



**Metro**

*One Gateway Plaza, Los Angeles, CA 90012,  
3rd Floor, Metro Board Room*

**Agenda - Final**

**Thursday, June 20, 2024**

**9:00 AM**

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## **Finance, Budget and Audit Committee**

*Kathryn Barger, Chair*

*Tim Sandoval, Vice Chair*

*James Butts*

*Jacquelyn Dupont-Walker*

*Lindsey Horvath*

*Gloria Roberts, non-voting member*

*Stephanie Wiggins, Chief Executive Officer*

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(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and /or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

**CONDUCT IN THE BOARD ROOM** - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

**REMOVAL FROM THE BOARD ROOM** - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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**NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA**

### **Live Public Comment Instructions:**

Live public comment can be given by telephone or in-person.

The Committee Meeting begins at 9:00 AM Pacific Time on June 20, 2024; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 202-735-3323 and enter  
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***Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.***

### **Instrucciones para comentarios publicos en vivo:**

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 9:00 AM, hora del Pacifico, el 20 de Junio de 2024. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 202-735-3323 y ingrese el codigo  
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***Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.***

### **Written Public Comment Instruction:**

Written public comments must be received by 5PM the day before the meeting.

Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

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Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012



## CALL TO ORDER

## ROLL CALL

APPROVE Consent Calendar Items: 6, 7, 8, 9, 10, and 11.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

## CONSENT CALENDAR

6. **SUBJECT: LOCAL RETURN PROPOSITION A AND MEASURE R** [2024-0332](#)  
**CAPITAL RESERVE - PALMDALE AND SOUTH**  
**PASADENA**

### RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Account as approved; and
- B. ESTABLISHING new Local Return funded Capital Reserve Accounts for the Cities of Palmdale (Proposition A), and South Pasadena (Measure R) (Attachment A).

Attachments: [Attachment A - Proj. Sum. for Proposed Capital Reserve Accts](#)

7. **SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE** [2024-0333](#)  
**8 FUND PROGRAM**

### RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year 2025 (FY25), Transportation Development Act (TDA) Article 8 funds estimated (Attachment B) at \$42,918,656 as follows:
1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet. Therefore TDA Article 8 funds in the amount of \$202,757 may be used for street and road projects or transit projects;
  2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and

Palmdale, and the unincorporated portions of North County, transit needs can be met by using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$10,490,346 and \$10,039,029 (Lancaster and Palmdale, respectively) may be used for street and road projects or transit projects as long as their transit needs continue to be met;

3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$13,956,331 for the City of Santa Clarita may be used for street and road projects or transit projects as long as their transit needs continue to be met;
4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$8,230,193 may be used for street and road projects or transit projects as long as their transit needs continue to be met; and

B. A resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

**Attachments:**      [Attachment A - FY25 Proposed Findings and Recommended Actions](#)  
[Attachment B - TDA Article 8 Apportionments Estimates for FY25](#)  
[Attachment C - FY25 TDA Article 8 Resolution](#)  
[Attachment D - History of TDA 8 Definitions](#)  
[Attachment E - TDA Article 8 Public Hearing Process FY25](#)  
[Attachment F - Summary of Recommendations and Actions Taken FY25](#)

**8. SUBJECT: FISCAL YEAR 2024-25 TRANSIT FUND ALLOCATIONS**

[2024-0337](#)

**RECOMMENDATION**

CONSIDER:

- A. APPROVING \$3.2 billion in fiscal year 2024-25 (FY25) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators, and Metro Operations as shown in Attachment A. These allocations comply with federal, state, and local regulations and Metro Board approved policies and guidelines;

- B. APPROVING fund exchanges in the estimated amount of \$3,566,564 of Metro's Transportation Development Act (TDA) Article 4 allocation with Municipal Operators' shares of the Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- C. APPROVING fund exchanges in the estimated amount of \$1,056,205 of Metro's Proposition (Prop) C 40% allocation with Antelope Valley, Santa Clarita, Burbank, and Glendale's shares of the Low Carbon Transit Operations Program (LCTOP). Funding will be adjusted based on LCTOP actual allocations;
- D. APPROVING fund exchange in the amount of \$780,652 of Metro's TDA Article 4 allocations with Claremont's share of FY19-FY23 Federal Section 5307 funding;
- E. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$360,000 with Metro's TDA Article 4 allocation, the second year of a three-year agreement;
- F. APPROVING fund exchanges in the amount totaling \$15.6 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- G. APPROVING an additional \$422,893 to the previously approved amount for the City of Pasadena, to purchase nine buses for servicing lines 177 and 256 in a new amount not to exceed \$4,546,716, as part of the NextGen Bus Plan;
- H. AUTHORIZING the Chief Executive Officer to adjust FY25 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities), and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Administration and amend the FY25 Budget as necessary to reflect the adjustments;
- I. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment C); and
- J. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements and FY25 Budget amendments to implement the above funding programs.



track from \$1,195,916 to \$2,920,232 (addition of \$1,724,316) beginning FY 2024-25 and increasing by the Consumer Price Index thereafter;

- C. APPROVING additional funding in the amount of up to \$500,000 using FY23 surplus SCRRA-dedicated funds for Metro's share of the San Bernardino Line 25% Fare Reduction Program and extending the program date from June 30, 2023, to June 30, 2025;
- D. EXTENDING the lapsing dates for funds previously allocated to SCRRA for State of Good Repair (SGR) and capital project Memoranda of Understanding (MOUs) as follows:
- Ticket Vending Machine (TVM) Replacement Project extended from June 30, 2023, to June 30, 2026
  - FY 2016-17 SGR Program extended from June 30, 2024, to June 30, 2025
  - Doran Street Grade Separation Project extended from June 30, 2024, to June 30, 2027
  - Antelope Valley Line (AVL) Plans, Specifications, and Estimates Project extended from June 30, 2025, to June 30, 2026;
- E. APPROVING the FY 2024-25 Transfers to Other Operators' payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000;
- F. AMENDING the FY25 Budget to include \$29.29 million for the SCRRA Working Capital Fund; and
- G. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and SCRRA for the approved funding.

**Attachments:**      [Attachment A - SCRRA FY25 Budget Transmittal Presentation](#)

**NON-CONSENT**

**12. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2025  
BUDGET**

[2024-0325](#)

**RECOMMENDATION**

CONSIDER:

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$189,763,812 for FY25. This amount includes:
- Local funds for operating and capital expenses in the amount of \$187,153,892
  - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,609,920
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

**Attachments:**      [Attachment A - FY25 Access Services ADA Program  
Presentation](#)

**SUBJECT: GENERAL PUBLIC COMMENT**

[2024-0417](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

**COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S  
SUBJECT MATTER JURISDICTION**

**Adjournment**



## Board Report

File #: 2024-0332, File Type: Formula Allocation / Local Return

Agenda Number: 6.

### FINANCE, BUDGET, AND AUDIT COMMITTEE JUNE 20, 2024

**SUBJECT: LOCAL RETURN PROPOSITION A AND MEASURE R CAPITAL RESERVE -  
PALMDALE AND SOUTH PASADENA**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Account as approved; and
- B. ESTABLISHING new Local Return funded Capital Reserve Accounts for the Cities of Palmdale (Proposition A), and South Pasadena (Measure R) (Attachment A).

#### **ISSUE**

A local jurisdiction may need additional time to accumulate sufficient funding to implement a project, or to avoid lapsing of funds. Similar to previous years, many cities require a lapsing extension due to the limited spending caused by project delays that occurred during the pandemic.

#### **BACKGROUND**

According to the Local Return Guidelines, Board approval is required to extend the deadline for lapsing Local Return funds. Typically, the local jurisdiction requests that funding be dedicated in a Capital Reserve Account. Once approved, a local jurisdiction may be allowed additional years to accumulate and expend its Local Return funds from the date that the funds are made available.

#### **DISCUSSION**

Staff uses a First-In-First-Out (FIFO) calculation to determine if a city may be in jeopardy of losing their Local Return funds. Proposition A and Proposition C utilize a “three year plus current year” period for a total of four years for the timely use of funds requirement. Measure R and Measure M

utilize a five-year period for the timely use of funds requirement.

### Considerations

Capital Reserve Accounts are permitted with approval from the Board of Directors. These accounts may be established so that Los Angeles County local jurisdictions may extend the life of their Local Return revenue to accommodate longer term financial and planning commitments for specific capital projects.

Should Local Return funds lapse due to time constraints, per Local Return Guidelines, those lapsed funds would then be returned to Metro so that the Board may redistribute the funds to jurisdictions for discretionary programs of county-wide significance or redistribute to each Los Angeles County local jurisdiction by formula on a per capita basis.

The City of Palmdale has an existing large project that has experienced project delays, and as a result may lapse some of its funding. The time extension is needed to avoid losing its project funds. These streets cover vast areas of Palmdale and need repair. The City of South Pasadena is a small city that needs the time extension to accumulate more Local Return funds to complete its street improvement project for their Pavement Management System.

## **DETERMINATION OF SAFETY IMPACT**

Approval of the new Capital Reserve Accounts will allow for Street and Road improvement projects, that would provide additional safety features for local communities.

## **FINANCIAL IMPACT**

Adoption of staff recommendations would have no impact on the Metro Budget, or on Metro's Financial Statements. The Capital Reserve Account funds originate from Propositions A and Measures R funds. As specified by the ordinances, these funds are allocated to and held by each Los Angeles County local jurisdiction by formula. Some of the city's funds could lapse due to time constraints, and other cities with small apportionments may need additional time to accumulate the needed funds for capital projects.

### Impact to Budget

Adoption of staff recommendations would have no impact on the Metro Budget as these funds have been previously disbursed to the cities. These funds are not eligible for Metro bus and rail operations.

## **EQUITY PLATFORM**

Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of various transportation projects and improvements throughout the region. For Palmdale and South Pasadena, these projects will provide better street conditions to enhance mobility for pedestrians, cyclists, transit users, and individuals with disabilities. Palmdale, especially,



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is a vast city with 37% of its population residing in Equity Focus Communities. Through the process of public input, the engagement during local decision making and project implementation, cities and unincorporated areas of the county are empowered to appropriately and equitably address the needs of their communities.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports Metro's Strategic Plan Goals #1 and #2 by improving mobility, ease of travel, and safety. The local jurisdictions' improvement projects to be funded by their apportionments presented in Attachment A, will assist in achieving those goals.

### **ALTERNATIVES CONSIDERED**

Should the Board choose not to approve the recommendations above, which staff does not recommend, the cities may not be able to accumulate sufficient funds necessary to implement the capital projects as described in Attachment A and the projects may not be constructed in a timely manner.

### **NEXT STEPS**

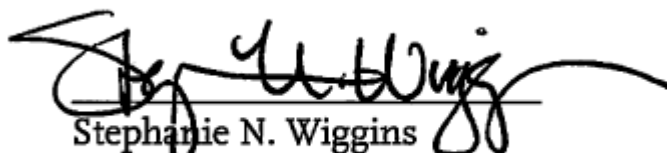
With the Board's approval of the recommendation, staff will negotiate and execute all necessary agreements between Metro and the listed cities for their Capital Reserve Accounts as approved. Staff will continue to monitor the accounts, including the annual Local Return audit, to ensure that the cities comply with the Local Return Guidelines and the terms of the agreement.

### **ATTACHMENTS**

Attachment A - Project Summary for Proposed Capital Reserve Accounts

Prepared by: Susan Richan, Director, Budget (213) 922-3017  
Cosette Stark, Deputy Executive Officer, Finance, (213) 922-2822

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins  
Chief Executive Officer

**ATTACHMENT A**

**PROPOSED CAPITAL RESERVE ACCOUNTS  
(Project Summary)**

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Palmdale (New)	<p><u>Project:</u> Asphalt Rubber Aggregate Membrane (ARAM) Cape Seal Street Improvement Project</p> <p><u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds</p>	\$5,000,000	Prop C 20% Local Return Potential lapse of \$200,000	6/30/29
City of South Pasadena (New)	<p><u>Project:</u> Street Repairs per Pavement Management System</p> <p><u>Justification:</u> The capital reserve will assist in the completion of this long-term project and in the non-lapsing of funds</p>	\$85,000	Measure R 15% Local Return Potential lapse of \$85,000	6/30/29



## Board Report

File #: 2024-0333, File Type: Resolution

Agenda Number: 7.

### FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 20, 2024

**SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM**

**ACTION: APPROVE RECOMMENDATION**

#### RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year 2025 (FY25), Transportation Development Act (TDA) Article 8 funds estimated (Attachment B) at \$42,918,656 as follows:
1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet. Therefore TDA Article 8 funds in the amount of \$202,757 may be used for street and road projects or transit projects;
  2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale, and the unincorporated portions of North County, transit needs can be met by using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$10,490,346 and \$10,039,029 (Lancaster and Palmdale, respectively) may be used for street and road projects or transit projects as long as their transit needs continue to be met;
  3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$13,956,331 for the City of Santa Clarita may be used for street and road projects or transit projects as long as their transit needs continue to be met;
  4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$8,230,193 may be used for street and road projects or transit projects as long as their transit needs continue to be met; and

- B. A resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

## **ISSUE**

State law requires that the Los Angeles County Metropolitan Transportation Authority (Metro) make findings regarding unmet transit needs in areas outside Metro's service area. If there are unmet transit needs that are reasonable to meet, then these needs must be met before TDA Article 8 funds may be allocated for street and road purposes.

## **BACKGROUND**

Under the State of California TDA Article 8 statute, state transportation funds are allocated to the portions of Los Angeles County outside Metro's service area. These funds are for "unmet transit needs that may be reasonable to meet." However, if no such needs exist, the funds can be spent for street and road purposes. See Attachment D for a summary of the history of TDA Article 8 and definitions of unmet transit needs.

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing process (Attachment E). If there are determinations that there are unmet transit needs, which are reasonable to meet and Metro adopts such a finding, then these transit needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, Metro must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C presents the FY25 Resolution. The proposed findings and recommendations are based on the results of the public hearing process and the recommendations of the Social Service Transportation Advisory Council (SSTAC) and the Hearing Board.

### **Bus Stop Improvements**

Starting in FY20 and continuing to current fiscal year, the City of Santa Clarita launched bus stop improvement projects in which benches, shelters, and shade structures were installed or replaced throughout the service area. The second round of bus stop improvements focuses on refurbishing and replacing real-time electronic signage at the bus stops (700 bus stops).

AVTA continues to work with the cities of Lancaster and Palmdale, on new bus shelters, amenities, and improvements throughout AVTA service area. Currently, both Lancaster and Palmdale purchase shelters, conduct the planning and engineering of the shelter locations, and AVTA staff handles the installation/maintenance of shelters and trash cans. In FY24, AVTA continued safety improvements on shelters by adding solar lighting on shelters in the cities and the rural areas that need additional lighting. This year, AVTA also added real-time electronic signage at two new transit centers.

## **DISCUSSION**

### **Findings**

Staff has followed state law in conducting public hearings and obtaining input from the SSTAC

regarding unmet transit needs. The SSTAC is comprised of riders representing seniors, people with disabilities as well as social service providers and other interested parties in the North County areas.

- Attachment F summarizes the recommendations made and actions taken by area transit agencies during FY2024 (for the FY25 allocation estimates)
- Attachment A is the proposed recommendations of the FY25 SSTAC.

On May 13, 2024, the TDA Article 8 Hearing Board was convened on behalf of the Metro Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Funds will be released for allocation to the eligible jurisdictions upon:

1. Transmittal of the Metro Board-adopted findings and recommendations,
2. Transmittal of public hearing documentation to Caltrans, and
3. Caltrans approval

A delay in adopting the findings, recommendations, and the resolution contained in Attachments A and C would delay the allocation of \$42,918,656 in TDA Article 8 funds to the recipient local jurisdictions.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this project will have no impact on Safety.

### **FINANCIAL IMPACT**

The TDA Article 8 funds for FY25 are estimated at \$42,918,656 (Attachment B). The funding for this action is included in the FY25 Adopted Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8. TDA Article 8 funds are state sales tax revenues designated, by law, for use by Los Angeles County local jurisdictions outside Metro's service area. Metro allocates TDA Article 8 funds based on population and disburses them monthly, once each jurisdiction's claim form is received, reviewed, and approved.

### **EQUITY PLATFORM**

This process is set by the State and is approved by Caltrans prior to release of the funds, including allocation of funds based on jurisdiction population and local control of eligible expenditure decisions. On March 5, 2024, in-person and virtual public hearings were conducted in Palmdale/Lancaster and Santa Clarita, and on March 19, 2024, in the City of Avalon, in conjunction with their council meeting. The public hearing notices were posted in the Daily News and La Opinión in each jurisdiction and the

local papers in Antelope Valley, Santa Clarita, San Fernando Valley, Catalina Island, and Long Beach. Additionally, notifications were sent to all the businesses in the area. Santa Clarita Transit published the notice on their system and posted notices in the public areas of the cities. Avalon included the posting in their social media outlets. All hearings offered a Spanish interpreter, and all the public hearing spaces were American with Disabilities Act (ADA) accessible. In addition, members of the public had a chance to participate virtually.

After the comment period, staff convened the SSTAC consisting of representatives from the senior (65 and older) and disability communities. Per law, staff included representatives from community-based organizations that assist seniors, people with low incomes, and people with disabilities. This meeting was hybrid, allowing attendees to participate in-person or online. A Spanish language interpreter was also present for this meeting. Based on the public hearing process, no unmet transit needs were identified in the above jurisdictions. There are no equity impacts anticipated as a result of this action.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports Strategic Plan Goals 2 and 4 by improving mobility, ease of travel and safety. Per state requirement, the TDA funds are allotted to the municipal and Tier II operators to support the operation of their services countywide.

### **ALTERNATIVES CONSIDERED**

The Board of Directors could adopt findings or conditions other than those developed in consultation with the Hearing Board, with input from the state required SSTAC (Attachment A), and through the public hearing process. However, this is not recommended because adopting the proposed findings and recommendations made by the SSTAC and adopted by the Hearing Board have been developed through a public hearing process, as described in Attachment E, and in accordance with the TDA statutory requirements.

### **NEXT STEPS**

Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

### **ATTACHMENTS**

Attachment A - FY25 Proposed Findings and Recommended Actions  
Attachment B - TDA Article 8 Apportionments: Estimates for FY25

Attachment C - FY25 TDA Article 8 Resolution

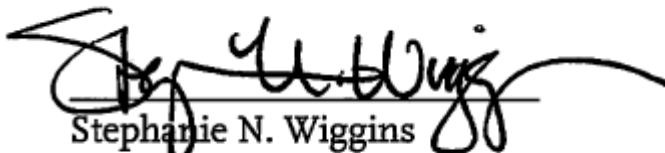
Attachment D - History of TDA Article 8 and Definitions of Unmet Transit Needs

Attachment E - TDA Article 8 Public Hearing Process

Attachment F - Summary of Recommendations and Actions Taken

Prepared by: Armineh Saint, Director, Budget (213) 922-2369  
Cosette Stark, Deputy Executive Officer, Finance (213) 922- 2822

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins  
Chief Executive Officer

FY25 TDA ARTICLE 8

HEARING BOARD AND

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL

PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

- Proposed Findings - In the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – There are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions – Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - There are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.



**Los Angeles County Metropolitan Transportation Authority**  
**FY25 TDA ARTICLE 8 APPORTIONMENTS**  
 (Transit/Streets & Highways)

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,351	0.47%	\$ 202,757
Lancaster	173,376	24.44%	10,490,346
Palmdale	165,917	23.39%	10,039,029
Santa Clarita	230,659	32.52%	13,956,331
LA County Unincorporated	[2] 136,022	19.18%	8,230,193
<b>Total</b>	<b>709,325</b>	<b>100.00%</b>	<b>\$ 42,918,656</b>
		Estimated Revenues:	\$ 42,918,656

[1] Population estimates are based on the State of California Department of Finance's (DOF) 2023 population estimates.

[2] The Unincorporated Population figure is based on 2007 estimates by Urban Research.

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION  
AUTHORITY MAKING A DETERMINATION AS TO  
UNMET PUBLIC TRANSPORTATION NEEDS IN LOS ANGELES COUNTY  
FOR FISCAL YEAR 2025**

**WHEREAS**, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles and is, therefore, responsible for the administration of the Transportation Development Act, Public Utilities Code Section 99200 et seq.; and

**WHEREAS**, under Sections 99238, 99238.5, 99401.5 and 99401.6, of the Public Utilities Code, before any allocations are made for local street and road use, a public hearing must be held and from a review of the testimony and written comments received and the adopted Regional Transportation Plan, make a finding that 1) there are no unmet transit needs; 2) there are no unmet transit needs that are reasonable to meet; or 3) there are unmet transit needs, including needs that are reasonable to meet; and

**WHEREAS**, at its meetings of June 25, 1998 and June 24, 1999, the Board of Directors approved definitions of unmet transit need and reasonable to meet transit need; and

**WHEREAS**, public hearings were held by LACMTA in Los Angeles County in Palmdale/Lancaster on March 5, 2024, Santa Clarita on March 5, 2024 and in Avalon on March 19, 2024, after sufficient public notice of intent was given, at which time public testimony had the opportunity to be made and received; and

**WHEREAS**, a Social Service Transportation Advisory Council (SSTAC) was formed by LACMTA and has recommended actions to meet the transit needs in the areas outside the LACMTA service area; and

**WHEREAS**, a Hearing Board was appointed by LACMTA, and has considered the results of the public hearing process and the recommendations of the SSTAC; and

**WHEREAS**, the SSTAC and Hearing Board reaffirmed the definitions of unmet transit need and reasonable to meet transit need; and

**WHEREAS**, staff in consultation with the Hearing Board recommends the finding that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects; and

## **ATTACHMENT C**

(Page 2 of 3)

**WHEREAS**, staff in consultation with the Hearing Board recommends the finding that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects; and

**WHEREAS**, staff in consultation with the Hearing Board recommends the finding that there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

### **NOW THEREFORE,**

- 1.0 The Board of Directors approves on an on-going basis the definition of Unmet Transit Needs as any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services; and the definition of Reasonable to Meet Transit Need as any unmet transit needs that can be met, in whole or in part, through the allocation of available transit revenue and be operated in a cost efficient and service effective manner, without negatively impacting existing public and private transit options.
- 2.0 The Board hereby finds that, in the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- 3.0 The Board hereby finds that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- 4.0 The Board hereby finds that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

**CERTIFICATION**

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, June 27, 2024.

---

COLLETTE LANGSTON  
LACMTA Board Clerk

DATED: June 27, 2024

### **History of Transportation Development Act (TDA) 8**

The Mills-Alquist-Deddeh act, better known as the Transportation Development Act (SB325), was enacted in 1971 to provide funding for transit or non-transit related purposes that comply with regional transportation plans. Funding for Article 8 was included in the original bill.

In 1992, after the consolidation of SCRTD and LACTC, AB1136 (Knight) was enacted to continue the flow of TDA 8 funds to outlying cities which were outside of the SCRTD's service area.

### **Permanent Adoption of Unmet Transit Needs Definitions**

Definitions of Unmet Transit Need and Reasonable to Meet Transit Need were originally developed by the SSTAC and Hearing Board and adopted by Metro Board Resolution in May 1997 as follows:

- Unmet Transit Need - any transportation need, identified through the public hearing process, that could be met through the implementation or improvement of transit or paratransit services.
- Reasonable to Meet Transit Need - any unmet transit need that can be met, in whole or in part, through the allocation of additional transit revenue and be operated in a cost-efficient and service-effective manner, without negatively impacting existing public and private transit options.

Based on discussions with and recommendations from Caltrans Headquarters' staff, these definitions have been adopted on an ongoing basis by the resolution. The Metro Board did approve the definitions of unmet transit need and reasonable to meet transit need at its meetings held on June 25, 1998 and June 24, 1999.

These definitions will continue to be used each year until further action by the Metro Board.

## ATTACHMENT E

### TDA ARTICLE 8 PUBLIC HEARING PROCESS

Article 8 of the California Transportation Development Act (TDA) requires annual public hearings in those portions of the County that are not within the Metro transit service area. The purpose of the hearings is to determine whether there are unmet transit needs which are reasonable to meet. We established a Hearing Board to conduct the hearings on its behalf in locations convenient to the residents of the affected local jurisdictions. The Hearing Board, in consultation with staff, also makes recommendations to the Board of Directors for adoption: 1) a finding regarding whether there are unmet transit needs that are reasonable to meet; and 2) recommended actions to meet the unmet transit needs, if any.

