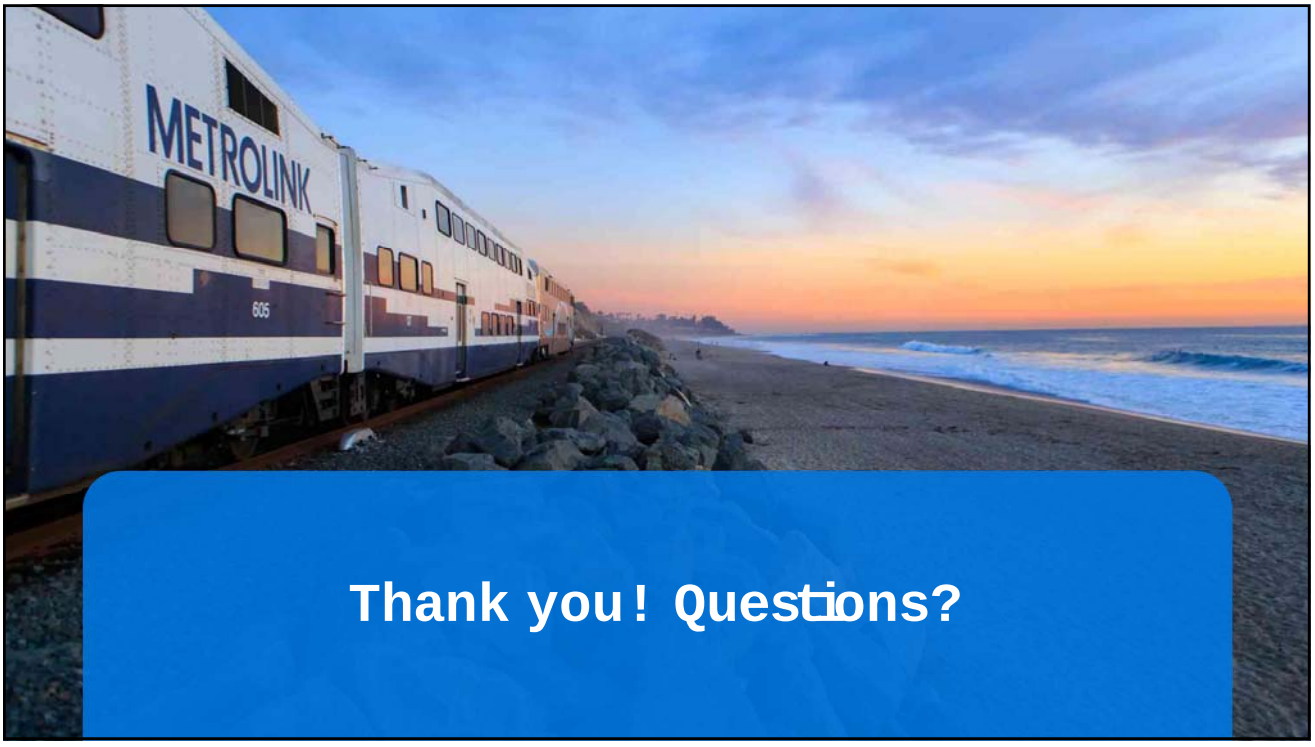
FY25 Budget Operating Statement - Expenses