In addition to public hearing testimony, the Hearing Board received input from the Social Service Transportation Advisory Council (SSTAC), created by state law and appointed by staff, to review public hearing testimony and written comments and, from this information, identify unmet transit needs in the jurisdictions.

#### FY25 Hearing Board:

Dave Perry represented Supervisor Kathryn Barger  
Marvin Crist, Vice Mayor, City of Lancaster  
Eric Ohlsen, Council member, City of Palmdale  
Richard Loa, Mayor Pro Tem, City of Palmdale represented the North County  
Cameron Smyth, Mayor, City of Santa Clarita  
Bill Miranda, Mayor Pro Tem, City of Santa Clarita represented Santa Clarita Valley

Also, membership was formed on the FY25 Social Service Transportation Advisory Council (SSTAC) required of the *Transportation Development Act Statutes and California Code of Regulations*. Staff had adequate representation of the local service providers and represented jurisdictions, therefore the SSTAC meeting convened with proposed recommendations as included in Attachment A.

#### Hearing and Meeting Dates

In-person and virtual public hearings were held by the Hearing Board in Santa Clarita and the North County areas on March 5, 2024, as well as in Avalon in conjunction with the Council meeting on March 19, 2024. No members of the public attended the public hearings nor were there any comments submitted during the public comment period.

The SSTAC met on April 29, 2024. Attachment A contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 13, 2024 meeting.



## Board of Directors

**Chairman**  
Marvin Crist  
*City of Lancaster*

March 5, 2024

**Vice Chair**  
Dianne M. Knippel  
*County of Los Angeles*

TDA Article 8 Hearing Board Chair  
c/o Armineh Saint, Program Manager  
Metropolitan Transit Authority  
One Gateway Plaza  
Los Angeles, California 90012

**Director**  
Richard Loa  
*City of Palmdale*

RE: Fiscal Year 2023/2024 TDA Article 8 Unmet Needs Hearings

**Director**  
Eric Ohlsen  
*City of Palmdale*

Dear Ms. Saint:

**Director**  
Raj Malhi  
*City of Lancaster*

At the 2023 TDA Article 8 Unmet Needs Hearing, the Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be addressed through existing funding sources. During the 2023 Hearing, some comments regarding AVTA's services and facilities were received from the public and are addressed below, as well as updates on current service improvements and FY25 projects.

**Director**  
Michelle Flanagan  
*County of Los Angeles*

**Executive Director/CEO**  
Martin J. Tompkins

### **Responses to Public Testimony and Written Comments**

**Item #2.1, AVTA Route 1 leaves Palmdale Transit Center at 10:35 pm, five minutes before the last Metrolink train arrives (10:40pm):** The new Metrolink train schedule doesn't arrive at 10:40pm any longer. Metrolink eliminated the 10:35pm train in their current schedule. This new schedule eliminates this issue.

**Item # 2.2, AVTA Route 4 has an hour and half gap, which requires the use of two tickets:** AVTA Route 4 currently runs on 60 minutes headways. AVTA's two-hour free transfers can be used in this situation. AVTA will review our two-hour free transfer policy to ensure that it meets the needs it was designed to meet.

**Item #2.4, Add Antelope Valley Transit Authority 790 service on weekends. To fill the service gaps that currently Metrolink doesn't fulfill & expand service hours and lengths.:** AVTA Route 790 is a commuter route designed to better connect commuters using Metrolink during the work week. AVTA commuter routes do not run on the weekends.

### **Service Improvements:**

#### **FY24 Projects:**

AVTA also continues our efforts to replace all existing gas-powered service and support vehicles with EV, as funding sources and infrastructure become available. AVTA has received 16 of the 19 new electric paratransit vehicles on order.

AVTA is pleased to announce that AV Union High School District and Antelope Valley College have joined AVTA and LA Metro's GoPass program, providing bus passes to all students enrolled in high schools in AV Union High School District or enrolled at AVC. AVTA is continuing to encourage middle schools in the Antelope Valley to join this program. Currently, Lancaster School District has joined, and other middle school districts are evaluating the program.

AVTA has completed the installation of high-power wireless inductive chargers for our zero-emission buses at a new transit center at Antelope Valley College.

In January of 2024, AVTA completed 14 million electric service miles. In March of 2024, AVTA will mark a decade of electric service as we pass the ten-year mark of our first electric bus entering local service.

#### **FY25 Projects:**

In response to a suggested community need, AVTA is proceeding with plans for a new route connecting the Antelope Valley to the Victor Valley. The proposed route, the High Desert Connector, would run between Lancaster/Palmdale transit centers and the Victor Valley Transit Center.

AVTA continues to evaluate an "off-the-grid" charging solution using a solar farm and battery storage. AVTA is working with the City of Lancaster on this solution.



AVTA launched our Regional Transit Plan planning committee to identify and address transportation needs in the community and possible service improvements. This will result in service changes in the coming years. AVTA will place into service our first electric vehicle with a bariatric gurney and service capabilities for our Non-Emergency Medical Transport service.

**Community Outreach Efforts:**

AVTA is dedicated to serving the community and to providing excellent customer service. Community outreach is a high priority goal, and we continually seek to improve our efforts.

- To keep a close relationship with our riders (and potential riders), AVTA participates in community gatherings throughout our service area maintaining key partnerships with the cities of Lancaster and Palmdale, and exhibiting at rural northern Los Angeles County town events and town councils.
- AVTA continues our ongoing outreach to a community advisory group, consisting of key stakeholders within the community.
- Our community outreach and travel training programs continue to educate and connect our residents, especially veterans, seniors, those with disabilities, and students, to our transportation system and services.
- AVTA continues to outreach to the local business community, by providing services to help address the transportation needs of local businesses and their customers.
- AVTA continues to promote our Non-Emergency Medical Transport program to the health care service providers in the Antelope Valley. We also provide transportation assistance to health fairs for those who are low-income and/or homeless, to connect them with the vital services that are offered there.

AVTA values the input of our customers and stakeholders and continues to take a proactive approach to address the transit needs in the Antelope Valley. If have you any questions, please contact me at (661) 729-2206.

Sincerely,



Martin Tompkins, Executive Director/CEO



City of  
**SANTA CLARITA**

23920 Valencia Boulevard • Santa Clarita, California 91355-2196  
Phone: (661) 259-2489 • FAX: (661) 259-8125  
[www.santa-clarita.com](http://www.santa-clarita.com)

March 5, 2024

Santa Clarita Valley Area  
TDA Article 8 Hearing

Over the past year, the City of Santa Clarita has continued its efforts to promote public transportation and build the vital infrastructure needed to support public transit now, and in the future. Ridership aboard the City's local fixed-route service continued to increase, exceeding pre-pandemic levels. Additionally, we continue to see ridership growth aboard the City's on-demand service known as Go! Santa Clarita.

In the 12 months since the last hearing, the City of Santa Clarita has accomplished a number of key milestones such as:

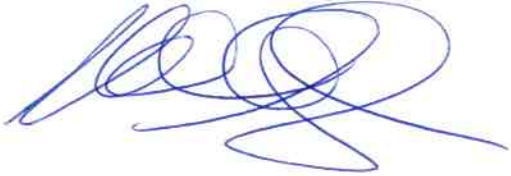
- Awarded the contract for the update of the City's Transit Development Plan. The City kicked-off the update in May 2023, and anticipate the completion of the update in the summer of 2024.
- Experienced ridership growth with local ridership, exceeding pre-pandemic levels
- Continued to experience ridership growth on the City's on-demand service, Go! Santa Clarita.
- Awarded the contract for the purchase of three zero-emission fuel cell electric buses
- Began the design of a hydrogen electrolyzer and fueling station at the City Transit Maintenance Facility. The 60 percent design plans have been completed, and we expect to start construction this summer.
- Celebrated the grand opening of the Vista Canyon Metrolink Station and Bus Transfer Station.
- Took delivery of five CNG powered local buses.
- Partnered with Access Services to apply for federal funding to offset the cost of purchasing zero-emission paratransit vehicles.
- Completed the installation of improved signage and QR codes at nearly 700 bus stop locations across the region.
- Expanded service to the FivePoint development, located north of Magic Mountain.

This is just a snapshot of what the City of Santa Clarita and Santa Clarita Transit has accomplished over the past 12 months.



In the coming year, the City of Santa Clarita and Santa Clarita Transit will continue to evaluate local, state, and federal funding opportunities for transit services, addressing the sole recommendation from the 2023 public hearings. Additionally, the City will work closely with our transportation partners as we strive towards our goal of providing effective and efficient service that improves the quality of life for all residents within the Santa Clarita Valley.

Thank you,

A handwritten signature in blue ink, appearing to read 'Adrian Aguilar', with a stylized, cursive script.

Adrian Aguilar  
Transit Manager



## Board Report

File #: 2024-0337, File Type: Formula Allocation / Local Return

Agenda Number: 8.

### FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 20, 2024

**SUBJECT: FISCAL YEAR 2024-25 TRANSIT FUND ALLOCATIONS**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

CONSIDER:

- A. APPROVING \$3.2 billion in fiscal year 2024-25 (FY25) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators, and Metro Operations as shown in Attachment A. These allocations comply with federal, state, and local regulations and Metro Board approved policies and guidelines;
- B. APPROVING fund exchanges in the estimated amount of \$3,566,564 of Metro's Transportation Development Act (TDA) Article 4 allocation with Municipal Operators' shares of the Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- C. APPROVING fund exchanges in the estimated amount of \$1,056,205 of Metro's Proposition (Prop) C 40% allocation with Antelope Valley, Santa Clarita, Burbank, and Glendale's shares of the Low Carbon Transit Operations Program (LCTOP). Funding will be adjusted based on LCTOP actual allocations;
- D. APPROVING fund exchange in the amount of \$780,652 of Metro's TDA Article 4 allocations with Claremont's share of FY19-FY23 Federal Section 5307 funding;
- E. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$360,000 with Metro's TDA Article 4 allocation, the second year of a three-year agreement;
- F. APPROVING fund exchanges in the amount totaling \$15.6 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- G. APPROVING an additional \$422,893 to the previously approved amount for the City of Pasadena, to purchase nine buses for servicing lines 177 and 256 in a new amount not to exceed

\$4,546,716, as part of the NextGen Bus Plan;

- H. AUTHORIZING the Chief Executive Officer to adjust FY25 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities), and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Administration and amend the FY25 Budget as necessary to reflect the adjustments;
- I. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment C); and
- J. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements and FY25 Budget amendments to implement the above funding programs.

## **ISSUE**

Each year, transit operating and capital funds consisting of federal, state, and local revenues are allocated to Metro Operations, transit operators, and Los Angeles County local jurisdictions for programs, projects, and services according to federal guidelines, state laws, and established funding policies and procedures. The Board of Directors must approve allocations for FY25 prior to fund disbursement. As in prior years, the proposed transit allocations include fund exchanges of Metro funding for municipal and local transit operator shares of federal and State grant programs to enable them to draw down funding quickly with fewer requirements.

## **BACKGROUND**

The Los Angeles County Metropolitan Transportation Authority (Metro), as the Regional Transportation Commission for Los Angeles County, is responsible for planning, programming, and allocating transportation funding to Los Angeles County jurisdictions, transit operators, and Metro Operations. The Metro Board approval will allow the continued funding of transportation projects, programs, and services in Los Angeles County.

The recommended FY25 Transit Fund Allocations are developed according to federal, state, and local requirements, as well as policies and guidelines previously approved by the Metro Board. Details of significant information, methodologies, and assumptions are described in Attachment B.

Staff has reviewed the recommended allocations, related methodologies, and assumptions with Metro Operations, transit operators, Los Angeles County local jurisdictions, Technical Advisory Committee (TAC), Bus Operations Subcommittee (BOS), and the Local Transit Systems Subcommittee (LTSS). The TAC, BOS, and LTSS have all formally adopted the recommended FY25 Transit Fund Allocations.

## **DISCUSSION**

### **Fund Exchanges**

Metro has been requested to facilitate fund exchanges with the municipal and local transit operators to help them access funding more rapidly and with fewer administrative requirements as follows:

- The Municipal operators are requesting fund exchanges of their Federal Sections 5339 and 5337 allocations with Metro's share of Federal Section 5307 allocation to minimize the impact on administrative processes associated with these funding programs.
- The Municipal operators, Burbank, and Glendale are requesting fund exchanges of their LCTOP allocations with Metro's TDA Article 4 and Prop C 40% fund allocations to minimize the impact on administrative processes associated with these funding programs.
- Claremont is requesting a fund exchange of their shares of FY19 - FY23 Federal Section 5307 allocations with Metro's TDA Article 4 to streamline the administrative processes associated with the federal grant program.
- Long Beach Transit is requesting a fund exchange of their share of Section 5307 15% Discretionary funds with Metro's TDA Article 4 funds for the Southern California Regional Transit Training Consortium (SCR TTC). In April 2023, BOS awarded \$360,000 a year for three years for the regional training program through an award to Long Beach Transit.
- Fifteen (15) Los Angeles County Low Carbon Transit Operations Program (LCTOP) recipients (Contributing Sponsors) have submitted "Letters of Intent" to transfer \$4,252,074 in PUC 99314 FY 2023-24 LCTOP funds to Metro which was approved by the Metro Board on April 25, 2024. Subsequent to the approval of the FY 2023-24 LCTOP funds, staff received a "Letter of Intent" from the City of Torrance to transfer an additional \$370,695 of PUC 99314 FY 2023-24 LCTOP funds to Metro to fund Metro's FY 2023-24 LCTOP E Line Operations Project.

### **Avalon Special Demonstration Project**

Avalon's Prop A Incentive subsidy total remains unchanged. The City has requested that Metro adjust the Ferry and Land Transit subsidy from a \$700,000/\$300,000 split to an \$800,000/\$200,000 split, reflecting the increase in ferry fares. In the past, these services were grouped under a single funding amount, allowing Avalon to allocate funds between the two services as needed. This approach was later modified to assign specific amounts to each service. Staff updates the MOU with Avalon annually, adjusting these amounts in each agreement. The total subsidy has remained constant since 2020.

### **Pasadena NextGen Capital Grant**

As part of the NextGen Bus Plan, Metro and the City of Pasadena are working to integrate service lines 177 & 256 into Pasadena's transit system within the period July 1, 2024, to June 30, 2029, with an option to extend it to June 30, 2031. In July 2023, the Metro Board approved operating and capital funding for this effort because Pasadena can operate these lines more cost-effectively than Metro's current contracted services. However, the amount approved for Pasadena's bus purchase costs was not the total amount now needed to meet Metro's commitment to cover 70% of the bus purchase costs. Therefore, Staff is requesting to increase the funding amount by \$422,893 from \$4,123,823 to \$4,546,716 so Pasadena can purchase the nine buses needed to operate the service.

### **DETERMINATION OF SAFETY IMPACT**

Adoption of this item will provide funding for increased safety efforts.

### **FINANCIAL IMPACT**

The FY25 Transit Fund Allocations are included in the FY25 Budget in multiple cost centers and multiple projects. Approval of these recommendations authorizes Metro to disburse these funds to the Los Angeles County jurisdictions and transit operators.

### **EQUITY PLATFORM**

Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of various transportation projects and improvements throughout the region. The FY25 Transit Fund Allocations referenced in Attachment A are intended to enhance mobility for pedestrians, cyclists, transit users, and individuals with disabilities. Through the process of public input and engagement, local decision-making, and project implementation, cities and unincorporated areas of the county and transit operators have control to appropriately and equitably address the needs of their communities.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve the FY25 Transit Fund Allocations and instruct staff to use an alternative methodology for allocation. This alternative is not recommended as federal, state, and local requirements, as well as prior Metro Board policies and guidelines, require an annual allocation of funding to Los Angeles County jurisdictions, transit operators, and Metro Operations for programs, projects, and services. Allocation methodologies and assumptions comply with federal, state, and local requirements, as well as policies and guidelines previously approved by the Metro Board and have been agreed upon by affected operators and jurisdictions.

### **NEXT STEPS**

Upon Board approval of the recommended allocations and adoption of the resolution, we will work with Los Angeles County jurisdictions, transit operators, Southern California Association of Governments (SCAG), and Metro Operations to ensure the proper disbursement of funds.

### **ATTACHMENTS**

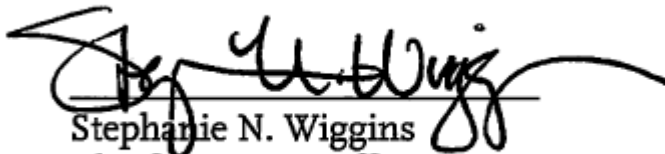
Attachment A - FY25 Transit Fund Allocations

Attachment B - TDA and STA Resolution

Attachment C - Summary of Significant Information, Methodologies and Assumptions

Prepared by: Manijeh Ahmadi, Senior Manager, Transport. Planning, (213) 922-3083  
Cosette Stark, Deputy Executive Officer, Finance, (213) 922-2822  
Michelle Navarro, Senior Executive Officer, Finance, (213) 922-3056

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins  
Chief Executive Officer



Los Angeles County Metropolitan Transportation Authority  
FY 2025 Transit Fund Allocations

**ATTACHMENT A**



**Metro**<sup>®</sup>

Los Angeles County Metropolitan Transportation Authority

**Fiscal Year 2025**

**Transit Fund Allocations**

**PROPOSED**

July 1, 2024 – June 30, 2025

FY 2025  
Transit Fund Allocations

**PROPOSED**

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

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**I. BUS TRANSIT SUBSIDIES**

**STATE & LOCAL FUNDS**

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**Fiscal Year 2025  
PRELIMINARY REVENUE ESTIMATES**

STATE AND LOCAL		FY25 Estimated Revenue	Carryover FY23 Budget vs Actual	Interest FY23 Actual	FY25 Total Funds Available	N O T E	FY24 Total Funds
<b>Transportation Development Act:</b>							
Planning & Administration:							
1	Planning - Metro	\$ 5,780,000			\$ 5,780,000		\$ 6,000,000
2	Planning - SCAG	4,335,000			4,335,000		4,500,000
3	Administration - Metro	4,378,855			4,378,855		4,378,855
4	Sub-total	14,493,855			14,493,855		14,878,855
5	Article 3 Pedestrian & Bikeways	2.0000% 11,270,123	310,354	231,823	11,812,301		13,591,611
6	Article 4 Bus Transit	90.7332% 511,287,308	14,079,729	10,517,042	535,884,080		617,003,660
7	Article 8 Streets & Highways	7.2668% 40,948,714	1,127,638	842,304	42,918,656		48,985,266
8	<b>Total</b>	<b>578,000,000</b>	<b>15,517,721</b>	<b>11,591,170</b>	<b>605,108,891</b>		<b>694,459,391</b>
<b>Proposition A:</b>							
9	Administration	5.0000% 57,800,000	3,968,890		61,768,890	a	71,310,295
10	Local Return	25.0000% 274,550,000	n/a		274,550,000	b	285,000,000
11	Rail Development	35.0000% 384,370,000	26,393,121		410,763,121		474,213,460
Bus Transit:							
12	95% of 40% Capped at CPI 3.00%	40.0000% 287,721,591	n/a		287,721,591	c	279,341,351
13	95% of 40% Over CPI	129,594,409	n/a		129,594,409	d	153,858,649
14	Sub-total	417,316,000	-		417,316,000		433,200,000
15	5% of 40% Incentive	21,964,000	1,508,178		23,472,178		27,097,912
16	<b>Total</b>	<b>1,156,000,000</b>	<b>31,870,190</b>		<b>1,187,870,190</b>		<b>1,290,821,666</b>
<b>Proposition C:</b>							
17	Administration	1.5000% 17,340,000	1,190,661		18,530,661	a	21,393,045
18	Rail/Bus Security	5.0000% 56,933,000	3,909,336		60,842,336		70,240,498
19	Commuter Rail	10.0000% 113,866,000	7,818,671		121,684,671		140,480,996
20	Local Return	20.0000% 227,732,000	n/a		227,732,000	b	236,400,000
21	Freeways and Highways	25.0000% 284,665,000	19,546,678		304,211,678		351,202,489
22	Discretionary	40.0000% 455,464,000	31,274,685		486,738,685		561,923,983
23	<b>Total</b>	<b>1,156,000,000</b>	<b>63,740,030</b>		<b>1,219,740,030</b>		<b>1,381,641,011</b>
<b>State Transit Assistance:</b>							
24	Bus (PUC 99314 Rev Base Share)	76,459,817	33,802,137	1,631,033	111,892,986	e	79,902,182
25	Rail (PUC 99313 Population Share)	57,860,883	25,165,156	1,298,086	84,324,124		84,812,758
26	<b>Total</b>	<b>134,320,700</b>	<b>58,967,292</b>	<b>2,929,119</b>	<b>196,217,110</b>		<b>164,714,940</b>
<b>SB 1 State Transit Assistance:</b>							
27	Bus (PUC 99314 Rev Base Share)	62,362,016	27,238,545	1,353,398	90,953,959	e,f	65,826,324
28	Rail (PUC 99313 Population Share)	47,192,387	20,266,327	1,077,125	68,535,839	g	69,765,394
29	<b>Total</b>	<b>109,554,403</b>	<b>47,504,872</b>	<b>2,430,522</b>	<b>159,489,798</b>		<b>135,591,719</b>
<b>SB 1 State Of Good Repair:</b>							
30	Bus (PUC 99314 Rev Base Share)	20,358,271	1,777,134	763,073	22,898,478	f	13,407,997
31	Rail (PUC 99313 Population Share)	15,406,100	1,317,198	191,185	16,914,482	g	16,360,217
32	<b>Total</b>	<b>35,764,371</b>	<b>3,094,332</b>	<b>954,257</b>	<b>39,812,960</b>		<b>29,768,214</b>

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

Fiscal Year 2025

**PRELIMINARY REVENUE ESTIMATES (Continued)**

STATE AND LOCAL		FY25 Estimated Revenue	Carryover FY23 Budget vs Actual	Interest FY23 Actual	FY25 Total Funds Available	NOTE	FY24 Total Funds
<b>Measure R:</b>							
33 Administration	1.5000%	17,340,000	1,183,688	575,239	19,098,928	a	21,018,185
34 Transit Capital - "New Rail"	35.0000%	398,531,000	27,205,102	(898,952)	424,837,150		494,706,666
35 Transit Capital - Metrolink	3.0000%	34,159,800	2,331,866	336,442	36,828,107		41,694,802
36 Transit Capital - Metro Rail	2.0000%	22,773,200	1,554,577	350,562	24,678,339		27,952,753
37 Highway Capital	20.0000%	227,732,000	15,545,772	3,264,773	246,542,546		279,471,590
38 Operations "New Rail"	5.0000%	56,933,000	3,886,443	1,684,386	62,503,829		69,159,295
39 Operations Bus	20.0000%	227,732,000	15,545,772	6,550,332	249,828,104		276,239,947
40 Local Return	15.0000%	170,799,000	n/a	n/a	170,799,000	b	177,300,000
<b>41 Total</b>		<b>1,156,000,000</b>	<b>67,253,221</b>	<b>11,862,782</b>	<b>1,235,116,003</b>		<b>1,387,543,237</b>
<b>Measure M:</b>							
Local Return Supplemental & Administration:							
42 Administration	0.5000%	5,953,400	383,039	106,193	6,442,633	a	7,288,075
43 Supplemental transfer to Local Return	1.0000%	11,386,600	n/a	n/a	11,386,600	b,h	11,820,000
44	Sub-total	17,340,000	383,039	106,193	17,829,233		19,108,075
45 Local Return Base	16.0000%	182,185,600	n/a	n/a	182,185,600	b,h	189,120,000
46 Metro Rail Operations	5.0000%	56,933,000	3,663,048	744,168	61,340,215		69,103,169
47 Transit Operations ( Metro & Municipal Providers)	20.0000%	227,732,000	14,652,190	6,476,327	248,860,518		276,006,413
48 ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	22,773,200	1,465,219	145,500	24,383,919		28,165,126
49 Transit Construction	35.0000%	398,531,000	25,641,333	4,609,203	428,781,536		494,572,652
50 Metro State of Good Repairs	2.0000%	22,773,200	1,465,219	632,903	24,871,322		27,899,063
51 Highway Construction	17.0000%	193,572,200	12,454,362	13,479,756	219,506,318		232,114,873
52 Metro Active Transportation Program	2.0000%	22,773,200	1,465,219	1,213,743	25,452,162		27,461,672
53 Regional Rail	1.0000%	11,386,600	732,610	248,820	12,368,029		13,951,170
<b>54 Total</b>		<b>1,156,000,000</b>	<b>61,922,239</b>	<b>27,656,613</b>	<b>1,245,578,852</b>		<b>1,377,502,212</b>
<b>55 Total Funds Available</b>		<b>\$ 5,481,639,474</b>	<b>\$ 349,869,897</b>	<b>\$ 57,424,464</b>	<b>\$ 5,888,933,834</b>		<b>\$ 6,462,042,390</b>
<b>Total Planning &amp; Admin Allocations:</b>							
<b>56 (Lines 4, 9, 17, 33 and 42)</b>		<b>\$ 112,927,255</b>	<b>\$ 6,726,279</b>	<b>\$ 681,432</b>	<b>\$ 120,334,966</b>		<b>\$ 135,888,454</b>

**Notes:**

- a) Sales tax is projected to be \$1,156.0 million per ordinance, an increase of 2.0% over the FY24 reforecast of \$1,122.0 million
- b) Local Return Subfunds are not reflected with carryover balances. The distribution of these funds occurs within the same period they are received.
- c) The Consumer Price Index (CPI) increase of 3.0% represents the average anticipated growth rate, as derived from a range of forecasting sources and historical trends. This rate is specifically applied to the Proposition A discretionary funds allocated to Included operators.
- d) Proposition A 95% of 40% Bus Transit growth over CPI estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.
- e) The STA revenue estimates (including SB1/STA) from the State Controller's Office have been adjusted downward by 10% for the purposes of FAP allocation, in anticipation of a revenue shortfall in FY25. The actual funds will be revised two years from now, once we have received the concrete figures from the state.
- f) To qualify for SB1-SGR funds, eligible agencies are required to fulfill a number of reporting obligations. Additionally, the SGR revenue estimate from the State Controller's Office has been adjusted downward by 5% for the purpose of FAP allocation in anticipation of a revenue shortfall for FY25. The actual funds will be revised two years later, following the receipt of the actual revenue from the state.
- g) STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.
- h) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

Fiscal Year 2025

**SUMMARY OF STATE AND LOCAL FUNDS**

Operators	Formula Allocation Procedure				Proposition C 5% Security	Proposition C 40% Discretionary	Measure R		Measure M	Senate Bill 1		Total	
	TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40 % Discretionary	Sub-Total FAP			20% Bus Operations	Clean Fuel & Facilities		STA	State of Good Repair		
<b>Included Operators:</b>													
1	Metro Bus Operations	\$ 394,225,226	\$ 83,297,385	\$ 214,190,870	\$ 691,713,480	\$ 45,008,391	\$ 26,701,024	\$ 173,538,098	\$ -	\$ 172,865,983	\$ 63,179,349	\$ 15,856,136	\$ 1,188,862,461
<b>Municipal Operators:</b>													
2	Arcadia	462,989	90,596	232,960	786,546	6,512	108,289	188,745	-	188,014	68,716	17,246	1,364,066
3	Claremont	929,842	29,426	75,666	1,034,935	1,557	26,982	61,305	-	61,068	22,319	5,601	1,213,767
4	Commerce	772,289	145,240	373,471	1,291,001	75,556	1,636,106	302,588	-	301,416	110,162	27,647	3,744,475
5	Culver City	7,691,393	1,548,205	3,981,053	13,220,651	377,512	1,892,209	3,225,461	-	3,212,969	1,174,281	294,710	23,397,793
6	Foothill Transit	34,648,106	7,234,550	18,602,919	60,485,574	1,286,961	9,246,828	15,072,142	-	15,013,767	5,487,257	1,377,138	107,969,667
7	Gardena	7,546,689	1,523,685	3,918,004	12,988,378	316,268	2,399,719	3,174,379	-	3,162,084	1,155,684	290,042	23,486,554
8	La Mirada	132,805	24,423	62,802	220,030	4,629	22,394	50,882	-	50,685	18,524	4,649	371,793
9	Long Beach	35,048,684	7,014,131	18,036,133	60,098,948	2,797,077	10,024,473	14,612,930	-	14,556,334	5,320,073	1,335,180	108,745,016
10	Montebello	11,648,998	2,356,339	6,059,091	20,064,428	417,543	3,730,245	4,909,094	-	4,890,081	1,787,235	448,543	36,247,169
11	Norwalk	4,372,320	878,205	2,258,217	7,508,743	170,239	870,337	1,829,614	-	1,822,528	666,101	167,171	13,034,734
12	Redondo Beach	928,667	182,921	470,363	1,581,951	46,203	172,346	381,090	-	379,614	138,742	34,820	2,734,766
13	Santa Monica	28,733,790	5,819,886	14,965,253	49,518,930	1,288,632	6,258,404	12,124,894	-	12,077,934	4,414,264	1,107,849	86,790,907
14	Torrance	8,742,281	1,747,993	4,494,789	14,985,063	303,788	3,656,183	3,641,692	-	3,627,588	1,325,817	332,741	27,872,871
15	Sub-Total	141,658,854	28,595,602	73,530,722	243,785,178	7,092,478	40,044,513	59,574,816	-	59,344,082	21,689,174	5,443,337	436,973,578
<b>Eligible Operators:</b>													
16	Antelope Valley	-	-	7,081,309	7,081,309	207,282	1,962,528	3,916,140	-	3,900,972	1,425,734	357,817	18,851,782
17	LADOT	-	-	34,953,640	34,953,640	2,058,339	7,095,238	8,709,948	-	8,676,214	3,170,997	795,826	65,460,202
18	Santa Clarita	-	-	4,491,505	4,491,505	391,612	1,168,324	2,345,362	-	2,336,279	853,867	214,295	11,801,245
19	Foothill BSCP	-	-	6,997,753	6,997,753	-	633,451	1,743,740	-	1,736,987	634,837	159,325	11,906,093
20	Sub-Total	-	-	53,524,207	53,524,207	2,657,234	10,859,542	16,715,190	-	16,650,452	6,085,435	1,527,263	108,019,324
<b>Tier 2 Operators:</b>													
21	LADOT Community Dash	-	-	6,880,097	6,880,097	-	-	-	-	-	-	-	6,880,097
22	Glendale	-	-	1,148,981	1,148,981	-	-	-	-	-	-	-	1,148,981
23	Pasadena	-	-	434,456	434,456	-	-	-	-	-	-	-	434,456
24	Burbank	-	-	199,657	199,657	-	-	-	-	-	-	-	199,657
25	Sub-Total	-	-	8,663,191	8,663,191	-	-	-	-	-	-	-	8,663,191
26	Lynwood Trolley	-	-	-	-	-	249,576	-	-	-	-	-	249,576
27	Total Excluding Metro	141,658,854	28,595,602	135,718,120	305,972,576	9,749,711	51,153,632	76,290,006	-	75,994,534	27,774,610	6,970,600	553,905,669
28	County of Los Angeles	-	-	-	-	-	-	-	-	-	-	71,741	71,741
29	<b>Grand Total</b>	<b>\$ 535,884,080</b>	<b>\$ 111,892,986</b>	<b>\$ 349,908,990</b>	<b>\$ 997,686,056</b>	<b>\$ 54,758,102</b>	<b>\$ 77,854,655</b>	<b>\$ 249,828,104</b>	<b>\$ -</b>	<b>\$ 248,860,518</b>	<b>\$ 90,953,959</b>	<b>\$ 22,898,478</b>	<b>\$ 1,742,839,871</b>



Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

FISCAL YEAR 2025

**BUS TRANSIT FUNDING PERCENTAGE SHARES**

Operators	Vehicle Service Miles (VSM) FY23 Data (1)	Passenger Revenue	Base Fare	Fare Units	Fare Units Prior to Fare Increase/decrease	Fare Units Used in FAP (2)	Sum 50% VSM + 50% Fare Units	Proposition A Base Share	DAR Cap Adjustment (3)	TDA/STA Share
<b>Included Operators</b>										
1 Metro Bus Operations (4)	67,347,408	\$ 89,877,098	\$ 1.75	51,358,342	197,161,600	<b>197,161,600</b>	132,254,504	74.4438%	0.0000%	74.4438%
2 Arcadia DR	62,871	4,249	0.50	8,498	72,829	<b>72,829</b>	67,850	0.0382%	0.0000%	0.0382%
3 Arcadia MB	146,881	2,553	0.50	5,106	-	5,106	75,994	0.0428%	0.0000%	0.0428%
4 Claremont	11,602	10,455	2.50	4,182	81,840	<b>81,840</b>	46,721	0.0263%	0.0000%	0.0263%
5 Commerce	461,208	-	-	-	-	-	230,604	0.1298%	0.0000%	0.1298%
6 Culver City (5)	1,243,082	1,065,143	1.00	1,065,143	3,673,208	<b>3,673,208</b>	2,458,145	1.3836%	0.0000%	1.3836%
7 Foothill Transit	8,752,153	6,581,228	1.75	3,760,702	14,221,000	<b>14,221,000</b>	11,486,577	6.4656%	0.0000%	6.4656%
8 Gardena	1,134,829	1,244,962	1.00	1,244,962	3,703,600	<b>3,703,600</b>	2,419,215	1.3617%	0.0000%	1.3617%
9 La Mirada	56,692	20,863	1.00	20,863	-	20,863	38,778	0.0218%	0.0000%	0.0218%
10 Long Beach	6,300,761	8,541,032	1.25	6,832,826	15,972,456	<b>15,972,456</b>	11,136,609	6.2686%	0.0000%	6.2686%
11 Montebello	1,626,948	1,632,872	1.10	1,484,429	5,855,556	<b>5,855,556</b>	3,741,252	2.1059%	0.0000%	2.1059%
12 Norwalk	694,654	496,703	1.25	397,362	2,094,068	<b>2,094,068</b>	1,394,361	0.7849%	0.0000%	0.7849%
13 Redondo Beach DR	53,272	7,138	1.00	7,138	-	7,138	30,205	0.0170%	0.0000%	0.0170%
14 Redondo Beach MB	368,684	151,768	1.00	151,768	-	151,768	260,226	0.1465%	0.0000%	0.1465%
15 Santa Monica	3,819,587	5,717,734	1.25	4,574,187	14,661,333	<b>14,661,333</b>	9,240,460	5.2013%	0.0000%	5.2013%
16 Torrance	1,040,714	716,297	1.00	716,297	4,510,000	<b>4,510,000</b>	2,775,357	1.5622%	0.0000%	1.5622%
17 Sub-Total	93,121,346	116,070,095		71,631,805		262,192,365	177,656,856	100.0000%	0.0000%	100.0000%
<b>Eligible Operators</b>										
18 Antelope Valley	2,835,455	1,903,364	1.50	1,268,909	3,543,241	<b>3,543,241</b>	3,189,348	1.6799%	0.0000%	1.6799%
19 Santa Clarita	2,180,713	1,639,466	1.00	1,639,466	-	1,639,466	1,910,090	1.0061%	0.0000%	1.0061%
20 LADOT Local	2,661,459	70,762	0.50	141,524	6,727,520	<b>6,727,520</b>	4,694,490	2.4727%	0.0000%	2.4727%
21 LADOT Express	1,645,148	657,948	1.50	438,632	3,152,832	<b>3,152,832</b>	2,398,990	1.2636%	0.0000%	1.2636%
22 Foothill - BSCP	1,211,649	810,759	1.75	463,291	1,650,000	<b>1,650,000</b>	1,430,825	0.7480%	0.0000%	0.7480%
23 Sub-Total	10,534,424	5,082,299		3,951,822		16,713,059	13,623,742	7.1704%	0.0000%	7.1704%
<b>24 Total</b>	<b>103,655,770</b>	<b>\$ 121,152,394</b>		<b>75,583,627</b>		<b>278,905,424</b>	<b>191,280,597</b>			

**Notes:**

(1) Operators' statistics exclude BSIP, TSE, Base Restructuring and MOSIP services that are funded from PC 40% Discretionary. Also excluded are services funded from other sources (CRD, federal, etc.)

(2) Fare units used are frozen to the level prior to fare change in accordance with the Funding Stability Policy, adopted by the Board in November 2007.

(3) TDA cap of 0.25% is applied for DAR operators - Arcadia, Claremont, La Mirada and Redondo Beach DR.

(4) MTA Statistics include contracted services with LADOT for Lines 422, 601 and 602 (Consent Decree Lines), Glendale and Palos Verdes Peninsula Transit Authority (PVPTA).

(5) FY22 data.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS**

Operators	TDA & STA % Shares	TDA Article 4 plus interest			STA Rev Base Share Plus Interest	Prop A Discretionary % Shares	Prop A Discretionary Allocations <sup>(2)</sup>	Total Formula Funds
		Allocated	Fund Exchange <sup>(1)</sup>	Net				
<b>Included Operators</b>								
1 Metro Bus Operations	74.4438%	\$ 398,932,442	\$ (4,707,216)	\$ 394,225,226	\$ 83,297,385	74.4438%	\$ 214,190,870	\$ 691,713,480
2 Arcadia DR	0.0382%	204,663	-	204,663	42,734	0.0382%	109,885	357,282
3 Arcadia MB	0.0428%	229,227	29,100	258,327	47,863	0.0428%	123,074	429,264
4 Claremont <sup>(3)</sup>	0.0263%	140,929	788,913	929,842	29,426	0.0263%	75,666	1,034,935
5 Commerce	0.1298%	695,594	76,695	772,289	145,240	0.1298%	373,471	1,291,001
6 Culver City	1.3836%	7,414,748	276,645	7,691,393	1,548,205	1.3836%	3,981,053	13,220,651
7 Foothill Transit	6.4656%	34,648,106	-	34,648,106	7,234,550	6.4656%	18,602,919	60,485,574
8 Gardena	1.3617%	7,297,318	249,371	7,546,689	1,523,685	1.3617%	3,918,004	12,988,378
9 La Mirada	0.0218%	116,968	15,837	132,805	24,423	0.0218%	62,802	220,030
10 Long Beach <sup>(4)</sup>	6.2686%	33,592,462	1,456,222	35,048,684	7,014,131	6.2686%	18,036,133	60,098,948
11 Montebello	2.1059%	11,285,111	363,887	11,648,998	2,356,339	2.1059%	6,059,091	20,064,428
12 Norwalk	0.7849%	4,205,950	166,370	4,372,320	878,205	0.7849%	2,258,217	7,508,743
13 Redondo Beach DR	0.0170%	91,110	-	91,110	19,024	0.0170%	48,918	159,052
14 Redondo Beach MB	0.1465%	784,946	52,611	837,557	163,897	0.1465%	421,445	1,422,899
15 Santa Monica	5.2013%	27,872,920	860,870	28,733,790	5,819,886	5.2013%	14,965,253	49,518,930
16 Torrance	1.5622%	8,371,586	370,695	8,742,281	1,747,993	1.5622%	4,494,789	14,985,063
17 Sub-Total Excluding Metro	100.0000%	535,884,080	-	535,884,080	111,892,986	100.0000%	287,721,591	935,498,658
<b>Eligible Operators</b>								
<b>Formula Equivalent Funded from Proposition A 95% of 40% Growth over CPI <sup>(5)</sup></b>								
18 Antelope Valley <sup>(6)</sup>	1.6799%	-	\$ 368,054	\$ 368,054	\$ 1,879,727	1.6799%	\$ 4,833,528	\$ 7,081,309
19 Santa Clarita <sup>(6)</sup>	1.0061%	-	470,960	470,960	1,125,762	1.0061%	2,894,784	4,491,505
20 LADOT Local	2.4727%	13,251,015		13,251,015	2,766,822	2.4727%	7,114,604	23,132,441
21 LADOT Express	1.2636%	6,771,567		6,771,567	1,413,908	1.2636%	3,635,723	11,821,199
22 Foothill - BSCP	0.7480%	4,008,541		4,008,541	836,986	0.7480%	2,152,226	6,997,753
23 Sub-Total	7.1704%	24,031,123	839,014	24,870,137	8,023,204	7.1704%	20,630,866	53,524,207
24 <b>Total FAP</b>		<b>\$ 535,884,080</b>		<b>\$ 535,884,080</b>	<b>\$ 111,892,986</b>	<b>107.1704%</b>	<b>\$ 287,721,591</b>	<b>\$ 989,022,865</b>
<b>Proposition A Discretionary (95% of 40%) Growth Over CPI:</b>								
25 Revenue								<b>\$ 129,594,409</b>
Uses of Fund:								
26 Eligible Operators - Formula Equivalent Funds								53,524,207
27 Tier 2 Operators <sup>(7)</sup>								8,663,191
28 Total Uses of Funds								<b>62,187,398</b>
29 Proposition A Discretionary (95% of 40%) GOI Transfer to PC 40% based on Board policy.								<b>67,407,010</b>
30 Backfill from (Transfer to) PC40% Discretionary								<b>(67,407,010)</b>
31 <b>Total</b>								<b>\$ -</b>

**Notes:**

(1) Included Operators' share of LCTOP fund will be exchanged with Metro's TDA Article 4 allocation.

(2) Prop A Discretionary funds (95% of 40%) allocated to Included Operators have been capped at 3.00% CPI for FAP allocation.

(3) Claremont will exchange its 5307 grant funds, totaling \$780,652 from FY19-FY23, for an equivalent value from Metro's TDA 4 funds allocated for FY25.

(4) Funds allocated to the SCR TTC through Long Beach Transit will be exchanged with Metro's TDA Article 4 share.

(5) Formula Equivalent funds are allocated by formula to Eligible Operators based on PUC 99207.5. Fund source is Prop A 95% of 40% growth over CPI.

(6) Antelope Valley and Santa Clarita's LCTOP fund will be exchanged with Metro's Prop C 40% Discretionary transfer to Proposition A Discretionary GOI.

(7) The Board has approved a funding adjustment for Tier II operators based on the CPI increase. This adjustment raises the annual cap from \$6 million to \$8.2 million in FY24 and further to \$8.4 million in FY25.

Los Angeles County Metropolitan Transportation Authority  
FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION**

Operators	FY23 Unlinked Passengers	Percent of Total Unlinked Passengers	Total <sup>(1)</sup>
1 Antelope Valley	1,245,216	0.3785%	\$ 207,282
2 Arcadia	39,121	0.0119%	6,512
3 Claremont	9,356	0.0028%	1,557
4 Commerce	453,890	0.1380%	75,556
5 Culver City <sup>(2)</sup>	2,267,843	0.6894%	377,512
6 Foothill Transit	7,731,219	2.3503%	1,286,961
7 Gardena	1,899,928	0.5776%	316,268
8 LADOT Local/Express	12,365,151	3.7590%	2,058,339
9 La Mirada	27,805	0.0085%	4,629
10 Long Beach	16,803,005	5.1081%	2,797,077
11 Montebello	2,508,327	0.7625%	417,543
12 Norwalk	1,022,686	0.3109%	170,239
13 Redondo Beach DR/MB	277,558	0.0844%	46,203
14 Santa Clarita	2,352,549	0.7152%	391,612
15 Santa Monica	7,741,258	2.3533%	1,288,632
16 Torrance	1,824,957	0.5548%	303,788
17 Sub-Total	58,569,869	17.8051%	9,749,711
18 Metro Bus/Rail Operations <sup>(3)</sup>	270,380,890	82.1949%	45,008,391
19 <b>Total</b>	<b>328,950,759</b>	<b>100.0000%</b>	<b>\$ 54,758,102</b>

**Notes:**

(1) Total funding is 90% of Prop C 5% Transit Security:

Estimated Revenue: \$	60,842,336
90% Thereof: \$	54,758,102

(2) FY22 data.

(3) Metro operations data includes unlinked passengers for bus and rail.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**PROPOSITION C 40% DISCRETIONARY PROGRAMS**

	Operators	MOSIP			Zero-fare Compensation <sup>(1)</sup>	Foothill Transit Mitigation	Transit Service Expansion	Discretionary Base Restructuring	BSIP Overcrowding Relief	Total
		Prop A % Share	% Share	\$ Allocation						
<b><u>INCLUDED OPERATORS</u></b>										
1	Metro Bus Operations					\$ 13,336,355	\$ -	\$ -	\$ 13,364,668	\$ 26,701,024
2	Metro Exchange <sup>(2)</sup>					(1,056,205)				(1,056,205)
3	Metro Sub-total					12,280,150		\$ 13,364,668		25,644,819
4	Arcadia	0.0810%	0.2474%	68,566		14,505	-	-	25,219	108,289
5	Claremont	0.0263%	0.0804%	22,270		4,711	-	-	-	26,982
6	Commerce	0.1298%	0.3966%	109,921	1,214,306	23,254	-	288,625	-	1,636,106
7	Culver City	1.3836%	4.2279%	1,171,718		247,876	278,204	-	194,410	1,892,209
8	Foothill Transit	6.4656%	19.7564%	5,475,280		-	385,059	2,310,694	1,075,795	9,246,828
9	Gardena	1.3617%	4.1609%	1,153,161		243,950	799,659	-	202,948	2,399,719
10	La Mirada	0.0218%	0.0667%	18,484		3,910	-	-	-	22,394
11	Long Beach	6.2686%	19.1544%	5,308,462		1,123,000	2,640,064	-	952,947	10,024,473
12	Montebello	2.1059%	6.4348%	1,783,334		377,263	-	1,318,100	251,548	3,730,245
13	Norwalk	0.7849%	2.3982%	664,647		140,605	-	-	65,084	870,337
14	Redondo Beach DR/MB	0.1635%	0.4995%	138,439		29,287	-	-	4,620	172,346
15	Santa Monica	5.2013%	15.8932%	4,404,629		931,795	-	-	921,980	6,258,404
16	Torrance	1.5622%	4.7735%	1,322,923		279,863	936,315	838,708	278,375	3,656,183
17	Sub-Total	25.5562%	78.0899%	21,641,835	1,214,306	3,420,018	5,039,301	4,756,127	3,972,927	40,044,513
<b><u>ELIGIBLE OPERATORS</u></b>										
18	Antelope Valley	1.6799%	5.1332%	1,422,622		48,560	436,008	-	55,338	1,962,528
19	Santa Clarita	1.0061%	3.0743%	852,003		29,082	228,045	-	59,193	1,168,324
20	LADOT Local/Express	3.7364%	11.4169%	3,164,076		625,258	3,132,397	-	173,507	7,095,238
21	Foothill - BSCP	0.7480%	2.2857%	633,451		-	-	-	-	633,451
22	Sub-Total	7.1704%	21.9101%	6,072,153		702,900	3,796,450	-	288,039	10,859,542
23	City of Lynwood Trolley						249,576	-	-	249,576
24	Total Municipal Operators	32.7266%	100.0000%	27,713,988	1,214,306	4,122,919	9,085,327	4,756,127	4,260,966	51,153,632
25	<b>Total</b>	<b>32.7266%</b>	<b>100.0000%</b>	<b>\$ 27,713,988</b>	<b>\$ 1,214,306</b>	<b>\$ 16,403,069</b>	<b>\$ 9,085,327</b>	<b>\$ 4,756,127</b>	<b>\$ 17,625,634</b>	<b>\$ 77,854,655</b>
26	Last Year			\$ 26,906,784			\$ 8,820,706	\$ 4,617,599	\$ 17,112,266	
27	% Increase			3.00%			3.00%	3.00%	3.00%	
28	Current Year			\$ 27,713,988			\$ 9,085,327	\$ 4,756,127	\$ 17,625,634	

**Note:**

(1) Allocated as part of FAP to Commerce as compensation for having zero passenger revenues.