FY25 Arrow Service	FY24 Continuing Resolution	FY25 Proposed Budget	Variance FY25 Budget vs FY24 Continuing Resolution	
Operating Expenses				
Maintenance-of-Way				
MoW - Line Segments	1,315,304	1,252,766	(62,538)	-4.8%
MoW - Extraordinary Maintenance	0	0	0	N/A
Subtotal Maintenance-of-Way	**1,315,304**	**1,252,766**	**(62,538)**	**-4.8%**
Administration & Services				
Ops Salaries & Fringe Benefits	1,381,699	1,115,147	(266,552)	-19.3%
Ops Non-Labor Expenses	275,670	196,130	(79,540)	-28.9%
Indirect Administrative Expenses	548,639	890,237	341,598	62.3%
Ops Professional Services	78,000	7,224	(70,776)	-90.7%
Subtotal Admin & Services	**2,284,008**	**2,208,738**	**(75,270)**	**-3.3%**
Contingency	**0**	**0**	**0**	**N/A**
Total Operating Expenses	**14,728,190**	**15,608,812**	**880,622**	**6.0%**
Insurance and Legal				
Liability/Property/Auto	258,900	104,450	(154,450)	-59.7%
Net Claims / SI	8,330	9,250	920	11.0%
Claims Administration	4,580	5,000	420	9.2%
Total Net Insurance and Legal	**271,810**	**118,700**	**(153,110)**	**-56.3%**
Total Expense	**15,000,000**	**15,727,512**	**727,512**	**4.9%**
Loss/Member Support Required	**(15,000,000)**	**(15,521,614)**	**(521,614)**	**3.5%**

Attachment: PowerPoint for Transit Committee_Arrow (10501 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Arrow

FY25 New Capital Proposed Project Summary

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST
2985	Capital	San Bernardino LIne	Redlands	Train Control	New Simulators DMU - FOR ARROW LINE	Acquire new simulators that model new Metrolink purchased Diesel Multi Units (DMU) on ARROW LINE to full training requirements.	$1,500,000
						TOTAL	$1,500,000



Attachment: PowerPoint for Transit Committee_Arrow (10501 : SCRRA Preliminary Budget Request for Fiscal Year 2024/2025 for Arrow

Minute Action

AGENDA ITEM: 7

Date: May 9, 2024

Subject:
2024 Update to the 10-Year Delivery Plan - Valley Transit Programs

Recommendation:
Receive report and provide comments on the planned update to the 10-Year Delivery Plan for the San Bernardino Valley Metrolink/Rail Service Program and San Bernardino Valley Express Bus/Bus Rapid Transit Service Program.

Background:
The Strategic Plan serves as the policy manual for the delivery of Measure I Programs by the San Bernardino County Transportation Authority (SBCTA) and its member agencies for the 30-year life of the Measure. The Strategic Plan addresses significant policy, fiscal and institutional issues associated with the administration and implementation of Measure I; including managing the different goals and priorities among the Valley, Victor Valley, and Rural Mountain/Desert Subareas of the County. One of the key requirements of the Strategic Plan was the preparation of a 10-Year Delivery Plan (Delivery Plan) for Measure I Programs.

The SBCTA Board of Directors (Board) adopted the first Measure I 2010-2040 10-Year Delivery Plan in January 2012. The Delivery Plan provides a list of projects to be developed during a 10-year period and identifies project scopes, schedules, and budgets. Additionally, it provides a basis for the development of the annual budget for capital projects. The Delivery Plan is a living document that is updated every two years in order to capture revisions to the projects and assumptions in the plan, actual Measure I revenue figures, and relevant Board actions. Staff anticipates approval of the 2024 Update to the Delivery Plan (2024 Update) by the Board in September.

Valley Metrolink/Rail Service Program
In accordance with the Measure I 2010-2040 Ordinance and Expenditure Plan, 8% of the Measure I revenue collected in the Valley Subarea funds the Valley Metrolink/Rail Service Program, which for Fiscal Year 2024/2025 is estimated to be about $16.5 million. The 2021 Update to the Delivery Plan (2021 Update) included estimated Metrolink/Rail Service Program project and operations costs over the 10-year period of $726 million with $236 million from Measure I, $7 million from local funds, $17 million anticipated from fare revenues from operations, and $370 million from state and federal funds, including $135 million from competitive grant awards. There was an unfunded need of $97 million for the Gold Line to Montclair and San Bernardino Line Double Track projects.

Since the adoption of the 2021 Update, construction has been completed on the Redlands Passenger Rail Project and passenger service began in October 2022; full funding has been identified for a reduced scope of the San Bernardino Line Double Track project; and the unfunded need on the Gold Line to Montclair project is currently unknown as the Foothill Gold Line Construction Authority has not provided current cost estimates. The ultimate unfunded amount will be known when bids are received for the design-build contract, currently scheduled for summer 2025.

Table 1 below provides an overview of the projects that have been identified for development in the 2024 Update and the current project status relative to the project scheduling and total project cost forecasts identified in the 2021 Update:

Table 1. Valley Metrolink/Rail Service Program Delivery Plan Project Status

Project	Schedule	Cost	Phase
Redlands Passenger Rail	√	+1.7M	Complete
Arrow Operations (annual cost)	N/A	+2.5M	On-going
San Bernardino Line Double Track*	+4 yr	-4M	Design
Gold Line to Montclair**	TBD	TBD	Procurement

* Cost reflects reduced scope
** Schedule dependent on funding availability for construction

Valley Express Bus/Bus Rapid Transit Service Program
In accordance with the Measure I 2010-2040 Ordinance and Expenditure Plan, the Valley Express Bus/Bus Rapid Transit Service Program initially received 2% of revenue collected in the Valley until March 31, 2020. Effective April 1, 2020, the Board approved an increase to 5% through the end of the Measure in 2040, with the 3% coming from the Valley Major Streets Program. Program revenue for Fiscal Year 2024/2025 is estimated to be about $10 million. The 2021 Update included estimated Express Bus/Bus Rapid Transit Service Program project and operations costs for the West Valley Connector Project over the 10-year period of $328 million with $69 million from Measure I, $16 million from local and private funds, $8 million anticipated from fare revenues from operations, and $235 million from state and federal funds, including $193 million from competitive grant awards.

Since the adoption of the 2021 Update, design was completed on the West Valley Connector Project, and construction is underway. SBCTA has been successful in securing additional grants including an additional $19 million from the Transit and Intercity Rail Capital Program and $8 million from Affordable Housing and Sustainable Communities Program. The project is fully funded with a current estimated capital project cost of $320 million.

Table 2 below provides an overview of the current capital project status relative to the project scheduling and total project cost forecasts identified in the 2021 Update:

Table 2. Valley Express Bus/Bus Rapid Transit Service Program Delivery Plan Project Status

Project	Schedule	Cost	Phase
West Valley Connector	+1 yr	+33M	Construction

Other Projects of Interest
This section of the Delivery Plan highlights projects that are significant to SBCTA and the region but do not use funding from a specific Measure I Program. The 2021 Update included four transit projects:

Diesel Multiple Unit (DMU) rail vehicle conversion to Zero Emission Multiple Unit (ZEMU) project, better known as the DMU to ZEMU – This innovative and transformative transit project is nearing completion with the ZEMU vehicle scheduled to be delivered to San Bernardino

County for final testing in 2024. While there have been significant cost increases since the 2021 Update, SBCTA has been successful in securing additional Transit and Intercity Rail Capital Program funds to cover the increases.

ZEMU conversion of three Arrow Service DMUs – When the State initially awarded a $30 million Transit and Intercity Rail Capital Program grant to develop the ZEMU technology, the State requested SBCTA convert the three DMUs procured for the Arrow Service. The 2021 Update included a project to convert all three DMUs to meet the goal of operating the entire Arrow Service corridor as a zero or low emission revenue operation. However, conversion of the vehicle will not be possible and purchase of new vehicles will be required, which significantly increases the cost of this initiative. The Board allocated $9.2 million of Zero Emission Transit Capital Program funds to this project, which when combined with the $7.5 million of existing funds will allow for the purchase of one vehicle, leaving an estimated unfunded need of $26.5 million.