(2) The LCTOP funds of Antelope Valley, Santa Clarita, Burbank, and Glendale, totaling \$1,056,205, are set to be swapped with Metro's "Foothill Mitigation" fund / Prop A Discretionary GOI fund.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

Measure R 20% Bus Operations and Capital Allocations

FISCAL YEAR 2025

MEASURE R 20% BUS OPERATIONS AND CAPITAL ALLOCATIONS

Operators	20% Bus Operations			Clean Fuel Bus Capital Facilities and Rolling Stock Fund <sup>(1)</sup>	
	Proposition A Base Share %	MR Percentage Share	Bus Operations Allocation	Federal Section 5307 Capital Allocation Formula Share	\$ Allocation
<b>Included Operators:</b>					
1 Metro Bus Operations	74.4438%	69.4630%	\$ 173,538,098	64.8516%	\$ -
2 Arcadia	0.0810%	0.0755%	188,745	0.1678%	-
3 Claremont	0.0263%	0.0245%	61,305	0.0189%	-
4 Commerce	0.1298%	0.1211%	302,588	0.3959%	-
5 Culver City <sup>(2)</sup>	1.3836%	1.2911%	3,225,461	0.9234%	-
6 Foothill Transit <sup>(3)</sup>	6.4656%	6.0330%	15,072,142	9.0122%	-
7 Gardena	1.3617%	1.2706%	3,174,379	1.0491%	-
8 La Mirada	0.0218%	0.0204%	50,882	0.0682%	-
9 Long Beach	6.2686%	5.8492%	14,612,930	6.5832%	-
10 Montebello	2.1059%	1.9650%	4,909,094	1.5592%	-
11 Norwalk	0.7849%	0.7323%	1,829,614	0.6988%	-
12 Redondo Beach DR	0.0170%	0.0159%	39,634	0.3431%	-
13 Redondo Beach MB	0.1465%	0.1367%	341,456	-	-
14 Santa Monica	5.2013%	4.8533%	12,124,894	4.1921%	-
15 Torrance	1.5622%	1.4577%	3,641,692	1.2708%	-
<b>Eligible Operators:</b>					
16 Antelope Valley	1.6799%	1.5675%	3,916,140	2.1827%	-
17 Santa Clarita	1.0061%	0.9388%	2,345,362	1.9290%	-
18 LADOT Local	2.4727%	2.3073%	5,764,274	4.7540%	-
19 LADOT Express	1.2636%	1.1791%	2,945,674	-	-
20 Foothill BSCP (3)	0.7480%	0.6980%	1,743,740	-	-
21 Total Municipal Operators	32.7266%	30.5370%	76,290,006	35.1484%	-
22 <b>Total Funds Allocated</b>	<b>107.1704%</b>	<b>100.0000%</b>	<b>\$ 249,828,104</b>	<b>100.0000%</b>	<b>\$ -</b>

**Notes:**

(1) Clean Fuel Capital Facilities and Rolling Stock Funds of \$10M will be allocated every even fiscal year.

(2) Allocated based on FY22 data.

(3) Foothill Transit Clean Fuel allocation includes the allocation for the Foothill BSCP.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

FISCAL YEAR 2025

MEASURE M 20% TRANSIT OPERATIONS

(Metro and Municipal Providers)

ATTACHMENT A

Operators	Measure M Percentage Share <sup>(1)</sup>	\$ Allocation
<b><u>Included Operators:</u></b>		
1 Metro Bus Operations	69.4630%	\$ 172,865,983
2 Arcadia	0.0755%	188,014
3 Claremont	0.0245%	61,068
4 Commerce	0.1211%	301,416
5 Culver City <sup>(2)</sup>	1.2911%	3,212,969
6 Foothill Transit	6.0330%	15,013,767
7 Gardena	1.2706%	3,162,084
8 La Mirada	0.0204%	50,685
9 Long Beach	5.8492%	14,556,334
10 Montebello	1.9650%	4,890,081
11 Norwalk	0.7323%	1,822,528
12 Redondo Beach DR	0.0159%	39,480
13 Redondo Beach MB	0.1367%	340,134
14 Santa Monica	4.8533%	12,077,934
15 Torrance	1.4577%	3,627,588
<b><u>Eligible Operators:</u></b>		
16 Antelope Valley	1.5675%	3,900,972
17 Santa Clarita	0.9388%	2,336,279
18 LADOT Local	2.3073%	5,741,949
19 LADOT Express	1.1791%	2,934,265
20 Foothill BSCP	0.6980%	1,736,987
21 Total Municipal Operators	30.5370%	75,994,534
22 <b>Total Funds Allocated</b>	<b>100.0000%</b>	<b>\$ 248,860,518</b>

**Notes:**

(1) Metro adheres to the Measure R allocation methodology for Measure M 20% fund allocations.

(2) Allocated based on FY22 data.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**Senate Bill 1**

**FISCAL YEAR 2025**

**Senate Bill 1 - Road Repair and Accountability Act of 2017**

	<b>Operators</b>	<b>Measure R % Share <sup>(1)</sup></b>	<b>State Transit Assistance</b>	<b>State of Good Repair <sup>(2)</sup></b>	<b>Total</b>
	<b><u>Included Operators:</u></b>				
1	Metro Bus Operations	69.4630%	\$ 63,179,349	\$ 15,856,136	\$ 79,035,485
2	Arcadia	0.0755%	68,716	17,246	85,961
3	Claremont	0.0245%	22,319	5,601	27,921
4	Commerce	0.1211%	110,162	27,647	137,809
5	Culver City	1.2911%	1,174,281	294,710	1,468,991
6	Foothill Transit	6.0330%	5,487,257	1,377,138	6,864,395
7	Gardena	1.2706%	1,155,684	290,042	1,445,726
8	La Mirada	0.0204%	18,524	4,649	23,173
9	Long Beach	5.8492%	5,320,073	1,335,180	6,655,254
10	Montebello	1.9650%	1,787,235	448,543	2,235,778
11	Norwalk	0.7323%	666,101	167,171	833,272
12	Redondo Beach DR	0.0159%	14,429	3,621	18,051
13	Redondo Beach MB	0.1367%	124,313	31,199	155,511
14	Santa Monica	4.8533%	4,414,264	1,107,849	5,522,112
15	Torrance	1.4577%	1,325,817	332,741	1,658,557
	<b><u>Eligible Operators:</u></b>				
16	Antelope Valley	1.5675%	1,425,734	357,817	1,783,551
17	Santa Clarita	0.9388%	853,867	214,295	1,068,162
18	LADOT Local	2.3073%	2,098,577	526,680	2,625,258
19	LADOT Express	1.1791%	1,072,420	269,146	1,341,566
20	Foothill BSCP	0.6980%	634,837	159,325	794,162
21	Total Municipal Operators	30.5370%	27,774,610	6,970,600	34,745,210
22	County of Los Angeles		-	71,741	71,741
23	<b>Total Funds Allocated</b>	<b>100.0000%</b>	<b>\$ 90,953,959</b>	<b>\$ 22,898,478</b>	<b>\$ 113,852,436</b>

**Notes:**

(1) The STA and SGR portions of SB1 fund will be distributed based on Measure R allocation methodology.

(2) Preliminary estimates. Subject to the submittal of eligible projects.

Los Angeles County Metropolitan Transportation Authority  
FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

**Fund Exchange between LA County Transit Operators & Metro**

Operators	LCTOP Share <sup>(1)</sup>	TDA 4 Fund Exchange <sup>(2)</sup>	Prop A GOI / Prop C 40% Fund Exchange <sup>(3)</sup>	Net Funds Available <sup>(1)</sup>
1 <b>Metro Bus Ops.</b>		\$ (3,566,564)	\$ (1,056,205)	\$ (4,622,769)
2 Antelope Valley	\$ (368,054)		368,054	-
3 Arcadia	(29,100)	29,100		-
4 Claremont	(8,261)	8,261		-
5 Commerce	(76,695)	76,695		-
6 Culver City	(276,645)	276,645		-
7 Foothill Transit	-	-		-
8 Gardena	(249,371)	249,371		-
9 La Mirada	(15,837)	15,837		-
10 Long Beach	(1,096,222)	1,096,222		-
11 Montebello	(363,887)	363,887		-
12 Norwalk	(166,370)	166,370		-
13 Redondo Beach	(52,611)	52,611		-
14 Santa Clarita	(470,960)		470,960	-
15 Santa Monica	(860,870)	860,870		-
16 Torrance	(370,695)	370,695		-
17 <b>Tier Two Operators</b>				
18 Burbank	(68,260)		68,260	-
19 Glendale	(148,931)		148,931	-
20 Pasadena	-		-	-
21 <b>TOTAL</b>	<b>\$ (4,622,769)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (4,622,769)</b>

Note:

(1) Estimated - To be adjusted based on actual allocations.

(2) Included Operators' share of LCTOP fund will be exchanged with Metro's TDA Article 4 allocation.

(3) LCTOP fund will be exchanged with Metro's "Foothill Mitigation Fund" share. Metro will allocate Proposition A Discretionary (95% of 40% ) GOI fund to these operators.



Los Angeles County Metropolitan Transportation Authority  
FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**TIER 2 OPERATORS ESTIMATED FUNDING LEVELS**

Operators	Vehicle Service Miles FY23 data	Passenger Revenue	Base Fare	Fare Units (1)	50% VSM + 50% Fare Units	% Share			
1 LADOT Community Dash	3,682,892	\$ 1,825	\$ 0.50	16,808,232	10,245,562	5.0258%			
2 Glendale	790,633	456,162	1.00	2,187,836	1,489,235	0.7305%			
3 Pasadena	656,127	478,366	0.75	637,821	646,974	0.3174%			
4 Burbank	271,752	119,589	1.00	119,589	195,671	0.0960%			
5 Sub-Total	5,401,404	1,055,942		19,753,478	12,577,441	6.1697%			
6 Included and Eligible Operators	103,655,770	121,152,394		75,583,627	191,280,597	93.8303%			
7 Total	109,057,174	\$ 122,208,336		95,337,105	203,858,038	100.0000%			
		<b>% Share</b>	<b>TDA Article 4 + Interest</b>	<b>STA + Interest</b>	<b>Proposition A 95% of 40% Discretionary</b>	<b>Total</b>			
8 Funds Allocated to Included Operators			\$ 535,884,080	\$ 111,892,986	\$ 287,721,591	\$ 935,498,658			
<u>Formula Equivalent Calculation</u>									
9 LADOT Community Dash		5.0258%	\$ 26,932,632	\$ 5,623,553	\$ 14,460,403	\$ 47,016,589			
10 Glendale		0.7305%	3,914,769	817,407	2,101,879	6,834,054			
11 Pasadena		0.3174%	1,700,709	355,109	913,128	2,968,946			
12 Burbank		0.0960%	514,361	107,399	276,166	897,926			
13 Total		6.1697%	\$ 33,062,471	\$ 6,903,468	\$ 17,751,576	\$ 57,717,515			
<b>Funds Allocated to Tier 2 Operators</b>						<b>14.63% (2)</b>	<b>MTA Allocations (3)</b>	<b>LCTOP fund Exchange (4)</b>	<b>FY25 Total Funds Available</b>
<u>Actual Allocation</u>									
14 LADOT Community Dash			\$ 3,941,144	\$ 822,914	\$ 2,116,040	\$ 6,880,097	\$ -	\$ 6,880,097	
15 Glendale			572,861	119,614	307,575	1,000,050	148,931	1,148,981	
16 Pasadena			248,870	51,964	133,621	434,456	-	434,456	
17 Burbank			75,268	15,716	40,412	131,397	68,260	199,657	
18 Total			\$ 4,838,144	\$ 1,010,208	\$ 2,597,648	\$ 8,446,000	\$ 217,191	\$ 8,663,191	

	Prop A Incentive Allocation <sup>(5)</sup>	Before Tier 2 GOI Allocation	GOI Allocation Deduction	Net Prop A Incentive Allocation
19 LADOT Community Dash	\$ 2,428,322	\$ -	(355,345)	\$ 2,072,977
20 Glendale	497,395	-	(72,785)	424,609
21 Pasadena	383,173	-	(56,071)	327,102
22 Burbank	122,809	-	(17,971)	104,838
23 Total	\$ 3,431,698	\$ -	(502,172)	\$ 2,929,526

**Notes:**

- (1) Funding Stability Policy is applied on LADOT and Glendale Fare Units.
- (2) This percentage is applied as a deduction from Tier 2 Operators' Incentive Program allocations.
- (3) The Board has approved an increase in the funding cap for Tier II operators for FY24, raising it from \$6 million to \$8.2 million. This will be followed by annual adjustments based on the Consumer Price Index (CPI). For FY25, the allocation has risen to \$8,446,000, reflecting an estimated CPI increase of 3.0%.
- (4) Burbank and Glendale's LCTOP fund will be exchanged with Metro's "Foothill Mitigation" Fund. Metro will allocate Prop A Discretionary (95% of 40%) GOI funds to these operators.
- (5) Estimated - to be Adjusted to Actual apportionment.

## **II. LOCAL SUBSIDIES**

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS**

<b>PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS <sup>(1)</sup></b>		<b>Total Allocation</b>
1	Agoura Hills	\$ 55,423
2	Antelope Valley, Elderly & Disabled	785,233
3	Culver City Community Transit and LA County	99,824
4	Gardena, Hawthorne and LA County	157,788
5	Glendale Paratransit and La Canada Flintridge	247,161
6	Inglewood Transit and LA County	256,462
7	LA County (Whittier et al)	205,166
8	LA County (Willowbrook)	72,762
9	Los Angeles Taxi & Lift Van, City Ride <sup>(2)</sup>	487,782
10	Los Angeles Dial-a-Ride, City Ride <sup>(2)</sup>	1,865,908
11	Monrovia D.A.R. and LA County	116,699
12	Palos Verdes PTA D.A.R.	33,168
13	Palos Verdes PTA - PV Transit	563,974
14	Pasadena Community Transit, San Marino and LA County	564,521
15	Pomona Valley TA - E&D (Get About)	911,868
16	Pomona Valley TA General Public (VC)	48,163
17	Santa Clarita D.A.R.	1,465,155
18	West Hollywood (DAR)	213,174
19	Whittier (DAR)	448,143
20	<b>TOTAL EXISTING SUB-REGIONAL PARATRANSIT PROJECTS</b>	<b>\$ 8,598,372</b>
<b>PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION (IF PROP A DISC. CANNOT FULLY FUND THESE SYSTEMS)</b>		
21	City of L.A. - Bus Service Continuation Project/DASH/Central City Shuttle	\$ -
22	Santa Clarita - Local Fixed Route	-
23	Antelope Valley - Local Fixed Route	-
24	Foothill - Bus Service Continuation Project	-
25	<b>(IF PROP A DISC. CANNOT FULLY FUND THESE</b>	<b>\$ -</b>
26	<b>PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT</b>	<b>\$ -</b>
27	<b>PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES</b>	<b>\$ -</b>

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)**

(In Order of Priority)

<b>Priority V: VOLUNTARY NTD DATA REPORTING (Estimated - to be Adjusted to Actual apportionment) FY23 NTD Report Year</b>		<b>Estimate</b>	<b>Tier 2 Deduction</b>	<b>Total Allocation</b>
28	City of Alhambra (MB and DR)	\$ 146,594		\$ 146,594
29	City of Artesia (DR)	2,679		2,679
30	City of Azusa (DR)	32,074		32,074
31	City of Baldwin Park (MB and DR)	119,591		119,591
32	City of Bell (MB, DR and DT)	28,209		28,209
33	City of Bell Gardens (MB and DR)	69,744		69,744
34	City of Bellflower (MB and DR)	49,002		49,002
35	City of Burbank (MB)* (2)	122,809	(17,971)	104,838
36	City of Calabasas (MB and DR)	51,130		51,130
37	City of Carson (MB, DR and DT)	56,698		56,698
38	City of Cerritos (MB and DR )	79,226		79,226
39	City of Compton (MB and DR)	102,345		102,345
40	City of Covina (DR)	26,919		26,919
41	City of Cudahy (MB and DR)	25,047		25,047
42	City of Downey (MB and DR)	80,378		80,378
43	City of Duarte (MB)	-		-
44	City of El Monte (MB and DR)	135,616		135,616
45	City of Glendora (MB and DR)	45,641		45,641
46	City of Glendale (MB)* (2)	497,395	(72,785)	424,609
47	City of Huntington Park (MB)	157,801		157,801
48	City of Los Angeles -- Community DASH* (MB) (2)	2,428,322	(355,345)	2,072,977
49	City of Los Angeles -- Department of Aging (DR) (2)	135,632		135,632
50	LA County Dept. of Public Works -- Avocado Heights (MB)	22,335		22,335
51	LA County Dept. of Public Works -- East Valinda (MB)	25,119		25,119
52	LA County Dept. of Public Works -- East LA (MB and DR)	142,942		142,942
53	LA County Dept. of Public Works -- Willowbrook (MB)	39,848		39,848
54	LA County Dept. of Public Works -- King Medical (MB)	19,094		19,094
55	LA County Dept. of Public Works -- Athens (MB)	20,985		20,985
56	LA County Dept. of Public Works -- Lennnox (MB)	15,731		15,731
57	LA County Dept. of Public Works -- South Whittier (MB)	104,598		104,598
58	LA County Dept. of Public Works -- Florance/Firestone (MB)	33,021		33,021
59	City of Lakewood (DR)	30,830		30,830
60	City of Lawndale (MB)	-		-
61	City of Lynwood (MB)	80,140		80,140
62	City of Malibu (DT)	1,571		1,571
63	City of Manhattan Beach (DR)	13,501		13,501
64	City of Maywood (MB and DR)	26,986		26,986
65	City of Monterey Park (MB and DR)	80,420		80,420
66	City of Pasadena (MB)*	383,173	(56,071)	327,102
67	City of Pico Rivera (DR)	9,701		9,701
68	City of Rosemead (MB and DR)	79,247		79,247
69	City of Santa fe Springs (DR)	8,354		8,354
70	City of South Gate (DT and MB)	131,024		131,024
71	City of South Pasadena (DR)	15,456		15,456
72	City of West Covina (MB and DR)	105,987		105,987
73	City of West Hollywood (MB)	65,379		65,379
<b>74</b>	<b>TOTAL VOLUNTARY NTD DATA REPORTING</b>	<b>\$ 5,848,293</b>	<b>\$ (502,172)</b>	<b>\$ 5,346,121</b>

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)**

(In Order of Priority)

<b>PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS</b>		<b>Total Allocation</b>
75	Avalon Ferry Subsidy (3)	\$ 800,000
76	Avalon Transit Services (Jitney and Dial-a-Ride) (3)	200,000
77	Hollywood Bowl Shuttle Service	1,057,000
78	<b>TOTAL SPECIAL DEMONSTRATION PROJECTS</b>	<b>\$ 2,057,000</b>
79	Total funds	\$ 16,001,493
80	Reserves for contingencies (4)	7,470,685
<b>81</b>	<b>TOTAL ESTIMATED REVENUE</b>	<b>\$ 23,472,178</b>
82	Surplus (Deficit)	\$ 1,337,139

**NOTES:**

(1) Priority I allocations are receiving 25% of their FY23 operating costs for pandemic recovery per Alliance request and LTSS approval.

(2) Tier 2 Operators' share have been reduced by % of GOI Funding per Tier 2 Operators Funding Program.

(3) Avalon's subsidy total remains unchanged. The City has requested that Metro adjust the Ferry and Land Transit subsidy from a \$7K/\$3K split to an \$8K/\$2K split, reflecting the increase in ferry fares.

(4) These funds are held in reserve for future contingency purposes such as deficit years, growth over inflation, approved new or existing expanded paratransit services, and new NTD reporters.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**LOCAL RETURN**

**& TDA Article 3 & 8**

LOCAL JURISDICTION	Population DOF Report 2023 data <sup>(1)</sup>	Population as % of County	Proposition A Local Return Estimate <sup>(2)</sup>	Proposition C Local Return Estimate <sup>(2)</sup>	Measure R Local Return Estimate <sup>(2)</sup>	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
1 AGOURA HILLS	19,770	0.2025%	\$ 556,064	\$ 461,240	\$ 345,930	\$ 392,054	\$ 20,309		\$ -	\$ 1,775,597
2 ALHAMBRA	81,303	0.8329%	2,286,780	1,896,824	1,422,618	1,612,300	83,491			7,302,013
3 ARCADIA	55,503	0.5686%	1,561,113	1,294,902	971,176	1,100,667	57,000			4,984,857
4 ARTESIA	16,093	0.1649%	452,642	375,455	281,591	319,136	16,533			1,445,357
5 AVALON	3,351	0.0343%	94,252	78,180	58,635	66,453	5,000	3,351	202,757	505,277
6 AZUSA	49,483	0.5069%	1,391,790	1,154,453	865,840	981,285	50,818			4,444,187
7 BALDWIN PARK	70,368	0.7209%	1,979,215	1,641,707	1,231,280	1,395,451	72,263			6,319,916
8 BELL	33,370	0.3419%	938,586	778,532	583,899	661,752	34,273			2,997,043
9 BELLFLOWER	76,924	0.7881%	2,163,613	1,794,660	1,345,995	1,525,461	78,995			6,908,725
10 BELL GARDENS	38,447	0.3939%	1,081,385	896,980	672,735	762,433	39,486			3,453,020
11 BEVERLY HILLS	31,658	0.3243%	890,433	738,591	553,943	627,802	32,515			2,843,284
12 BRADBURY	889	0.0091%	25,005	20,741	15,555	17,630	5,000			83,930
13 BURBANK	104,535	1.0709%	2,940,218	2,438,833	1,829,125	2,073,008	107,346			9,388,530
14 CALABASAS	22,808	0.2337%	641,512	532,118	399,088	452,300	23,428			2,048,446
15 CARSON	92,186	0.9444%	2,592,882	2,150,727	1,613,046	1,828,118	94,666			8,279,439
16 CERRITOS	47,887	0.4906%	1,346,900	1,117,218	837,914	949,636	49,179			4,300,847
17 CLAREMONT	36,759	0.3766%	1,033,907	857,599	643,199	728,959	37,753			3,301,417
18 COMMERCE	12,036	0.1233%	338,532	280,804	210,603	238,683	12,367			1,080,989
19 COMPTON	93,719	0.9601%	2,636,000	2,186,493	1,639,870	1,858,519	96,240			8,417,121
20 COVINA	50,350	0.5158%	1,416,176	1,174,681	881,011	998,479	51,708			4,522,055
21 CUDAHY	22,270	0.2281%	626,380	519,566	389,674	441,631	22,876			2,000,127
22 CULVER CITY	39,682	0.4065%	1,116,121	925,793	694,345	786,924	40,754			3,563,938
23 DIAMOND BAR	53,381	0.5469%	1,501,428	1,245,395	934,046	1,058,586	54,821			4,794,276
24 DOWNEY	111,261	1.1398%	3,129,398	2,595,753	1,946,815	2,206,390	114,252			9,992,608
25 DUARTE	22,796	0.2335%	641,175	531,838	398,878	452,062	23,416			2,047,368
26 EL MONTE	106,377	1.0898%	2,992,027	2,481,808	1,861,356	2,109,537	109,237			9,553,965
27 EL SEGUNDO	16,928	0.1734%	476,128	394,935	296,202	335,695	17,391			1,520,350
28 GARDENA	59,809	0.6127%	1,682,226	1,395,362	1,046,522	1,186,058	61,421			5,371,589
29 GLENDALE	191,284	1.9596%	5,380,175	4,462,714	3,347,035	3,793,307	196,420			17,179,652
30 GLENORA	51,159	0.5241%	1,438,931	1,193,555	895,166	1,014,522	52,539			4,594,713
31 HAWAIIAN GARDENS	13,546	0.1388%	381,003	316,032	237,024	268,627	13,918			1,216,605
32 HAWTHORNE	85,702	0.8780%	2,410,509	1,999,454	1,499,590	1,699,536	88,008			7,697,097
33 HERMOSA BEACH	19,018	0.1948%	534,912	443,696	332,772	377,141	19,537			1,708,058
34 HIDDEN HILLS	1,731	0.0177%	48,687	40,385	30,289	34,327	5,000			158,688
35 HUNTINGTON PARK	53,281	0.5458%	1,498,615	1,243,062	932,296	1,056,603	54,718			4,785,294