Ontario International Airport (ONT) Connector Project – An innovative four-mile sub-surface bi-directional tunnel system that will serve as an on-demand direct connection between ONT and the Rancho Cucamonga Metrolink Station using electric vehicles that are planned to be autonomous. Since the 2021 Update, the cost of the project has quadrupled as negotiations with The Boring Company were halted, increasing the unfunded need from $60 million to $467 million, which will require a significant infusion of grant funding as SBCTA does not have the financial resources to meet that shortfall.

Zero Emission Bus Replacement Initiative – This will replace current transit buses with zero emission buses to meet the California Air Resources Board's Innovative Clean Transit regulation mandate. While the Zero Emission Bus Replacement Initiative procurements and costs will be expended by the transit operators in San Bernardino County, SBCTA will be required to nominate the projects to Southern California Association of Governments for funding; therefore, it is important to continue to include this as a project in the 2024 Update. By Board Policy No. 40001, Federal Congestion Mitigation and Air Quality (CMAQ) funds shall be considered as a significant source to fund transit capital projects and start-up operating expenses in accordance with CMAQ criteria. Recommendation of CMAQ funding for transit capital projects is to be made by SBCTA in a manner consistent with the Delivery Plan and plans developed by the transit operators and approved by the Board. The total additional costs for vehicles and infrastructure associated with this mandate included in the 10-year period for the 2021 Update was estimated at $138 million, more than doubling the $131 million that would traditionally be reserved for bus purchases and replacements, and CMAQ funds were reserved in SBCTA's programming documents for most of this cost, although SBCTA is hopeful that competitive funding may replace a portion of the CMAQ funding. Staff will be working with each operator on their current replacement plan and funding needs for the 2024 Update.

Table 3 on the following page provides an overview of the current project status relative to the project scheduling and total project cost forecasts identified in the 2021 Update:

Table 3. Other Projects of Interest Project Status

Project	Schedule	Cost	Phase
DMU to ZEMU	+1 yr	+28M	Construction
Purchase of three Arrow ZEMUs*	√	+35M	Not Started
Ontario International Airport Connector*	+5 yr	+407M	Proj Development
Zero Emission Bus Replacement Initiative	N/A	N/A	On-going

* Schedule dependent on funding availability for construction

Revenue Forecast

The 2021 Update assumed that revenue would be increasing between 3.2% and 3.5% with an overall average of 3.3% through 2040 based on a study completed in June 2021 by Dr. John Husing, Economics & Politics, Inc. Despite the pandemic and the initial concern about potential impacts to program revenue, the 2024 Update starts with a higher base value than projected in the 2024 Update, at an estimated $249 million versus $222 million in the 2021 Update. Preliminary revenue forecasts (which are based on actuals to date, HdL Companies five-year forecasts, and then inflation and real growth percentages consistent with the 2021 Update) also indicate increased cumulative collections, increasing the $6.9 billion total revenue in the 2021 Update to $7.6 billion projected in the 2024 Update. A comparison of the forecasts in the 2021 Update to preliminary forecasts in the 2024 Update is presented in Tables 4 and 5 below. Projects included in the Other Projects of Interest do not use Measure I Program funds, so there is no program revenue comparison.

Table 4. Valley Metrolink/Rail Service Program Revenue Comparison
2021 Update vs 2024 Update (1,000s)

Period	2021 Update	2024 Update	Change
FY2010/2011 – 2023/2024	$151,791	$162,136	+$10,345
FY2024/2025 – 2033/2034	$169,753	$187,448	+$17,695
FY2034/2035 – 2039/2040	$130,218	$143,010	+$12,792
TOTAL	$451,762	$492,594	+$40,832
Uncommitted Balance through 2040*	$9,700	$0	–$9,700

*Reflects increased security costs on Arrow service

Table 5. Valley Express Bus/Bus Rapid Transit Service Program Revenue Comparison
2021 Update vs 2024 Update (1,000s)