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**LOCAL RETURN**

**& TDA Article 3 & 8 (Continued)**

LOCAL JURISDICTION	Population DOF Report 2023 data <sup>(1)</sup>	Population as % of County	Proposition A Local Return Estimate <sup>(2)</sup>	Proposition C Local Return Estimate <sup>(2)</sup>	Measure R Local Return Estimate <sup>(2)</sup>	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
36 INDUSTRY (B)	427	0.0044%	12,010	9,962	7,472	8,468	-			37,911
37 INGLEWOOD	106,248	1.0885%	2,988,399	2,478,798	1,859,099	2,106,978	109,105			9,542,379
38 IRWINDALE	1,483	0.0152%	41,712	34,599	25,949	29,409	5,000			136,669
39 LA CANADA-FLINTRIDGE	19,930	0.2042%	560,564	464,973	348,730	395,227	20,473			1,789,967
40 LA HABRA HEIGHTS	5,505	0.0564%	154,837	128,433	96,325	109,168	5,661			494,425
41 LAKEWOOD	80,154	0.8211%	2,254,462	1,870,017	1,402,513	1,589,515	82,311			7,198,818
42 LA MIRADA	47,899	0.4907%	1,347,238	1,117,498	838,124	949,874	49,192			4,301,925
43 LANCASTER	173,376	1.7762%	4,876,484	4,044,915	3,033,686	3,438,178	178,032	173,376	10,490,346	26,061,641
44 LA PUENTE	37,356	0.3827%	1,050,699	871,527	653,645	740,798	38,366			3,355,035
45 LA VERNE	32,056	0.3284%	901,627	747,876	560,907	635,695	32,924			2,879,030
46 LAWDALE	30,882	0.3164%	868,607	720,486	540,365	612,413	31,719			2,773,590
47 LOMITA	20,092	0.2058%	565,120	468,752	351,564	398,440	20,639			1,804,516
48 LONG BEACH	458,222	4.6943%	12,888,243	10,690,459	8,017,844	9,086,890	470,513			41,153,949
49 LOS ANGELES CITY	3,766,109	38.5824%	105,927,977	87,864,469	65,898,352	74,684,799	4,397,690			338,773,287
50 LYNWOOD	66,228	0.6785%	1,862,771	1,545,119	1,158,840	1,313,351	68,012			5,948,093
51 MALIBU	10,512	0.1077%	295,667	245,248	183,936	208,461	10,803			944,115
52 MANHATTAN BEACH	34,284	0.3512%	964,294	799,856	599,892	679,878	35,212			3,079,131
53 MAYWOOD	24,546	0.2515%	690,396	572,666	429,499	486,766	25,213			2,204,540
54 MONROVIA	37,539	0.3846%	1,055,846	875,796	656,847	744,427	38,554			3,371,470
55 MONTEBELLO	61,645	0.6315%	1,733,866	1,438,197	1,078,647	1,222,467	63,306			5,536,484
56 MONTEREY PARK	59,288	0.6074%	1,667,572	1,383,207	1,037,405	1,175,726	60,886			5,324,796
57 NORWALK	101,153	1.0363%	2,845,094	2,359,930	1,769,948	2,005,941	103,873			9,084,785
58 PALMDALE	165,917	1.6998%	4,666,687	3,870,894	2,903,171	3,290,260	170,373	165,917	10,039,029	24,940,414
59 PALOS VERDES ESTATE	12,935	0.1325%	363,818	301,777	226,333	256,511	13,290			1,161,730
60 PARAMOUNT	52,178	0.5345%	1,467,592	1,217,329	912,996	1,034,729	53,585			4,686,231
61 PASADENA	136,988	1.4034%	3,853,012	3,195,972	2,396,979	2,716,576	140,669			12,303,207
62 PICO RIVERA	60,975	0.6247%	1,715,022	1,422,565	1,066,924	1,209,181	62,618			5,476,310
63 POMONA	149,721	1.5338%	4,211,148	3,493,036	2,619,777	2,969,081	153,743			13,446,786
64 RANCHO PALOS VERDES	41,030	0.4203%	1,154,036	957,242	717,932	813,656	42,139			3,685,005
65 REDONDO BEACH	68,407	0.7008%	1,924,059	1,595,956	1,196,967	1,356,563	70,249			6,143,794
66 ROLLING HILLS	1,669	0.0171%	46,943	38,938	29,204	33,098	5,000			153,183
67 ROLLING HILLS ESTATES	8,446	0.0865%	237,558	197,048	147,786	167,491	8,681			758,563
68 ROSEMEAD	50,022	0.5125%	1,406,951	1,167,028	875,271	991,974	51,372			4,492,596
69 SAN DIMAS	34,079	0.3491%	958,528	795,073	596,305	675,812	35,001			3,060,720
70 SAN FERNANDO	23,487	0.2406%	660,610	547,959	410,969	465,765	24,125			2,109,429

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**LOCAL RETURN**

**& TDA Article 3 & 8 (Continued)**

LOCAL JURISDICTION	Population DOF Report 2023 data <sup>(1)</sup>	Population as % of County	Proposition A Local Return Estimate <sup>(2)</sup>	Proposition C Local Return Estimate <sup>(2)</sup>	Measure R Local Return Estimate <sup>(2)</sup>	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
71 SAN GABRIEL	38,466	0.3941%	1,081,919	897,423	673,068	762,810	39,506			3,454,726
72 SAN MARINO	12,206	0.1250%	343,314	284,770	213,577	242,054	12,542			1,096,257
73 SANTA CLARITA	230,659	2.3630%	6,487,662	5,381,345	4,036,009	4,574,143	236,851	230,659	13,956,331	34,672,339
74 SANTA FE SPRINGS	18,570	0.1902%	522,312	433,244	324,933	368,257	19,077			1,667,822
75 SANTA MONICA	91,720	0.9396%	2,579,775	2,139,856	1,604,892	1,818,877	94,187			8,237,587
76 SIERRA MADRE	10,821	0.1109%	304,358	252,457	189,343	214,589	11,120			971,867
77 SIGNAL HILL	11,431	0.1171%	321,516	266,689	200,017	226,685	11,746			1,026,652
78 SOUTH EL MONTE	19,461	0.1994%	547,372	454,031	340,523	385,926	19,991			1,747,845
79 SOUTH GATE	92,628	0.9489%	2,605,314	2,161,039	1,620,780	1,836,884	95,120			8,319,136
80 SOUTH PASADENA	26,273	0.2692%	738,971	612,957	459,718	521,014	26,986			2,359,646
81 TEMPLE CITY	35,813	0.3669%	1,007,299	835,528	626,646	710,199	36,782			3,216,454
82 TORRANCE	143,057	1.4656%	4,023,712	3,337,563	2,503,173	2,836,929	146,900			12,848,277
83 VERNON	205	0.0021%	5,766	4,783	3,587	4,065	5,000			23,201
84 WALNUT	27,553	0.2823%	774,973	642,820	482,115	546,397	28,300			2,474,605
85 WEST COVINA	107,893	1.1053%	3,034,667	2,517,177	1,887,882	2,139,600	110,794			9,690,120
86 WEST HOLLYWOOD	34,793	0.3564%	978,610	811,731	608,798	689,972	35,734			3,124,846
87 WESTLAKE VILLAGE	7,919	0.0811%	222,735	184,753	138,565	157,040	8,140			711,232
88 WHITTIER	87,291	0.8943%	2,455,202	2,036,526	1,527,394	1,731,047	89,640			7,839,808
89 UNINCORP LA COUNTY	997,999	10.2241%	28,070,355	23,283,620	17,462,715	19,791,077	2,262,877	136,022	8,230,193	99,100,837
90 <b>TOTAL</b>	<b>9,761,210</b>	<b>100.0000%</b>	<b>\$ 274,550,000</b>	<b>\$ 227,732,000</b>	<b>\$ 170,799,000</b>	<b>\$ 193,572,200</b>	<b>\$ 11,812,301</b>	<b>709,325</b>	<b>\$42,918,656</b>	<b>\$ 921,384,156</b>

**NOTES:**

(1) Population estimates are based on State of California Department of Finance's (DOF) 2023 population estimates. The Unincorporated Population figure for TDA Article 8 is based on 2007 estimates by Urban Research.

(2) Proposition A, Proposition C, Measure R and Measure M Local Return funds are allocated their share of estimated revenues (minus administration) without carryover since payments are made based on actual revenues received.

TDA Article 3 Allocation:

(A) 15% of the estimated revenue is first awarded to the City of Los Angeles and Los Angeles County (30%-70% split) as Supplemental Allocation.

(B) City of Industry has opted out of the TDA Article 3 program indefinitely.



### **III. BUS TRANSIT SUBSIDIES**

#### **Federal Formula Grants**

Los Angeles County Metropolitan Transportation Authority  
 FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**FEDERAL FORMULA GRANTS REVENUE ESTIMATES <sup>(1),(2)</sup>**

Los Angeles County Share of Los Angeles-Long Beach-Anaheim UZA

1	<b>Section 5307 Urbanized Area Formula Grants:</b>		
	<b>Estimated Revenue</b>		<b>\$ 317,393,172</b>
2	Estimated Revenue	\$ 317,393,172	
3	Off the Top:		
	1% Enhancement Allocation	<u>(3,173,932)</u>	
4		<u>\$ 314,219,240</u>	
5	85% Formula Allocation	\$ 267,086,354	
6	Allocated to LTSS	\$ -	
7	Allocated to Munis	\$ 267,086,354	
8	15% Discretionary Allocation	<u>47,132,886</u>	
9		<u>\$ 314,219,240</u>	
10	<b>Section 5339 Bus and Bus Facilities Formula Grants:</b>		
	<b>Estimated Revenue</b>		<b>\$ 24,345,031</b>
11	<b>Section 5337 State of Good Repair (LA County Share of LA UZA 2):</b>		
	<b>High Intensity Fixed Guideway:</b>		
	Directional Route Miles (DRM) Generated	\$ 51,565,413	
12	Vehicle Revenue Miles (VRM) Generated	90,613,988	
13		<u>\$ 142,179,401</u>	
	<b>High Intensity Motorbus:</b>		
14	Directional Route Miles (DRM) Generated	\$ 3,862,677	
15	Vehicle Revenue Miles (VRM) Generated	5,455,677	
16		<u>\$ 9,318,354</u>	
17	<b>Section 5337 State of Good Repair Total Estimated Revenue</b>		<b>\$ 151,497,755</b>
18	<b>Total Federal Formula Funds Available</b>		<b>\$ 493,235,958</b>

Note:

(1) Funding based on assumption of full Congressional authorization of the Infrastructure Investment and Jobs Act (IIJA).

(2) Fund allocations are based on FY23 TPM data.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**FEDERAL FORMULA GRANTS (Estimated - to be Adjusted to Actual apportionment) (1)**

Operators	Urbanized Formula Program (Section 5307)			Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total
	Allocation	Fund Exchanges	Adjusted Allocation	Allocation	Fund Exchange	Adjusted Allocation	Allocation	Fund Exchange	Adjusted Allocation	
<b>Included Operators:</b>										
1 Metro Bus Operations	\$ 201,123,335	\$ (15,199,693)	\$ 185,923,642	\$ 16,327,166	\$ 8,017,865	\$ 24,345,031	\$ 143,955,928	\$ 7,541,829	\$ 151,497,755	\$ 361,766,428
<b>Municipal Operators:</b>										
2 Arcadia	463,609	42,258	505,868	42,258	(42,258)	-	-	-	-	505,868
3 Claremont	52,208	4,759	56,966	4,759	(4,759)	-	-	-	-	56,966
4 Commerce	8,177,480	99,667	8,277,148	99,667	(99,667)	-	-	-	-	8,277,148
5 Culver City	2,550,547	232,483	2,783,030	232,483	(232,483)	-	-	-	-	2,783,030
6 Foothill Transit	31,786,747	8,309,183	40,095,930	2,268,937	(2,268,937)	-	6,040,247	(6,040,247)	-	40,095,930
7 Gardena	2,897,578	264,115	3,161,693	264,115	(264,115)	-	-	-	-	3,161,693
8 La Mirada	188,366	17,170	205,536	17,170	(17,170)	-	-	-	-	205,536
9 Long Beach	22,686,320	1,513,611	24,199,932	1,657,396	(1,657,396)	-	216,215	(216,215)	-	24,199,932
10 Montebello	4,306,635	392,552	4,699,186	392,552	(392,552)	-	-	-	-	4,699,186
11 Norwalk	6,141,008	175,934	6,316,942	175,934	(175,934)	-	-	-	-	6,316,942
12 Redondo Beach	947,788	86,391	1,034,180	86,391	(86,391)	-	-	-	-	1,034,180
13 Santa Monica	14,471,724	1,145,142	15,616,866	1,055,403	(1,055,403)	-	89,739	(89,739)	-	15,616,866
14 Torrance	3,509,982	319,936	3,829,919	319,936	(319,936)	-	-	-	-	3,829,919
15 Sub-Total	98,179,992	12,603,203	110,783,195	6,617,002	(6,617,002)	-	6,346,201	(6,346,201)	-	110,783,195
<b>Eligible Operators:</b>										
16 Antelope Valley	237,945	21,689	259,633	21,689	(21,689)	-	-	-	-	259,633
17 LADOT	15,851,790	2,392,492	18,244,282	1,196,864	(1,196,864)	-	1,195,628	(1,195,628)	-	18,244,282
18 Santa Clarita	2,000,110	182,311	2,182,421	182,311	(182,311)	-	-	-	-	2,182,421
19 Foothill BSCP	-	-	-	-	-	-	-	-	-	-
20 Sub-Total	18,089,845	2,596,491	20,686,336	1,400,863	(1,400,863)	-	1,195,628	(1,195,628)	-	20,686,336
21 Total Excluding Metro	116,269,837	15,199,694	131,469,531	8,017,865	(8,017,865)	-	7,541,829	(7,541,829)	-	131,469,531
22 <b>Grand Total</b>	<b>\$ 317,393,172</b>	<b>\$ 1</b>	<b>\$ 317,393,173</b>	<b>\$ 24,345,031</b>	<b>\$ -</b>	<b>\$ 24,345,031</b>	<b>\$ 151,497,755</b>	<b>\$ -</b>	<b>\$ 151,497,755</b>	<b>\$ 493,235,959</b>

Note: Totals may not add due to rounding.

(1) Allocations are based on FY23 statistics.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**FEDERAL SECTION 5307 CAPITAL ALLOCATION**

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE	85% FORMULA ALLOCATION	15% DISCRETIONARY ALLOCATION <sup>(1)</sup>		1% ENHANCEMENT ALLOCATION <sup>(1)</sup>		TOTAL	TDA Fund Exchange	S5339/S5337 Fund Exchange <sup>(2)</sup>	Total Funds Available
				Project Title	\$ Amount	Project Title	\$ Amount				
1	Antelope Valley	0.0891%	\$ 237,945					\$ 237,945		\$ 21,689	\$ 259,633
2	Arcadia	0.1736%	463,609					463,609		42,258	505,868
3	Claremont	0.0195%	52,208					52,208		4,759	56,966
4	Commerce	0.4094%	1,093,436	Zero-Emissions Bus Operations, Maintenance, and Administration Facility	\$ 6,609,828	Bus Stop Amenities Improvement Project	\$ 474,216	8,177,480		99,667	8,277,148
5	Culver City	0.9550%	2,550,547					2,550,547		232,483	2,783,030
6	Foothill Transit	9.3199%	24,892,226	24 Zero-Emission Replacement Buses	6,894,521			31,786,747		8,309,183	40,095,930
7	Gardena	1.0849%	2,897,578					2,897,578		264,115	3,161,693
8	LADOT	4.9163%	13,130,647	Electric Bus Charger Installation at Sylmar Yard	2,411,549	Bus Stop Solar Transit Pole System	309,595	15,851,790		2,392,492	18,244,282
9	La Mirada	0.0705%	188,366					188,366		17,170	205,536
10	Long Beach Transit	6.8079%	18,183,089	Long Beach Transit Fleet Replacement SCRTTC Allocation - Second of Three Years	3,143,232 360,000	Transit Gallery Improvement Project	1,000,000	22,686,320	(3) (360,000)	1,873,611	24,199,932
11	Montebello	1.6125%	4,306,635					4,306,635		392,552	4,699,186
12	Metro Bus Operations	67.0657%	179,123,335	Acquisition of Zero Emission Buses (ZEBs)	22,000,000			201,123,335	(3) 360,000	(15,559,693)	185,923,642
13	Norwalk	0.7227%	1,930,154	Replacement of 7 CNG Buses that will meet their useful lives	3,667,104	Bike & Ride Station Project	543,750	6,141,008		175,934	6,316,942
14	Redondo Beach	0.3549%	947,788					947,788		86,391	1,034,180
15	Santa Clarita	0.7489%	2,000,110					2,000,110		182,311	2,182,421
	Santa Monica	4.3352%	11,578,700	Replacement of 40-foot Buses	2,893,024			14,471,724		1,145,142	15,616,866
16	Torrance	1.3142%	3,509,982					3,509,982		319,936	3,829,919
17	<b>TOTAL</b>	<b>100.0000%</b>	<b>\$ 267,086,354</b>		<b>\$ 47,979,257</b>		<b>\$ 2,327,561</b>	<b>\$ 317,393,172</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 317,393,173</b>

Notes: Total may not add due to rounding.

(1) The total of \$846,371 remaining from 1% Enhancement Allocations has been added to the 15% Discretionary allocation funds, as approved by the BOS.

(2) Operators' share of Section 5337 and 5339 will be exchanged with Metro's share of Section 5307 allocation.

(3) Allocations for the Southern California Regional Transit Training Consortium (SCRTTC) will be facilitated by Long Beach Transit. These funds will be exchanged with Metro's TDA 4 allocation.

Los Angeles County Metropolitan Transportation Authority  
FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**FEDERAL SECTION 5337 - STATE OF GOOD REPAIR**

(Estimated - to be Adjusted to Actual apportionment)

LOS ANGELES COUNTY SHARE (UZA 2)	Directional Route Miles (DRM) Allocation			Vehicle Revenue Miles (VRM) Allocation			Total \$ Allocation	Fund Exchange (1)	Net Funds Available <sup>(1)</sup>	
	DRM	DRM%	DRM \$Allocation	VRM	VRM%	VRM \$Allocation				
<b>High Intensity Fixed Guideway:</b>										
1	Metro (Including Metrolink)	506.0	99.783%	\$ 51,453,557	25,453,596	98.769%	\$ 89,498,238	\$ 140,951,795	\$ 1,227,608	\$ 142,179,402
2	Long Beach Transit	0.5	0.099%	50,843	47,032	0.183%	165,371	216,215	(216,215)	-
3	Santa Monica	0.6	0.118%	61,012	8,170	0.032%	28,727	89,739	(89,739)	-
4	Foothill Transit	-	0.000%	-	262,121	1.017%	921,652	921,653	(921,653)	-
5	Sub-total	507.1	100.000%	51,565,413	25,770,919	100.000%	90,613,988	142,179,402	-	142,179,402
<b>High Intensity Motorbus:</b>										
6	Foothill Transit	39.4	26.785%	1,034,599	1,528,527	74.858%	4,083,995	5,118,593	(5,118,593)	-
7	LADOT	35.1	23.861%	921,686	102,529	5.021%	273,942	1,195,628	(1,195,628)	-
8	Metro Bus Operations	72.6	49.354%	1,906,393	410,854	20.121%	1,097,740	3,004,133	6,314,220	9,318,353
9	Sub-total	147.1	100.00%	3,862,677	2,041,910	100.000%	5,455,677	9,318,353	-	9,318,353
10	<b>Total LA County Share - UZA 2</b>	<b>654.20</b>		<b>\$ 55,428,090</b>	<b>27,812,829</b>	<b>200.000%</b>	<b>\$ 96,069,665</b>	<b>\$ 151,497,755</b>	<b>\$ -</b>	<b>\$ 151,497,755</b>

**Note:**

(1) Operators' share of Section 5337 will be exchanged with Metro's share of Section 5307 allocation.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION**

(Estimated - to be Adjusted to Actual apportionment)

	<b>OPERATOR</b>	<b>LA UZA 2 NET FORMULA SHARE</b>	<b>Net Formula Share</b>	<b>Fund Exchange</b>	<b>Net Funds Available <sup>(1)</sup></b>
1	Antelope Valley	0.0891%	\$ 21,689	\$ (21,689)	\$ -
2	Arcadia	0.1736%	42,258	(42,258)	-
3	Claremont	0.0195%	4,759	(4,759)	-
4	Commerce	0.4094%	99,667	(99,667)	-
5	Culver City	0.9550%	232,483	(232,483)	-
6	Foothill Transit	9.3199%	2,268,937	(2,268,937)	-
7	Gardena	1.0849%	264,115	(264,115)	-
8	LADOT	4.9163%	1,196,864	(1,196,864)	-
9	La Mirada	0.0705%	17,170	(17,170)	-
10	Long Beach	6.8079%	1,657,396	(1,657,396)	-
11	Montebello	1.6125%	392,552	(392,552)	-
12	Metro Bus Operations	67.0657%	16,327,166	8,017,865	24,345,031
13	Norwalk	0.7227%	175,934	(175,934)	-
14	Redondo Beach	0.3549%	86,391	(86,391)	-
15	Santa Clarita	0.7489%	182,311	(182,311)	-
16	Santa Monica	4.3352%	1,055,403	(1,055,403)	-
17	Torrance	1.3142%	319,936	(319,936)	-
18	<b>TOTAL</b>	<b>100.0000%</b>	<b>\$ 24,345,031</b>	<b>\$ -</b>	<b>\$ 24,345,031</b>

**Note:**

(1) Operators' share of Section 5339 will be exchanged with Metro's share of Section 5307 allocation.

Los Angeles County Metropolitan Transportation Authority  
FY 2025 Transit Fund Allocations

**ATTACHMENT A**

**CAPITAL ALLOCATION % SHARE CALCULATION**

	OPERATOR	MILEAGE CALCULATION (FY23 data)				ACTIVE FLEET CALCULATION (FY23 data)						
		Local Vehicle Miles [Input]	Express Vehicle Miles [Input]	Total Miles Weighted 60% Local/ 40% Express	1/3 Weight	Active Fleet (1) [Input]	Peak Bus Fixed Route (2) [Input]	Allowable Peak Bus (Peak+20%)	DAR Seats (3) [Input]	Bus Eqvt. (44 Seats per Bus)	Total Active Vehicle	1/3 Weight
1	Antelope Valley	2,920,082	879,004	2,103,651	0.9494%	86	68	81.6	0	0.0	81.6	0.8367%
2	Arcadia DR	80,854	-	48,512	0.0219%	0	0	0.0	86	2.0	2.0	0.0200%
3	Arcadia MB	175,733	-	105,440	0.0476%	8	6	7.2	0	0.0	7.2	0.0738%
4	Claremont	21,284	-	12,770	0.0058%	0	0	0.0	50	1.1	1.1	0.0117%
5	Commerce	548,967	-	329,380	0.1487%	23	13	15.6	58	1.3	16.9	0.1735%
6	Culver City <sup>(4)</sup>	1,446,527	-	867,916	0.3917%	14	34	14.0	0	0.0	14.0	0.1435%
7	Foothill Transit	13,266,757	1,780,574	8,672,284	3.9140%	363	303	363.0	0	0.0	363.0	3.7220%
8	Gardena	1,214,284	-	728,570	0.3288%	52	25	30.0	55	1.3	31.3	0.3204%
9	LADOT	4,530,247	3,270,554	4,026,370	1.8172%	238	184	220.8	0	0.0	220.8	2.2639%
10	La Mirada	63,588	-	38,153	0.0172%	0	0	0.0	192	4.4	4.4	0.0447%
11	Long Beach	7,199,161	-	4,319,497	1.9495%	257	167	200.4	40	0.9	201.3	2.0641%
12	Montebello	1,807,261	42,366	1,101,303	0.4970%	71	44	52.8	40	0.9	53.7	0.5507%
13	Metro Bus Operations	72,934,371	5,310,913	45,884,988	20.7087%	2,059	1,605	1,926.0	0	0.0	1,926.0	19.7479%
14	Norwalk	993,350	-	596,010	0.2690%	34	20	24.0	0	0.0	24.0	0.2461%
15	Redondo Beach	477,707	-	286,624	0.1294%	14	14	14.0	75	1.7	15.7	0.1610%
16	Santa Clarita	1,756,235	750,476	1,353,931	0.6111%	83	66	79.2	0	0.0	79.2	0.8121%
17	Santa Monica	4,345,383	47,880	2,626,382	1.1853%	195	124	148.8	0	0.0	148.8	1.5257%
18	Torrance	1,003,896	383,827	755,868	0.3411%	64	49	58.8	54	1.2	60.0	0.6155%
19	<b>TOTAL</b>	<b>114,785,687</b>	<b>12,465,594</b>	<b>73,857,650</b>	<b>33.3333%</b>	<b>3,561</b>	<b>2,722</b>	<b>3,236.2</b>	<b>650</b>	<b>14.8</b>	<b>3,251.0</b>	<b>33.3333%</b>

**Notes:**

Include only MTA Funded Programs:

(1) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode MB), Number of Active Vehicles in Fleet". LADOT's total active vehicles is reported separately.

(2) Source: NTD Report Form S-10 "Service Non-Rail (Mode MB), Vehicles Operated in Annual Maximum Service". LADOT's figure is from TPM excluding Community Dash.