Period	2021 Update	2024 Update	Change
FY2010/2011 – 2023/2024	$58,013	$64,479	+$6,466
FY2024/2025 – 2033/2034	$106,096	$117,155	+$11,059
FY2034/2035 – 2039/2040	$81,386	$89,381	+$7,995
TOTAL	$245,495	$271,015	+$25,520
Uncommitted Balance through 2040	$125,000	TBD	TBD

Bonding Analysis
The bonding analysis for the 2024 Update is being developed with the following criteria:

- Minimum agency-wide debt coverage ratio: 2.0
- Individual programs must have a positive cash flow over the term of the bond.
- Bond interest rate: 5%
- Latest bond issuance: still under analysis

Unlike Delivery Plans prior to the 2021 Update, there is no longer a need to bond for the Valley Metrolink/Rail Service Program or the Valley Express Bus/Bus Rapid Transit Service Program. This is because of a combination of higher Measure I revenues actually received versus estimates, strategically expending other funding sources prior to Measure I for the Redlands Passenger Rail Project, and significant competitive funding awarded to the West Valley Connector Project.

SBCTA is proactive to identify appropriate funding sources for long-term operations and maintenance when considering the funding of capital projects and the sustainability of fund sources. The bonding model is developed to take advantage of CMAQ funds for a portion of initial operating costs on new transit service, as new service expenses are eligible for CMAQ funding for up to the first five years. Low Carbon Transit Operations Program (LCTOP) funds are also used where available for fare subsidies while establishing ridership on new service, although LCTOP funding is not a significant source of funding. After CMAQ and LCTOP assumptions are applied, and fare revenue is estimated, funding for operating costs for new service are expected to be funded as such: Gold Line and ONT Connector with Local Transportation Funds (LTF); Arrow Service, stemming from the Redlands Passenger Rail Project, with Metrolink/Rail Service Program funds and LTF; West Valley Connector with Valley Express Bus/Bus Rapid Transit Service Program funds; and ONT Connector with LTF.

Financial Impact:
This item has no impact on the adopted Budget for Fiscal Year 2023/2024.

Reviewed By:
This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:
Andrea Zureick, Director of Fund Administration

Approved
Transit Committee
Date: May 9, 2024

Witnessed By:

Additional Information

Communication: Additional Information (Additional Information)

Acronym List

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist Board Members and partners as they participate in deliberations at Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. Staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

Communication: Acronym List (Additional Information)

TRANSIT COMMITTEE ATTENDANCE RECORD – 2024

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Eunice Ulloa City of Chino		X	X	X								
Ray Marquez City of Chino Hills		X	X	X								
Frank Navarro City of Colton		X	X	X								
Aquanetta Warren City of Fontana		X	X	X								
Larry McCallon City of Highland		X	X	X								
John Dutrey City of Montclair		X	X	X								
Alan Wapner City of Ontario				X								
L. Dennis Michael City of Rancho Cucamonga				X								
Sylvia Robles City of Grand Terrace												
Bobby Duncan City of Yucaipa												
Rick Denison Town of Yucca Valley		X	X	X								
Dawn Rowe Board of Supervisors		X		X								
Joe Baca, Jr. Board of Supervisors		X	X	X								

X = Member attended meeting Empty box = Member did not attend meeting
Crossed out box = Not a member at the time Shaded box=The Transit Committee did not meet

TC-ATT24

Communication: Attendance (Additional Information)

cta sb cog

San Bernardino County Transportation Authority

San Bernardino Council of Governments

MISSION STATEMENT

Our mission is to improve the quality of life and mobility in San Bernardino County. Safety is the cornerstone of all we do.

We achieve this by:

- Making all transportation modes as efficient, economical, and environmentally responsible as possible.
- Envisioning the future, embracing emerging technology, and innovating to ensure our transportation options are successful and sustainable.
- Promoting collaboration among all levels of government.
- Optimizing our impact in regional, state, and federal policy and funding decisions.
- Using all revenue sources in the most responsible and transparent way.

Approved December 4, 2019

Communication: Mission Statement (Additional Information)