(3) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode DR), Seating Capacity". Redondo Beach's Seating Capacity is apportioned between FAP and non-FAP vehicles.

(4) FY22 data.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

Federal Section 5307 Capital Allocation

FISCAL YEAR 2025

**ATTACHMENT A**

**CAPITAL ALLOCATION % SHARE CALCULATION** (Continued)

OPERATOR	FARE UNITS (FY23 data)				UNLINKED PASSENGERS (FY23 data)		Gross Formula Share	Re-Allocate AVTA And Santa Clarita's Non-LA2 UZA Share	LA UZA 2 Net Formula Share
	Passenger Revenue [Input]	Base Fare \$ [Input]	Fare Units	1/2 of 1/3 Weight	Unlinked Passengers [Input]	1/2 of 1/3 Weight			
1 Antelope Valley	\$2,217,498	\$ 1.50	1,478,332	0.3187%	1,245,216	0.0779%	2.1827%	-2.0936%	0.0891%
2 Arcadia DR	4,249	1.00	4,249	0.0009%	18,075	0.0011%	0.0440%	0.0015%	0.0455%
3 Arcadia MB	2,646	0.50	5,292	0.0011%	21,046	0.0013%	0.1239%	0.0042%	0.1281%
4 Claremont	10,455	2.50	4,182	0.0009%	9,356	0.0006%	0.0189%	0.0006%	0.0195%
5 Commerce <sup>(1)</sup>	-	-	210,431	0.0454%	453,890	0.0284%	0.3959%	0.0135%	0.4094%
6 Culver City <sup>(4)</sup>	1,142,579	1.00	1,142,579	0.2464%	2,267,843	0.1418%	0.9234%	0.0315%	0.9550%
7 Foothill Transit	8,020,698	2.00	4,010,349	0.8647%	8,181,484	0.5116%	9.0122%	0.3077%	9.3199%
8 Gardena	1,303,375	1.00	1,303,375	0.2810%	1,899,928	0.1188%	1.0491%	0.0358%	1.0849%
9 LADOT	1,047,311	1.50	698,207	0.1505%	8,352,044	0.5223%	4.7540%	0.1623%	4.9163%
10 La Mirada	20,863	1.00	20,863	0.0045%	27,805	0.0017%	0.0682%	0.0023%	0.0705%
11 Long Beach	8,805,512	1.25	7,044,410	1.5188%	16,803,005	1.0508%	6.5832%	0.2248%	6.8079%
12 Montebello	1,809,209	1.10	1,644,735	0.3546%	2,508,327	0.1569%	1.5592%	0.0532%	1.6125%
13 Metro Bus Operations	90,645,870	1.75	51,797,640	11.1681%	211,509,937	13.2268%	64.8516%	2.2141%	67.0657%
14 Norwalk	694,469	1.25	555,575	0.1198%	1,022,686	0.0640%	0.6988%	0.0239%	0.7227%
15 Redondo Beach	164,216	1.00	164,216	0.0354%	277,558	0.0174%	0.3431%	0.0117%	0.3549%
16 Santa Clarita	1,663,831	1.00	1,663,831	0.3587%	2,352,549	0.1471%	1.9290%	-1.1801%	0.7489%
17 Santa Monica	5,779,723	1.25	4,623,778	0.9969%	7,741,258	0.4841%	4.1921%	0.1431%	4.3352%
18 Torrance	927,819	1.00	927,819	0.2000%	1,824,957	0.1141%	1.2708%	0.0434%	1.3142%
19 <b>TOTAL</b>	<b>\$124,260,323</b>		<b>77,299,864</b>	<b>16.6667%</b>	<b>266,516,964</b>	<b>16.6667%</b>	<b>100.0000%</b>	<b>0.0000%</b>	<b>100.0000%</b>

**Note:**

(1) Commerce Fare Units are calculated as follows: ((Total Fare Units w/out MTA and Commerce) / (Total Unlinked Passengers w/out MTA and Commerce)) \* Commerce Unlinked Passengers.

**FORM FFA10, SECTION 9 STATISTICS PASSENGER MILES IS USED TO CALCULATE AVTA AND SANTA CLARITA'S RE-ALLOCATION OF CAPITAL MONIES.**

	ANTELOPE VALLEY			SANTA CLARITA		
	Passenger Miles	%	Re-Allocated Share	Passenger Miles	%	Re-Allocated Share
20 Non-LA 2 UZA (AV 123 for AVTA, AV 176 for Santa Clarita)	12,274,250	95.9184%	2.0936%	8,348,318	61.1782%	1.1801%
21 UZA number LA 2	522,303	4.0816%	0.0891%	5,297,581	38.8218%	0.7489%
22 <b>Total</b>	<b>12,796,553</b>	<b>100.0000%</b>	<b>2.1827%</b>	<b>13,645,899</b>	<b>100.0000%</b>	<b>1.9290%</b>



## **IV. METRO and MUNICIPAL OPERATORS' FUND EXCHANGE**

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

**ATTACHMENT A**

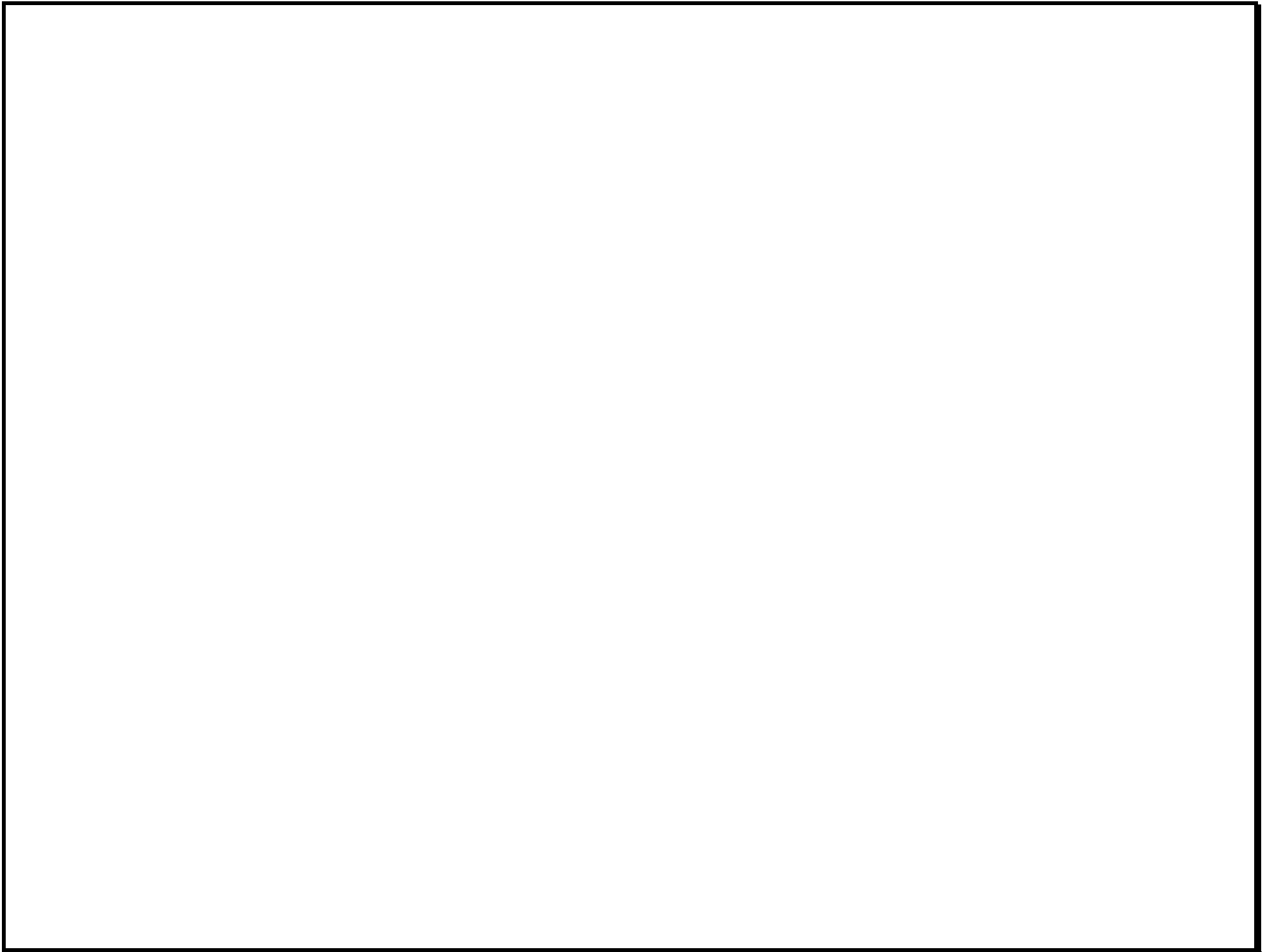
**FUND EXCHANGE BETWEEN LA COUNTY TRANSIT OPERATORS AND METRO**

Operators	Municipal Operators			Metro		
	LCTOP	Federal Section 5307	Federal Sections 5339/5337	TDA 4	PC 40% / Prop A GOI	Federal Section 5307
1 Metro Bus Operations	\$ 4,622,769	\$ 1,140,652	\$ 15,559,693	\$ (4,707,216)	\$ (1,056,205)	\$ (15,559,693)
<b>Municipal Operators:</b>						
2 Arcadia	(29,100)	-	(42,258)	29,100		42,258
3 Claremont <sup>(1)</sup>	(8,261)	(780,652)	(4,759)	788,913		4,759
4 Commerce	(76,695)	-	(99,667)	76,695		99,667
5 Culver City	(276,645)	-	(232,483)	276,645		232,483
6 Foothill Transit	-	-	(8,309,183)	-		8,309,183
7 Gardena	(249,371)	-	(264,115)	249,371		264,115
8 LADOT	-	-	(2,392,492)			2,392,492
9 La Mirada	(15,837)	-	(17,170)	15,837		17,170
10 Long Beach Transit <sup>(2)</sup>	(1,096,222)	(360,000)	(1,873,611)	1,456,222		1,873,611
11 Montebello	(363,887)	-	(392,552)	363,887		392,552
12 Norwalk	(166,370)	-	(175,934)	166,370		175,934
13 Redondo Beach	(52,611)	-	(86,391)	52,611		86,391
14 Santa Monica	(860,870)	-	(1,145,142)	860,870		1,145,142
15 Torrance	(370,695)	-	(319,936)	370,695		319,936
16 Antelope Valley	(368,054)	-	(21,689)		368,054	21,689
17 Santa Clarita	(470,960)	-	(182,311)		470,960	182,311
18 Glendale	(148,931)	-	-		148,931	-
19 Pasadena	-	-	-	-		-
20 Burbank	(68,260)	-	-		68,260	-
21 Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**Notes:**

(1) Claremont will exchange its 5307 grant funds, totaling \$780,652 from FY19-FY23, for an equivalent value from Metro's TDA 4 funds allocated for FY25.

(2) Allocations for the Southern California Regional Transit Training Consortium (SCR TTC) will be facilitated by Long Beach Transit. These funds will be exchanged with Metro's TDA 4 allocation.



Los Angeles County Metropolitan Transportation Authority  
FY2025 Transit Fund Allocations

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2024-2025 FOR LOCAL TRANSPORTATION, TRANSPORTATION DEVELOPMENT ACT, AND STATE TRANSIT ASSISTANCE FUND ALLOCATIONS**

**WHEREAS**, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles and is, therefore, responsible for the administration of the Transportation Development Act (TDA), Public Utilities Code Section 99200 et seq.; and

**WHEREAS**, under Chapter 2.5, Article 5, the State Transit Assistance Fund (STA) Section 6753, allocations to claimants shall be made and take effect by resolution and shall designate: 1) the fiscal year for which the allocation is made; 2) the amount allocated to the claimant for each of the purposes defined in Sections 6730 and 6731; and 3) any other terms and conditions of the allocation; and

**WHEREAS**, Section 6659 requires that allocation instructions be conveyed each year to the county auditor by a written memorandum of its executive director and accompanied by a certified copy of the authorizing resolution; and

**WHEREAS**, the resolution shall also specify conditions of payment and may call for a single payment, for payments as money becomes available, or for payment by installments monthly, quarterly, or otherwise; and

**WHEREAS**, the amount of a regional entity's allocation for a fiscal year that is not allocated to claimants for that fiscal year shall be available to the regional entity for allocation in the following fiscal year; and

**WHEREAS**, Section 6754 requires that the regional entity may allocate funds to an operator or a transit service claimant only if, in the resolution allocating the funds, it finds all of the following:

- a.1 The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
- a.2 The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of PUC Section 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
- a.3 The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
- a.4 The sum of the claimant's allocations from the state transit assistance fund and from the local transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year.

**ATTACHMENT B**

**Los Angeles County Metropolitan Transportation Authority  
FY2025 Transit Fund Allocations**

- a.5 Priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

**WHEREAS**, the regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it finds all of the following:

- b.1 The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC Section 99244.
- b.2 A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle code, as required in PUC Section 99251. The certification shall have been completed within the last 13 month, prior to filing claims.
- b.3 The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7

**WHEREAS**, the regional entity may allocate funds to an operator to exchange funds pursuant to PUC Section 99314.4(b) only if, in the resolution allocating the funds made available pursuant to PUC Section 99231, it find that the operator is eligible to receive State Transit Assistance funds; and

**WHEREAS**, LACMTA staff in consultation with the Transit Operators and Cities has developed allocations in accordance with the Transportation Development Act as previously specified.

**NOW THEREFORE,**

- 1.0 The LACMTA Board of Directors approves the allocation of TDA and STA for the Fiscal Year 2024-25 to each claimant for each of the purposes as specified in Attachments A.
- 2.0 The Board of Directors hereby finds that a claimant's proposed expenditures are in conformity with the Regional Transportation Plan, the level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements; the claimant is making full use of federal funds

**ATTACHMENT B**

**Los Angeles County Metropolitan Transportation Authority  
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available under the Urban Mass Transportation Act of 1964; the sum of the claimant's allocations from the State Transit Assistance fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year; and that priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

- 3.0 The Board of Directors hereby finds that, for the purposes specified in Section 6730, the operators eligible for funding have made reasonable efforts to implement the productivity improvements recommended pursuant to PUC Section 99244. A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, has been remitted. The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7.
- 4.0 The Board of Directors hereby authorizes that the operators listed in Attachment A are eligible to receive State Transit Assistance funds.
- 5.0 The Board of Directors hereby authorizes that the operators may receive payments upon meeting the requirements of the STA eligibility test and submittal of TDA and STA claims.

**CERTIFICATION**

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on June 27, 2024.

\_\_\_\_\_  
COLLETTE LANGSTON  
Board Secretary

DATED:  
(SEAL)

**Summary of Significant Information, Methodologies & Assumptions  
for Revenue Estimates**

- Sales tax is projected to be \$1,156.0 million per ordinance, an increase of 2.0% over the FY24 reforecast of \$1,122.0 million. The initial adopted FY24 projected sales tax amount was \$1,200.0 million and was the basis for the FY24 Transit Fund Allocations.
- Assumed Consumer price index (CPI) growth of 3.0% represents a composite index from several economic forecasting sources.
- At their March meeting, Bus Operations Sub-Committee (BOS) members concurred with the use of FY23 Vehicle Service Miles statistics and Fare Revenue to allocate State, Local, and Federal funds.
- Due to staffing shortages, Culver City Transit was unable to provide FY23 data. Consequently, staff utilized the FY22 TPM and NTD reports and plan to adjust later based on the FY23 data.
- Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, allocates formula funds to transit agencies for two different programs: 1) State of Good Repair (SGR) and 2) State Transit Assistance. SGR is a program funded by the increase in Vehicle License Fees. To be eligible for SGR funding, eligible transit agencies must comply with various reporting requirements. The second program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel. Recipients are asked to provide supplemental reporting on the augmented State Transit Assistance funding received each fiscal year to allow for transparency and accountability of all SB 1 expenditures. Recipients are asked to report on the general uses of STA expenditures. These funds are allocated using FAP calculation methodology to Included and Eligible Operators.
- Pursuant to section 130004, up to 1 percent of annual TDA revenues shall be allocated to Metro and up to  $\frac{3}{4}$  percent shall be allocated to Southern California Association of Governments (SCAG) for transportation planning and programming process. Beginning in FY20, Metro increased the TDA planning allocation to the full 1 percent of annual TDA revenues for Metro.
- Formula Equivalent funds are allocated by formula to Eligible Operators as defined in Section 99207.5 of the TDA guidelines, in lieu of TDA, STA, and Prop A 40% Discretionary funds. The source of these funds is 95% of the 40% Proposition A growth over the Consumer Price Index (CPI).
- Federal formula grants (urbanized Formula Section 5307, Bus and Bus Facilities Section 5339, and State of Good Repair Section 5337) are presented for

Los Angeles County Metropolitan Transportation Authority  
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budgetary purposes only and will be adjusted upon receipt of the final apportionments. Values included in the allocation of federal funding assume Congressional action to fully fund formula allocations in the amount represented in the Infrastructure Investment and Jobs Act (IIJA).

- Federal Sections 5307 and 5339 are calculated using the Capital Allocation Procedure (CAP) as adopted by the Bus Operations Subcommittee (BOS). Section 5337 is calculated based on the directional route miles and vehicle revenue miles formula used by the Federal Transit Administration (FTA). Operators' shares of Sections 5339 and 5337 will be exchanged with Metro's share of Section 5307 allocation.

### **Bus Transit Subsidies (\$1,742.8M)**

#### **Formula Allocation Procedure (\$997.7M)**

Allocations of transit subsidy funds (STA, TDA Article 4, and Proposition A 95% of 40% Discretionary) are based on the Formula Allocation Procedure (FAP) that was adopted by the Los Angeles County Metropolitan Transportation Authority (LACMTA) Board of Directors and legislated through SB 1755 (Calderon – 1996). Los Angeles County Included and Eligible Operators' Transit Performance Measures (TPM) data is used for the FAP calculations. This data was validated and used in the calculations. The FAP uses 50% of operators' vehicle service miles and 50% of operators' fare units. (fare units are defined as operators' passenger revenues divided by operators' base cash fare).

In November 2008, the Board approved a Funding Stability Policy, where operators who increase their fares will have their fare units frozen at their level prior to the fare increase until such time that fare unit calculation based on the new higher fare becomes greater than the frozen level.

In FY08, the Board allocated \$18.0 million from the Prop A GOI fund to assist Tier 2 Operators, including LADOT Community Dash, Glendale, Pasadena, and Burbank fixed route transit programs. This allocation, based on the same methodology as the FAP, did not impact the existing Included and Eligible Operators. The program provided annual funding of \$6.0 million starting in FY11 and continued this funding level each year until FY24. Following the Board's approval, the funding cap was increased to \$8.2 million for FY24, with future annual allocations to be adjusted based on the Consumer Price Index (CPI). In FY25, Tier 2 operators will receive \$8.4 million in funding.

#### **Measure R Allocations (\$286.2M)**

- **Measure R 20% Bus Operations (\$249.8M)**  
Measure R, approved by voters in November 2008, allocates 20% of the revenues for bus service operations, maintenance, and expansion. The 20% bus operations share is allocated using FAP calculation methodology to Included and Eligible Operators.



- **Clean Fuel Bus Capital Facilities and Rolling Stock Fund (\$0.0)**

The Measure R ordinance also provides a lump sum allocation of \$150.0 million over the life of the ordinance for clean fuel and bus facilities. This fund is allocated to Metro and LA County Municipal Operators at \$10 million every even year.

**Measure M 20% Transit Operations (\$248.9M)**

Measure M was approved by voters of Los Angeles County in November 2016 to improve transportation and ease traffic congestion. As defined in Section 3 of the Measure M Ordinance, the 20% Transit Operations share is allocated according to FAP calculation methodology to Included and Eligible Operators.

**Proposition C 5% Security (\$54.8M)**

Ninety percent of Proposition C 5% Security fund is allocated to Los Angeles County transit operators and Metro Operations for security services. State law requires that each operator's share of funds be based on its share of unlinked boardings to total Los Angeles County unlinked boardings. The remaining ten percent is allocated to Metro to mitigate other security needs.

**Proposition C 40% Discretionary Programs (\$77.9M)**

The following programs are funded with Prop C 40% Discretionary funds:

- **Municipal Operators Service Improvement Program (MOSIP).** MOSIP was adopted by the Board in April 2001. The program is intended to provide bus service improvements to the transit dependent in Los Angeles County by reducing overcrowding and expanding services. In the past, funding was increased by 3% from the previous year's funding level. All Municipal Operators participate in this program and funds are allocated according to FAP calculation methodology.
- **Zero-Fare Compensation.** The City of Commerce is allocated an amount equivalent to its FAP share as compensation for having zero fare revenues.
- **Foothill Mitigation.** This fund is allocated to operators to mitigate the impact of Foothill becoming an Included Operator. The Foothill Mitigation Program is calculated similarly to the TDA and STA portion of the normal FAP, except that Foothill's data is frozen at its pre-inclusion level. The result of this calculation is then deducted from the TDA and STA portion of the normal FAP to arrive at the Foothill Mitigation funding level. This methodology was adopted by the BOS in November 1995.
- **Transit Service Expansion Program (TSE).** Created in 1990 to increase ridership by providing funds for additional services to relieve congestion, the TSE Program continues for eight Municipal Operators including Culver City, Foothill

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Transit, Gardena, Long Beach, Torrance, Antelope Valley, Santa Clarita, and LADOT for expansion or introduction of fixed-route bus service in congested corridors. Metro Operations does not participate in this program.

- **Base Re-Structuring Program (Base-Re).** The Base Restructuring Program continues for four Municipal Operators who added service before 1990. These operators are Commerce, Foothill Transit, Montebello, and Torrance.
- **Bus Service Improvement Program (BSIP).** Created in 1996 to provide additional buses on existing lines to relieve overcrowding, Metro Operations and all other Los Angeles County transit operators participate in this program, except for Claremont, Commerce, and La Mirada.

**Senate Bill 1 (\$113.9M)**

The following programs are funded with SB1:

- **State Transit Assistance (\$91.0M)**
- **State of Good Repair (\$22.9M)**

SB1 funds are allocated based on Measure R allocation methodology.

**Local Subsidies (\$944.9M)**

**Proposition A Incentive Programs (\$23.5M)**

In lieu of TDA Article 4.5, five percent (5%) of Proposition A 40% Discretionary funds have been allocated to local transit operators through the Board-adopted Incentive Program guidelines. Programs include the Sub-Regional Paratransit Program (\$8.6M), the Voluntary NTD Reporting Program (\$5.3M) and the Sub-Regional Grant Projects (\$2.1M).

Under the Voluntary NTD Reporting Program, local transit operators report operating data for entitlement to the Federal FTA Section 5307 funds. Operators participating in the Voluntary NTD Reporting Program and who are not receiving Sub-Regional Paratransit funds are allocated an amount equal to the Federal FTA Section 5307 funds they generate for the region.

Under the Sub-Regional Grant Projects, Avalon's Ferry, which provides a lifeline service for residents commuting between Avalon and the mainland, will receive \$800,000, and Avalon Transit Services will receive \$200,000 in subsidy funding. Additionally, the Hollywood Bowl Shuttle Service will receive \$1,057,000.

**Local Return (\$866.7M)**

Proposition A 25% (\$274.6M)

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Proposition C 20% (\$227.7M)  
Measure R 15% (\$170.8M)  
Measure M 17% (\$193.6M)

Local Return estimates are apportioned to all Los Angeles County cities and the County of Los Angeles based on population shares according to state statutes and Proposition A, Proposition C, Measure R and Measure M ordinances.

**TDA Article 3 funds (\$11.8M)**

TDA Article 3 funds are for Bicycle and Pedestrian Facilities and are split into two parts:

- The 15% of TDA Article 3 funds are allocated towards the maintenance of regionally significant Class I bike paths as determined by LACMTA policy and in current TDA Article 3 Guidelines. This portion is divided in a ratio of 30% to 70% to City of Los Angeles and County of Los Angeles, respectively.
- The 85% of the funds are allocated to all Los Angeles County cities and the County of Los Angeles based on population shares. TDA Article 3 has a minimum allocation amount of \$5,000. The City of Industry has opted out of the TDA Article 3 program indefinitely. The Street and Freeway Subcommittee and the Technical Advisory Committee (TAC) have approved this redistribution methodology in prior years, and it remains unchanged.

**TDA Article 8 funds (\$42.9M)**

TDA Article 8 funds are allocated to areas within Los Angeles County, but outside the Metro service area. This includes allocations to Avalon, Lancaster, Palmdale, Santa Clarita and portions of unincorporated areas of Los Angeles County. The amount of TDA funds for Article 8 allocation is calculated based on the proportionate population of these areas to the total population of Los Angeles County.

**Federal Funds (\$493.2M)****Section 5307 Urbanized Formula Program (\$317.4 M)**

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. Based on federal revenue estimates for FY25, \$317.4 million in Federal Section 5307 Urban Formula funds are allocated to Los Angeles County transit operators and LACMTA Operations. Eighty-five percent (85%) of these funds have been allocated based on a capital allocation formula consisting of total vehicle miles, number of vehicles, unlinked boardings, passenger revenue and base fare. The 15% Capital Discretionary fund and the 1% Transit Enhancement Act fund have been allocated on a discretionary basis with BOS review and concurrence.

At its April, 2024, meeting, the BOS allocated \$360,000 each year for the next three years to the Southern California Regional Transit Training Consortium (SCR TTC) from the 15% discretionary fund. SCR TTC provides a training resource network comprised of Community Colleges, Universities, Transit Agencies, and Public and Private Organizations focused on the development and delivery of training and employment of the transit industry workforce that is proficient at the highest standards, practices, and procedures for the industry. The funds will be exchanged with Metro's TDA Article 4 share and disbursed through Long Beach Transit.

### **Section 5339 Bus and Bus Facilities (\$24.3M)**

Section 5339 is a grant program authorized by 49 United States Code (U.S.C) Section 5339 as specified under the Federal Reauthorization Moving Ahead for Progress in the 21st Century or "MAP 21". The Program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Based on federal revenue estimates for FY25, \$24.3 million is allocated to Los Angeles County operators and Metro operations using the Capital Allocation Procedure adopted by the BOS. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize the administrative process.

### **Section 5337 State of Good Repair (\$151.5M)**

The State of Good Repair grants program provides financial assistance to public transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

- **High Intensity Fixed Guideway** - provides capital funding to maintain a system in a state of good repair for rail and buses operating on lanes for exclusive use of public transportation vehicles, i. e. bus rapid transit. Based on federal revenue estimates for FY25, \$142.2 million is allocated to Metro and Municipal operations.
- **High Intensity Motorbus** - provides capital funding to maintain a system in a state of good repair for buses operating on lanes not fully reserved only for public transportation vehicles. Based on federal revenue estimates for FY25, \$9.3 million is allocated to Metro Operations and Los Angeles County operators following the FTA formula: the fund allocated with Directional Route Miles (DRM) data is allocated using the operators' DRM data while the fund allocated with Vehicle Revenue Miles (VRM) data is allocated using the operators' VRM data. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.



# Fiscal Year 2025 Transit Fund Allocations

Finance, Budget & Audit Committee

June 20, 2024

Item #XX





## Background

- Metro responsible for allocating transit funds to transit operators and jurisdictions in Los Angeles County
- Funding for local transportation projects & programs
- Programs funded through this action include:
  - Regional transit funding for transit operators
  - Local Return (Proposition A/C and Measure R/M)
  - Transportation Development Act Article 3 (bike & ped) & Article 8 (unmet transit needs)
- Allocations developed per federal, state, local requirements, and Board adopted policies & guidelines
- Approved and reviewed by:
  - Bus Operations Subcommittee (BOS)
  - Local Transit Systems Subcommittee (LTSS)
  - Technical Advisory Committee (TAC)



## Key Recommendations

- APPROVE \$3.2 billion for FY25 transportation fund allocations (Attachment A):
  - 89 LA County local jurisdictions
  - Transit Operators: Included, Eligible, Tier 2 and Local Transit systems
- City of Avalon's request for change in fund split usage
- City of Pasadena's funding for NextGen Bus Plan agreement for bus purchases servicing lines 177 and 256
- Exchanges of Metro funds for transit operator federal & state grants so funds can be drawn down quickly
- Administrative actions to enable flow of funds
  - Adopt Transportation Development Act resolution
  - Authorize CEO to execute agreements



## Board Report

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File #: 2023-0774, File Type: Contract

Agenda Number: 9.

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### FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 20, 2024

**SUBJECT: ANNUAL FINANCIAL AND COMPLIANCE AUDITS OF METRO AND ITS COMPONENT UNITS FY24-29**

**ACTION: APPROVE CONTRACT AWARD**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a firm-fixed unit rate Contract No. PS108960(2) 000 to Crowe LLP (Crowe) to perform annual financial and compliance audits of Metro and its component units in the not-to-exceed (NTE) amount of \$2,096,970 for the five-year base term, and \$464,450 for the one-year option term, for a total combined NTE amount of \$2,561,420, effective July 1, 2024, subject to resolution of all properly submitted protest(s), if any.

#### **ISSUE**

Metro is required to have an independent Certified Public Accountant to perform annual financial and compliance audits. The audit reports are submitted to funding partners and financing institutions relative to Metro bond issues. The recommended contractor shall begin with the audit of Metro's financial statements and component units starting the fiscal year ending June 30, 2024.

#### **BACKGROUND**

Los Angeles County Metropolitan Transportation Authority (Metro) was created by State of California Assembly Bill 152, Los Angeles County Metropolitan Transportation Authority Reform Act of 1992, which became effective on February 1, 1993. Metro is unique among the nation's transportation agencies. It serves as a planner, coordinator, designer, builder, operator, and funding partner of the transportation network serving the most populous county in the nation. State law requires Metro to publish a complete set of audited financial statements within six months of the close of each fiscal year.

The financial and compliance audits must be conducted in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in Government Auditing Standards (Government Auditing Standards), issued by the Comptroller General of the United States. The main goal of the independent audit is to provide reasonable assurance that the financial statements are free of material misstatement, whether due to fraud or error.

#### **DISCUSSION**



The scope of services includes the financial and compliance audit requirements of Metro and the component units, including:

- Comprehensive Annual Financial Report (CAFR);
- Single Audit Report on Federal grant activities;
- Transportation Development Act (TDA);
- Proposition 1B Public Transportation, Modernization, Improvement, and Service Enhancement Account Program (PTMISEA);
- State Transit Assistance (STA);
- Service Authority for Freeway Emergencies (SAFE),
- Low Carbon Transit Operations Program (LCTOP); and
- National Transit Database (NTD)

In addition, the firm is required to provide a management report that addresses any material weaknesses and/or significant deficiencies in Metro's accounting system and internal controls noted in the auditor's examination of Metro's books and records. The firm will also provide an auditor's attestation letter that the auditor verified that there are no material differences in the data presented as part of the Financial Test of Self-Insurance Letter for Metro's underground storage tanks in comparison to the audited financial statements for the fiscal year.

#### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will not impact the safety of Metro's patrons or employees.

#### **FINANCIAL IMPACT**

Funding of \$391,040 for the contracted services will be appropriated in the FY2025 budget in cost center 2510 under project number 405510. Since this is a multi-year contract, Management Audit Services will be accountable for budgeting the cost in future years.

#### **IMPACT TO BUDGET**

The source of funds for Project 405510 is Propositions A, C & TDA Administration funds. These funds are not eligible for bus/rail operating or capital expenses.

#### **EQUITY PLATFORM**

The Diversity and Economic Opportunity Department (DEOD) established a 12% Small Business Enterprise (SBE) goal for this solicitation. The proposed contractor met Metro's small business goals by making 12.01% Disadvantaged Business Enterprise commitment for this contract.

#### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Approval of this item supports Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

#### **ALTERNATIVES CONSIDERED**

No alternatives were considered, as laws and regulations require Metro to have financial and

compliance audits performed annually by an independent Certified Public Accountant.

**NEXT STEPS**

Upon Board approval, staff will execute Contract No. PS108960(2)000 with Crowe to provide annual financial and compliance audit services, effective July 1, 2024.

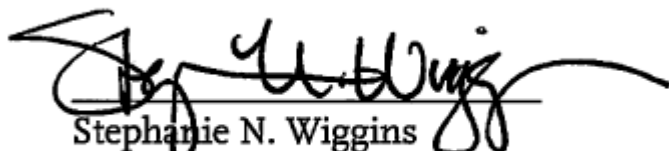
**ATTACHMENT**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Lauren Choi, Senior Director, Audit, (213) 922-3926  
Kimberly L. Houston, Deputy Chief Auditor, (213) 922-4720  
Carolina Coppolo, Interim Deputy Chief Vendor/Contract Management Officer,  
(213) 922-4471

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

ANNUAL FINANCIAL AND COMPLIANCE AUDITS OF METRO AND ITS  
COMPONENT UNITS FY24-29/PS108960(2)000

1.	<b>Contract Number:</b> PS108960(2)000	
2.	<b>Recommended Vendor:</b> Crowe LLP	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> February 6, 2024	
	<b>B. Advertised/Publicized:</b> February 6, 2024	
	<b>C. Pre-Proposal Conference:</b> February 15, 2024	
	<b>D. Proposals Due:</b> March 25, 2024	
	<b>E. Pre-Qualification Completed:</b> April 23, 2024	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> March 25, 2024	
	<b>G. Protest Period End Date:</b> June 25, 2024	
5.	<b>Solicitations Picked up/Downloaded:</b> 19	<b>Bids/Proposals Received:</b> 5
6.	<b>Contract Administrator:</b> Antonio Monreal	<b>Telephone Number:</b> (213) 922-4679
7.	<b>Project Manager:</b> Lauren Choi	<b>Telephone Number:</b> (213) 922-3926

**A. Procurement Background**

This Board Action is to approve Contract No. PS108960(2)000 to perform financial and compliance audits of Metro and its component units. Board approval of contract award is subject to the resolution of all properly submitted protest(s), if any.

The Request for Proposals (RFP) was originally issued on September 8, 2023. Two proposals were received by the proposal due date and time. However, the solicitation was canceled due to changes in the RFP requirements.

On February 6, 2024, RFP No. PS108960(2) was issued as a competitive procurement, in accordance with Metro's Acquisition Policy and the contract type is a firm-fixed unit rate. The Diversity & Economic Opportunity Department recommended a Disadvantaged Business Enterprise (DBE) contract goal of 12% for this procurement.

Two amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on February 23, 2024, extended the deadline to submit questions.
- Amendment No. 2 issued on March 14, 2024, extended the proposal due date and provided an updated list of certified DBE firms.

A total of 19 firms downloaded the RFP and were included on the planholders' list. A virtual pre-proposal conference was held on February 15, 2024 and was attended by 3 participants representing 3 firms. There were 38 questions received, and responses were released prior to the proposal due date.

A total of five proposals were received by March 25, 2024, from the following firms listed below in alphabetical order:

1. CliftonLarsonAllen LLP
2. Crowe LLP
3. Eide Bailly LLP
4. Macias Gini O'Connell LLP
5. Vasquez & Company LLP

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of Metro staff from Accounting and Management Audit Services was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria:

Phase I: Minimum Qualification Requirements – This is a pass/fail criteria. To be responsive to the RFP minimum qualification requirements, proposer/s must have met all criteria:

1. Proposer has been licensed as a Certified Public Accountant (CPA) to do business in the United States for a minimum of five (5) years.
2. Proposer has a satisfactory Peer Review within the last three (3) years showing compliance with Generally Accepted Government Auditing Standards (GAGAS).

Phase II: Technical Evaluation: Proposers that met the Phase 1 minimum qualification requirements were further evaluated based on the following evaluation criteria and weights:

- |  |     |
|--|-----|
| • Experience and Qualifications of the Firm      | 30% |
| • Experience and Qualifications of Key Personnel | 35% |
| • Comprehensiveness of Work Plan                 | 20% |
| • Price Proposal                                 | 15% |

The evaluation criteria are appropriate and consistent with criteria developed for similar projects. Several factors were considered in developing these weights, giving the greatest importance to the experience and qualifications of key personnel.

Evaluations were conducted from March 26, 2024, through April 18, 2024. All five proposing firms were invited for oral presentations. The Proposers' key team members had an opportunity to present their team's qualifications and to respond to the PET's questions. The PET completed its evaluation of proposals and determined Crowe LLP to be the highest-ranked proposer.

### **Qualifications Summary of Firms:**

#### **CliftonLarsonAllen LLP**

CliftonLarsonAllen LLP has been in business for over 60 years. It currently provides audit and consulting services to several local and state agencies across the United States, including transit authorities such as the Colorado Department of Transportation, Regional Public Transportation Authority, and City of McFarland.

#### **Crowe LLP**

Crowe LLP has been in business for over 80 years. It currently provides professional audit services to local, state, and federal agencies across the United States, including transit authorities such as Orange County Transportation Authority (OCTA), San Bernardino County Transportation Authority (SBCTA), and San Diego Association of Governments (SANDAG).

#### **Eide Bailly LLP**

Eide Bailly LLP has been in business for more than 100 years and is licensed to practice public accounting in all 50 states. It currently provides services to several local, state, and federal agencies across the United States, including transit authorities such as Tri-County Metropolitan Transportation District of Oregon (Tri-Met), Santa Clara Valley Transportation Authority, and Southern California Regional Rail Authority/Metrolink.

#### **Macias Gini O'Connell LLP**

Macias Gini O'Connell LLP was founded in 1987. It currently provides accounting and advisory services to several local, state, and federal agencies across the United States, including authorities such as the San Francisco Bay Area Rapid Transit District (BART), the County of Los Angeles, and the City and County of San Francisco.

#### **Vasquez & Company LLP**

Vasquez & Company LLP was established in 1969. It currently provides financial and compliance audit services to several local, state, and federal agencies across the United States, including transit authorities such as Imperial County Local Transportation Authority, Santa Barbara Metropolitan Transit District, and Sunline

Transit Agency.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>Crowe LLP</b>				
3	Experience and Qualifications of the Firm	96.67	30.00%	29.00	
4	Experience and Qualifications of Key Personnel	97.77	35.00%	34.22	
5	Comprehensiveness of Work Plan	95.35	20.00%	19.07	
6	Price Proposal	97.60	15.00%	14.64	
7	<b>Total</b>		<b>100.00%</b>	<b>96.93</b>	<b>1</b>
8	<b>Eide Bailly LLP</b>				
9	Experience and Qualifications of the Firm	88.33	30.00%	26.50	
10	Experience and Qualifications of Key Personnel	95.54	35.00%	33.44	
11	Comprehensiveness of Work Plan	90.65	20.00%	18.13	
12	Price Proposal	93.47	15.00%	14.02	
13	<b>Total</b>		<b>100.00%</b>	<b>92.09</b>	<b>2</b>
14	<b>CliftonLarsonAllen LLP</b>				
15	Experience and Qualifications of the Firm	83.33	30.00%	25.00	
16	Experience and Qualifications of Key Personnel	90.00	35.00%	31.50	
17	Comprehensiveness of Work Plan	88.65	20.00%	17.73	
18	Price Proposal	100.00	15.00%	15.00	
19	<b>Total</b>		<b>100.00%</b>	<b>89.23</b>	<b>3</b>
20	<b>Macias Gini O'Connell LLP</b>				
21	Experience and Qualifications of the Firm	86.67	30.00%	26.00	
22	Experience and Qualifications of Key Personnel	91.11	35.00%	31.89	
23	Comprehensiveness of Work Plan	86.65	20.00%	17.33	
24	Price Proposal	76.27	15.00%	11.44	
25	<b>Total</b>		<b>100.00%</b>	<b>86.66</b>	<b>4</b>
26	<b>Vasquez &amp; Company LLP</b>				

27	Experience and Qualifications of the Firm	78.33	30.00%	23.50	
28	Experience and Qualifications of Key Personnel	88.89	35.00%	31.11	
29	Comprehensiveness of Work Plan	78.00	20.00%	15.60	
30	Price Proposal	79.73	15.00%	11.96	
31	<b>Total</b>		<b>100.00%</b>	<b>82.17</b>	<b>5</b>

### **C. Price Analysis**

The recommended price has been determined to be fair and reasonable based on adequate competition, price analysis, an independent cost estimate (ICE), and technical analysis.

	<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Recommended Amount</b>
1.	Crowe LLP	\$2,561,420	\$6,732,203	\$2,561,420
2.	Eide Bailly LLP	\$2,673,502		
3.	CliftonLarsonAllen LLP	\$2,499,600		
4.	Macias Gini O'Connell LLP	\$3,278,166		
5.	Vasquez & Company LLP	\$3,135,984		

The variance between the ICE and the recommended price is attributed to utilizing high-end labor rates for large-size accounting firms.

### **D. Background on Recommended Contractor**

Crowe LLP is a public accounting, consulting and technology firm with over 80 years of experience serving many large public transit organizations, which utilize similar federal, state and local funding streams similar to Metro.

Crowe's proposed Lead Engagement Partner has more than 23 years of experience and leads the firm's state and local government segment of the Public Sector Services (PSS) group providing assurance services to several state and local government entities.

Crowe's team includes one DBE subcontractor, which shall assist in providing annual financial and compliance audit services.

Crowe has demonstrated knowledge, skill, and experience serving as Metro's external auditor for the past nine years.

DEOD SUMMARY

ANNUAL FINANCIAL AND COMPLIANCE AUDIT / PS108960(2)000

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 12% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Crowe LLP made a 12.01% DBE commitment.

<b>Small Business Goal</b>	<b>12% DBE</b>	<b>Small Business Commitment</b>	<b>12.01% DBE</b>
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	<b>DBE Subcontractor</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	The Lopez Group LLP	Hispanic American	12.01%
<b>Total Commitment</b>			<b>12.01%</b>

**B. Local Small Business Enterprise (LSBE) Preference**

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

**C. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

**D. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.

**E. Project Labor Agreement/Construction Careers Policy**

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.





**Board Report**

**File #:** 2024-0243, **File Type:** Program

**Agenda Number:** 10.

**FINANCE, BUDGET, AND AUDIT COMMITTEE  
JUNE 20, 2024**

**SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM**

**ACTION: APPROVE RECOMMENDATION**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and purchase Public Entity excess liability policies with up to \$300 million in limits at a not-to-exceed premium of \$29.9 million for the 12-month period effective August 1, 2024, to August 1, 2025.

**ISSUE**

Metro’s Public Entity excess liability insurance policies (which include transit rail and bus operations) expire on August 1, 2024. Insurance underwriters will not commit to final pricing until two to three weeks before the current program expires on August 1<sup>st</sup>. Consequently, staff is requesting a not-to-exceed amount for this renewal, pending final pricing and carrier selection. Without this insurance, Metro would be subject to unlimited liability for bodily injury and property damage claims resulting primarily from bus and rail operations.

**BACKGROUND**

Metro’s insurance broker, USI Insurance Services (“USI”), is responsible for marketing the excess liability insurance program to qualified insurance carriers. Quotes are currently being received from carriers with A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims. The premium indication below is based on current market expectations. Final pricing, however, is not available until approximately 14 days prior to binding coverage.

Metro established a program of excess liability insurance to protect against insured losses. Each year, Risk Management meets with USI to prepare for the upcoming marketing process.

Initial discussions begin in the third quarter of the fiscal year through an evaluation of market conditions to determine the availability of coverages and at what levels of premium. The annual stewardship meeting is conducted in January to identify the required data, including loss development, ridership projections, mileage, and revenue hour estimates. Risk Management obtains the data, including targeted completion dates of various projects, to provide an accurate account of the agency’s present and future liability exposures.

The data is then forwarded to USI to present to the domestic insurance marketplace as well as international markets in London and Bermuda. Due to timing requirements, USI approaches underwriters in March and April to ensure that data is deemed current. Initial indications of interest and costs become apparent in late April or early May.

USI provides a not-to-exceed number that serves two functions. First, the number provides an amount Risk Management may approach the CEO and Board to obtain approval for binding of the new program, which mitigates a potential gap in insurance coverage. Second, the number allows USI ample time to continue to negotiate with underwriters to ensure that Metro obtains the most competitive pricing available.

## **DISCUSSION**

Staff and USI highlighted three main objectives for the 2024-2025 excess liability insurance renewal. First, to mitigate insurers' concerns with increased operating exposures, the marketing presentation emphasized the lower risk of light rail and subway services, in addition to the safety enhancements and pilot programs added to bus operations over the past years. Second, staff desired to continue a diversified mix of international and domestic insurers to maintain competition and reduce dependence on any single insurance carrier. Third, staff desired to obtain total limits of \$300 million while maintaining an \$8 million self-insured retention for rail claims and up to \$20 million for all other claims. However, staff was open to increasing the self-insured retention structure if needed to retain reasonable premium pricing.

USI presented Metro's submission to all potential insurers in the U.S., London, European, and Bermuda markets representing over 25 carriers to create interest in all layers of Metro's insurance program. Insurance executives, both nationally and internationally, articulated continuing increased underwriting discipline for transportation and public entity risks. Insurers reviewed detailed loss information on Metro's claims and performed detailed actuarial valuations on Metro's claims.

In addition, this year, staff attended meetings arranged by USI with the major underwriting participants on Metro's program at the RIMS convention in early May. These meetings were a follow-up to a web presentation held in March to further answer questions they had concerning operations, safety, risk management, and claims. Increased ridership and claims are the main pricing drivers, and these meetings not only answered underwriter concerns but also fostered the relationship between Metro and its underwriters.

Last year, Metro obtained \$300 million in excess liability coverage with an \$8 million retention for rail claims and \$12.5 million retention for all other claims with selected additional retentions up to \$7.5 million. The market has changed drastically over the past five years. Extensive loss development related to auto liability caused the market to "harden" significantly resulting in less carrier capacity and higher premiums. Large verdicts and litigation financing have made loss projections much less reliable. Although these trends continue this year, through Metro's marketing efforts and partnership with USI, it is expected that underwriters, at an increase of premium, will once again be willing to provide coverage limits of \$300 million for its excess liability program. Staff deems these limits as sufficient coverage and Metro has historically carried limits of \$300 million.

USI faces many challenges in marketing Metro's liability insurance renewal. Carrier results from public agencies in California have been significantly worse than in other states. A very limited pool of carriers is willing to consider writing public entity policies. Metro is no exception primarily due to its size and its plaintiff-friendly jurisdiction of Los Angeles County. The loss development carriers are experiencing on accounts, including Metro's, has resulted in many ceasing operations entirely in California, with some of them pulling out of the U.S. entirely. Replacing retreating carriers has proved challenging, and Metro's recent loss history has not been stellar. Consequently, another rate increase is anticipated in the excess liability program premiums. Additionally, Metro's primary carrier must replace its reinsurance carrier, which carries some pricing uncertainty.

Metro's August 1<sup>st</sup> insurance placement will reflect higher insurance premiums necessitated by tightened underwriting guidelines and negative developments in auto liability losses. USI recommends maintaining the bifurcated program where Metro will keep an \$8 million self-insured retention (SIR) on rail-related risks and up to \$20 million for bus and other non-rail-related risks. Carriers are not willing to insure Metro's bus operations risk for less retention. Negotiations with carriers are ongoing and this action seeks authority to bind Public Entity excess liability coverage with minimum limits of \$300 million and a not-to-exceed SIR of \$20 million. A higher SIR may provide Metro with additional flexibility to contain premium costs. USI will continue to seek options (including alternate retentions and quota share options) and more favorable premiums until the renewal date.

Attachment A provides proposed options, premiums, and loss history of Metro's Excess Liability Insurance Program. Attachment B provides an overview of the proposed 2024-2025 Public Entity Excess Liability Program, which mirrors the current 2023-2024 program structure. Risk Management recommends proceeding with renewal at a minimum coverage limit of \$300 million, and a not-to-exceed premium of \$29.9 million.

## **DETERMINATION OF SAFETY IMPACT**

Approval of this recommendation will not impact the safety of Metro's patrons or employees.

## **FINANCIAL IMPACT**

Funding for eleven months, or \$27.4M, of this action is included in the FY25 Proposed Budget in cost center 0531, Risk Management - Non-Departmental Costs, under projects 300022 - Rail Operations - A Line, 300033 - Rail Operations - C Line, 300044 - Rail Operations - B Line, 300066 - Rail Operations - E Line, 300077 - K Line, 301012 - G Line, 306001 - Operations Transportation, and 320011 - Union Station in account 50602 (Ins Prem For Gen Liability). Additional funding required to cover premium costs beyond FY25 budgeted amounts will be addressed by fund reallocations during the year.

The remaining month of premiums, \$2,491,667, will be requested in the FY26 Budget development.

### **Impact to Budget**

The source of funding for this action will come from federal, state, and local funding sources that are

eligible for bus and rail operations.

### **EQUITY PLATFORM**

Metro's insurance portfolio provides liability coverage and coverage for Metro-owned property, stations, tunnels, bridges, rolling stock fleet, right of ways, facilities, and buildings that provide transportation service and benefits. Metro's insurance portfolio ensures liability coverage and that its facilities, rolling stock fleet, and infrastructure, which serve these groups, are covered by insurance policies in the event of a major loss or damage. Valuation of these assets conforms to the insurance industry's replacement cost methodology. The proposed action supports Metro's ability to safely serve the communities and customers who rely on Metro's transportation services and assets, a majority of whom are lower income, Black, Indigenous, and other People of Color (BIPOC), people with disabilities, and/or do not own a private vehicle.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports strategic plan goal # 5, "Provide responsive, accountable and trustworthy governance within the LA Metro organization." The responsible administration of Metro's risk management programs includes the use of insurance to mitigate large financial risks resulting from unlimited liability for bodily injury and property damage claims resulting from, primarily, bus and rail operations.

### **ALTERNATIVES CONSIDERED**

Due to the continued hard market, there are no additional limits in coverage for consideration. SIRs above the current structure levels are being proposed and considered, and negotiations are ongoing. Attachment B reflects the proposed program structure, which mirrors the current 2023-2024 policy term. The only variation will be to the SIR, which may end up being higher than the current program structure.

Separate from this action, Risk Management has begun exploring the formation of a Metro Captive Insurer as an alternative to traditional insurance placement. Captive insurers can provide stabilization of costs as they are not subject to underwriting costs or global risk events. This nascent effort has included seeking guidance from County Counsel on the legal parameters, Treasury, and OMB on financial considerations, and laying the foundation for the possible issuance of a request for proposal. Risk Management will continue to work with its colleague departments as this effort develops.

### **NEXT STEPS**

Upon Board approval of this action, we will advise USI to proceed with the placement of the excess liability insurance program outlined herein effective August 1, 2024.

### **ATTACHMENTS**

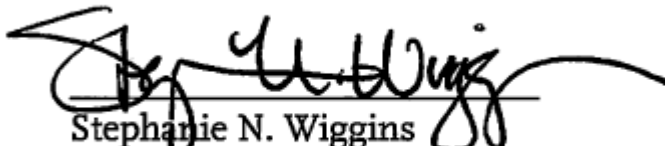
Attachment A - Proposed Options, Premiums, and Loss History

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Attachment B - Proposed Public Entity Liability Carriers and Program Structure

Prepared by: Claudia Castillo del Muro, Executive Officer, Risk Management, (213) 922-4518

Reviewed by: Kenneth Hernandez, Interim Chief Safety Officer, (213) 922-2990



Stephanie N. Wiggins  
Chief Executive Officer

**ATTACHMENT A**

**Options, Premiums and Loss History  
Public Entity Program Insurance Premium and Proposed Options**

	Current 2023/ 2024 Program	2024/ 2025 OPTIONS (Estimated)	
		A	B
Self-Insured Retention (SIR)	\$8M rail, \$12.5M bus & other non-rail	\$8M rail, \$12.5M bus & other non-rail	\$8M rail, \$15M bus & other non-rail
Quota Share	Up to \$7.5M in \$25M bus & other non-rail layer	Up to \$7.5M in \$25M bus & other non-rail layer	Up to \$5M in \$25M bus & other non-rail layer
Limit of Coverage	\$300M	\$300M	\$300M
Terrorism Coverage	Yes	Yes	Yes
Premium	\$22.2M	\$29.9M	\$29.4M

**Premium History for Excess Liability Policies  
Ending in the Following Policy Periods**

	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024
Self-Insured Retention:								
Rail	\$7.5M	\$7.5M	\$8M	\$8M	\$8M	\$8M	\$8M	\$8M
Bus + Other Non-Rail	\$7.5M	\$7.5M	\$8M	\$8M	\$10M	\$17.5M	\$20M	\$20M
Insurance Premium	\$3.7M	\$4.1M	\$4.1M	\$6.2M	\$14.5M	\$16.7M	\$19.1M	\$22.2M
Claims in Excess of Retention	1	1	2	1	TBD	TBD	TBD	TBD
Estimated Amount in Excess of Retention	\$10M	\$10M	\$10M	\$25M	TBD	TBD	TBD	TBD

Proposed Public Entity Carriers and Program Structure



USI Insurance Services  
 Liability Insurance Summary 2024- 2025  
 Los Angeles County Metropolitan Transportation Authority

Excess Limit		Layer(s)		Participation	Carrier	Premium
\$300M	Excess Liability	\$35 xs \$265M		\$5,000,000	Aspen	
				\$2,500,000	Convex	
				\$4,000,000	Ascot	
				\$6,000,000	Inigo	
				\$2,500,000	Argo	
				\$5,500,000	Ark	
				\$7,000,000	Helix	
				\$2,500,000	Arcadian	
\$265M	Excess Liability	\$10M xs \$255M		\$10,000,000	Munich Re	
\$255M	Excess Liability	\$40M xs \$215M		\$10,000,000	Liberty Specialty	
				\$10,000,000	Chubb Bermuda Ins Ltd	
				\$10,000,000	AIG	
				\$10,000,000	AWAC	
\$215M	Excess Liability	\$30M xs \$185M		\$10,000,000	Hiscox	
				\$5,000,000	Convex	
				\$10,000,000	Argo	
				\$5,000,000	Munich Re	
\$185M	Excess Liability	\$75 xs \$110M		\$7,500,000	Aspen	
				\$7,500,000	Apollo	
				\$5,000,000	Ascot	
				\$7,500,000	Canopus	
				\$5,000,000	Argo	
				\$7,500,000	Hamilton	
				\$15,000,000	XL Bermuda Ltd.	
				\$2,500,000	Convex	
				\$12,500,000	Inigo	
\$5,000,000	Vantage					
\$110M	Excess Liability	\$17.5M xs \$92.5M		\$7,500,000	Apollo	
				\$10,000,000	Hamilton	
\$92.5M	Excess Liability	\$17.5M xs \$75M		\$7,500,000	Sompo	
				\$5,000,000	Ark	
				\$5,000,000	Helix	
\$75M	Excess Liability	\$10M xs \$65M		\$10,000,000	XL Insurance America	
\$65M	Excess Liability	\$15M xs \$50M		\$15,000,000	AWAC	
\$50M	Excess Liability	\$10M xs \$40M		\$10,000,000	Great American	
\$40M	Excess Liability	\$15M xs \$25M		\$2,500,000	Hiscox	
				\$2,000,000	Ascot	
				\$2,500,000	Inigo	
				\$2,000,000	MAP	
				\$2,500,000	QBE	
				\$2,000,000	Ark	
\$25M	Primary Liability	\$17M Rail - Gemini/Queens Island	\$12.5M Bus/All Other - Gemini	\$17,000,000	Queens Island Rail	
				\$2,500,000	Self-Insured	
				\$10,000,000	Gemini Quota Share w/Metro 50%	
		\$8M Rail SIR Per Occurrence				
\$12.5M Bus/All Other SIR Per Occurrence						
<b>Estimated Program Not-to-Exceed Total</b>						<b>\$29,900,000</b>

Terrorism Coverage is included.

Rail SIR
Bus/ All Other SIR



Board Report

File #: 2024-0282, File Type: Program

Agenda Number: 11.

FINANCE, BUDGET AND AUDIT COMMITTEE  
JUNE 20, 2024

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

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

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



and

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

### **ISSUE**

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

### **BACKGROUND**

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

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

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

### **DISCUSSION**

#### **RECOMMENDATION A**

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

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

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

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

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

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

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

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

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

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

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

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

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

## **RECOMMENDATION B**

### ROW Maintenance Funding - \$2,920,232

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

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

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

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

## **RECOMMENDATION C**

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

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

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

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

## **RECOMMENDATION D**

### Extend Lapsing Dates for Four SGR and Capital MOUs

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

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

## **RECOMMENDATION E**

### Transfers to Other Operators' Reimbursement Rate to Metro

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

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

## **DETERMINATION OF SAFETY IMPACT**

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

## **FINANCIAL IMPACT**

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

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

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

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

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

Recommendation D has no financial impact.

Recommendation E has no financial impact.

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

### **EQUITY PLATFORM**

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

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

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

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

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

### **ALTERNATIVES CONSIDERED**

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

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

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

### **NEXT STEPS**

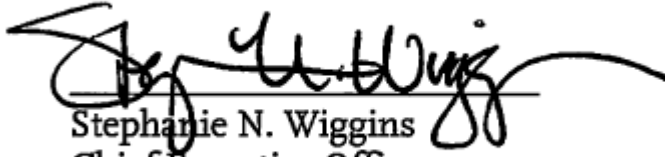
The SCRRA Board is scheduled to adopt their FY 2024-25 budget on June 28, 2024. Upon SCRRA's Board adopting their budget, Metro will execute the corresponding funding agreement. Metro staff will monitor the implementation of SCRRA's budget, and the SBL fare reduction results, and report back to the Board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

### **ATTACHMENTS**

Attachment A - SCRRA FY 25 Budget Transmittal

Prepared by: Yvette Reeves, Senior Manager, Transportation Planning, (213) 418-3176  
Jay Fuhrman, Senior Manager, Transportation Planning, (213) 547-4381  
Michael Cano, Executive Officer, Countywide Planning and Development, (213) 418-3010  
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317

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



Stephanie N. Wiggins  
Chief Executive Officer



# METROLINK

May 6, 2024

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

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

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

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

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

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

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

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

On the side of efficiency

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

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



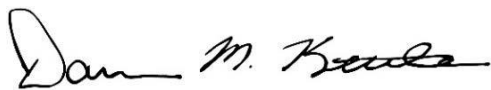
The Proposed FY25 Budget documentation, which was presented at the Board of Directors Meeting on April 26, 2024, is attached for your review. It includes:

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

**Next Steps**

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

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



Darren M. Kettle  
Chief Executive Officer





[metrolinktrains.com/meeting](https://metrolinktrains.com/meeting)

**ITEM ID:** 2024-170-0

**TRANSMITTAL DATE:** April 19, 2024

**MEETING DATE:** April 26, 2024

**TO:** Board of Directors

**FROM:** Arnold Hackett, Chief Financial Officer

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

**Issue**

The Southern California Regional Rail Authority (SCRRA) Joint Powers Authority (JPA) requires that the "Governing Board shall approve a preliminary administrative budget and capital improvement program for the succeeding fiscal year no later than May 1 of each year. The Board shall adopt a final budget no later than June 30 of each year. Decisions dealing with capital and operating fund allocations, as well as annual approval of each Member Agency's share of the Authority's annual budget, shall be approved by the Member Agencies themselves."

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

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

**Recommendation**

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

**Strategic Commitment**

This report aligns with the Strategic Business Plan commitments of:

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

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

## **Background**

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

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

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

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

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

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

## **Discussion**

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

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

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

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

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

## **Foundation for Proposed FY25 Budget**

The Proposed FY25 Budget provides funding to achieve:

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

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

#### FY25 Operating Budget Assumptions:

##### Service

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

##### Revenue

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

##### Expense

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

##### Reporting:

- Monthly
- Formal Mid-Year Budget Review

Arrow Service as a separate budget funded by SBCTA.

#### FY25 Operating Budget Details

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

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

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

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

#### Discussion of Proposed FY25 Budget Operating Statement

##### Operating Revenues

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

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

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

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

## Operating Expenditures

Operating Expenditures are presented in the following four categories: Train Operations, Maintenance-of-Way (MOW), Administration and Services, and Insurance. Comparisons are to the FY24 Budget.

The Train Operations component of the Operating budget contains those costs necessary to provide Metrolink rail services across the six-county service areas, which includes the direct costs of railroad operations, equipment maintenance, and required support costs. The Proposed FY25 Budget for expenditures related to Train Operations including contingency is \$183.0M an increase of 5.1% from the FY24 Budget.

MOW expenditures are those costs necessary to perform the inspections and repairs on rails, signals and structures needed to ensure reliable, safe, efficient operation of trains, and the safety of the public. The Proposed FY25 Budget amount for expenditures related to MOW is \$54.6M, an increase of \$0.3M or 0.5% from the FY24 Budget.

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

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

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

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

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

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

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

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

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

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

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

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

### Member Agency Operating Support

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

The Budget Summary Comparison (Attachment E) includes a Year-over-Year comparison of net operating support by Member Agency. In response to Member Agency requests, this schedule reflects the FY25 Proposed member support in whole dollars which are required to



create Member Agency Board requests.

### Capital Program Budget State of Good Repair (SGR)

The Proposed FY25 Proposed Budget was developed based on the Metrolink Rehabilitation Plan (MRP) which was created in fulfillment of the Transit Asset Management (TAM) requirement, and to address the Authority's SGR needs. The MRP addresses two critical elements:

**Backlog:** Total cost of renovating all assets to achieve a current SGR

**SGR:** Annual cost of keeping assets in a State of Good Repair

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

SGR:

The SGR authorization request for FY25 was identified as necessary investments to maintain an SGR. These projects total \$161.6M, an increase of \$31.8M or 24.5%. The projects are presented by Member Agency, by Line, and by individual project with locations and descriptions in Attachment F.

New Capital:

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

### Multi-Year Forecasts

Operating Budget Forecasts for FY26, FY27, FY28 and FY29 will be provided to the committee for their requested approval at the June 2024 Committee Meeting. Upon Board approval, the FY26, FY27, FY28, and FY29 forecasted budgets will be provided to the Member Agencies for consideration and programming. The four- year forecasts will be considered for adoption individually during the applicable year.

Upon approval by the Board, the Proposed FY25 Budget will be transmitted to Member Agencies for consideration and adoption.

### Operating Budget Attachments

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

Attachment A - FY25 Proposed Operating Budget with Comparison to FY24

Attachment B - Historical Actual and Budgeted Operating Statements

Attachment C - FY25 Proposed Operating Budget by Member Agency

Attachment D - FY25 Proposed Operating Budget by Line

Attachment E - History of Actual and Budgeted Operating Support by Member Agency

### Capital Program Budget Attachments

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

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

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

Attachment H - FY25 Proposed Capital Program Cashflow

### Budget Impact

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

### Next Steps

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

Prepared by: Christine J. Wilson, Senior Finance Manager

Approved by: Arnold Hackett, Chief Financial Officer

### Attachment(s)

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

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

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

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

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

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

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

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

## FY25 Proposed Operating Budget - Hybrid Schedule

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

Numbers may not foot due to rounding

## Historical Actual and Budgeted Operating Statements

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

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

Numbers may not foot due to rounding.

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

## FY25 Proposed Operating Budget by Member Agency - Hybrid Schedule

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

## FY25 Proposed Operating Budget by Line - Hybrid Schedule

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

\*Note: Amounts by Line unavailable

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

### Support by Member Agency

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

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

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



PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

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



PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

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



PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

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



PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

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



PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

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



PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

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



# PROJECT PROPOSAL

**FY25**

FERNANDEZK PROJECT# 2823.00

## PROJECT : EAM SOFTWARE ENHANCEMENT

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

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

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

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

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

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

	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

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

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

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

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

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years and operating cost will drastically increase lowering staff productivity that rely on this vehicles  
 Current Age: 16 Year(s) Standard Lifespan: 10 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END		Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			<b>FY</b>					
DESIGN	\$0			<b>2025</b>	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0			<b>2026</b>	\$115,538	\$115,538	\$115,538	\$115,536	\$462,150
ROW ACQUISITION	\$0			<b>2027</b>	\$539,175	\$539,175	\$539,175	\$539,175	\$2,156,700
MATERIAL	\$2,750,000			<b>2028</b>	\$115,538	\$115,538	\$115,538	\$115,536	\$462,150
CONSTRUCTION	\$0			<b>2029</b>	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0			<b>2030</b>	\$0	\$0	\$0	\$0	\$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								
<b>TOTAL</b>	<b>\$3,081,000</b>								

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

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Replace end of life infrastructure for end users.

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

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

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

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

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

<b>BUDGET</b>	<b>CASH FLOW</b>
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	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		
<b>TOTAL</b>	<b>\$457,000</b>		

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

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Upgrade Network Backup Software to include new features like orchestration of processes for performing and recovering from disasters.

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

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

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
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<p>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</p> <p>2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</p> <p>3. (Goal 6: Improve Communications to Customers and Stakeholders) Improve</p>	
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<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
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<p>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 IT-Admin staff present.</p>	<p>1. Condition of Asset..... Marginal</p> <p>2. System Impact..... High</p> <p>The server infrastructure hardware runs and impacts all users in Metrolink</p>
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<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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<p>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</p> <p>Current Age: 5 Year(s) Standard Lifespan: 4 Year(s)</p>	
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<b>BUDGET</b>	<b>CASH FLOW</b>
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AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING								
\$0			2025	\$0	\$0	\$0	\$0	\$0
DESIGN								
\$0			2026	\$93,250	\$93,250	\$93,250	\$93,250	\$373,000
ENVIRONMENTAL								
\$0			2027	\$0	\$0	\$0	\$0	\$0
ROW ACQUISITION								
\$0			2028	\$0	\$0	\$0	\$0	\$0
MATERIAL								
\$300,000			2029	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION								
\$0			2030	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP								
\$0								
FLAGGING								
\$0								
BUS BRIDGES								
\$0								
CLOSE OUT								
\$0								
DBE/LABOR								
\$4,000								
PROJECT MANAGEMENT								
* P.M STAFF	\$14,000							
* SUPPORT STAFF	\$21,000							
* CONSULTANT	\$0							
CONTINGENCY	\$34,000							
<b>TOTAL</b>	<b>\$373,000</b>							

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

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

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

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

**RISKS CAUSING PROJECT DELAY**

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

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

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

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

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

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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San Gabriel Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:

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

Mile Posts: 2.4 - 57.7

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

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

**RISKS CAUSING PROJECT DELAY**

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

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

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents.  
Current Age: 31 Year(s) Standard Lifespan: 15 Year(s)

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

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

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Orange Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:

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

Mile Posts: 165.06 - 207.36

Division: Orange County: OC Asset Type: Communications

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

**RISKS CAUSING PROJECT DELAY**

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

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

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents.  
 Current Age: 26 Year(s) Standard Lifespan: 15 Year(s)

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

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

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

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

Mile Posts: 3.5 - 76.54

Division: Valley County: LA Asset Type: Communications

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

**RISKS CAUSING PROJECT DELAY**

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

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

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents.  
Current Age: 31 Year(s) Standard Lifespan: 15 Year(s)

<b>BUDGET</b>	<b>CASH FLOW</b>
---------------	------------------

	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		
<b>TOTAL</b>	<b>\$473,000</b>		

	FY	Q1	Q2	Q3	Q4	TOTAL
<b>2025</b>		\$0	\$0	\$0	\$0	\$0
<b>2026</b>		\$35,475	\$35,475	\$35,475	\$35,475	\$141,900
<b>2027</b>		\$47,300	\$47,300	\$47,300	\$47,300	\$189,200
<b>2028</b>		\$35,475	\$35,475	\$35,475	\$35,475	\$141,900
<b>2029</b>		\$0	\$0	\$0	\$0	\$0
<b>2030</b>		\$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)

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

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

Mile Posts: 441.24 - 460.8

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

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

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

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

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

<b>BUDGET</b>	<b>CASH FLOW</b>
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AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING								
\$0								
DESIGN								
\$59,000			2025	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL								
\$0			2026	\$34,200	\$34,200	\$34,200	\$34,200	\$136,800
ROW ACQUISITION								
\$0			2027	\$45,600	\$45,600	\$45,600	\$45,600	\$182,400
MATERIAL								
\$110,000			2028	\$34,200	\$34,200	\$34,200	\$34,200	\$136,800
CONSTRUCTION								
\$200,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP								
\$0			2030	\$0	\$0	\$0	\$0	\$0
FLAGGING								
\$0								
BUS BRIDGES								
\$0								
CLOSE OUT								
\$0								
DBE/LABOR								
\$5,000								
PROJECT MANAGEMENT								
* P.M STAFF								
\$42,000								
* SUPPORT STAFF								
\$14,000								
* CONSULTANT								
\$0								
CONTINGENCY								
\$26,000								
<b>TOTAL</b>								
<b>\$456,000</b>								

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

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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River Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:

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

Mile Posts: 0.0 - 3.5

Division: River County: LA Asset Type: Communications

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

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

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

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents.  
 Current Age: 28 Year(s) Standard Lifespan: 15 Year(s)

<b>BUDGET</b>	<b>CASH FLOW</b>
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AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING								
\$0								
DESIGN								
\$10,000			2025	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL								
\$0								
ROW ACQUISITION								
\$0			2026	\$14,175	\$14,175	\$14,175	\$14,175	\$56,700
MATERIAL								
\$41,000			2027	\$18,900	\$18,900	\$18,900	\$18,900	\$75,600
CONSTRUCTION								
\$80,000			2028	\$14,175	\$14,175	\$14,175	\$14,175	\$56,700
SPECIAL RAIL EQUIP								
\$0			2029	\$0	\$0	\$0	\$0	\$0
FLAGGING								
\$0			2030	\$0	\$0	\$0	\$0	\$0
BUS BRIDGES								
\$0								
CLOSE OUT								
\$0								
DBE/LABOR								
\$5,000								
PROJECT MANAGEMENT								
\$23,000								
* P.M STAFF								
\$14,000								
* SUPPORT STAFF								
\$5,000								
* CONSULTANT								
\$11,000								
CONTINGENCY								
\$189,000								
<b>TOTAL</b>								

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

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

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

Division: Riverside County: RV Asset Type: Communications

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

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

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

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents.  
 Current Age: 28 Year(s) Standard Lifespan: 15 Year(s)

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

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

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Rail Grinding: ongoing systemwide program  
 - Surfacing Program to restore track profiles and cross sections

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

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

**RISKS CAUSING PROJECT DELAY**

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

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

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow order with potential delay to passenger service  
 Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

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

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

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

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

**RISKS CAUSING PROJECT DELAY**

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

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

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow order with potential delay to passenger service  
 Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

<b>BUDGET</b>	<b>CASH FLOW</b>
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AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING								
\$0			2025	\$0	\$0	\$0	\$0	\$0
DESIGN								
\$0			2026	\$73,238	\$73,238	\$73,238	\$73,236	\$292,950
ENVIRONMENTAL								
\$0			2027	\$341,775	\$341,775	\$341,775	\$341,775	\$1,367,100
ROW ACQUISITION								
\$0			2028	\$73,238	\$73,238	\$73,238	\$73,236	\$292,950
MATERIAL								
\$50,000			2029	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION								
\$1,000,000			2030	\$0	\$0	\$0	\$0	\$0
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								
<b>TOTAL</b>								
<b>\$1,953,000</b>								

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



# PROJECT PROPOSAL

**FY25**

ZAVALLAL PROJECT# 2903.00

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

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

Mile Posts: 428.35 - 433.27

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

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
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	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.	1. Condition of Asset..... Worn 2. System Impact..... High

<b>RISK CREATED BY NON-IMPLEMENTATION</b>
Location may fail which will cause train delays and possible safety issues.
Current Age: 32 Year(s)    Standard Lifespan: 20 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$0	\$0
DESIGN	\$270,000			2026	\$60,000	\$60,000	\$60,000	\$60,000	\$240,000
ENVIRONMENTAL	\$0			2027	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
ROW ACQUISITION	\$81,000			2028	\$247,500	\$247,500	\$247,500	\$247,500	\$990,000
MATERIAL	\$783,000			2029	\$210,000	\$210,000	\$210,000	\$210,000	\$840,000
CONSTRUCTION	\$918,000			2030	\$82,500	\$82,500	\$82,500	\$82,500	\$330,000
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								
<b>TOTAL</b>	<b>\$3,000,000</b>								

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



# PROJECT PROPOSAL

**FY25**

ZAVALLAL PROJECT# 2906.00

**PROJECT : SOGR\_FY25\_VALLEY\_SIGNAL**

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

Mile Posts: 22.63 - 76.2

Division: Valley County: LA Asset Type: Train Control

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
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	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.	1. Condition of Asset..... Worn 2. System Impact..... High

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
Location may fail which will cause train delays and possible safety issues.	
Current Age: 32 Year(s) Standard Lifespan: 20 Year(s)	

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

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

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

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

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

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

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

<b>BUDGET</b>	<b>CASH FLOW</b>
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		AMOUNT	START	END		FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0									
DESIGN		\$836,000				2025	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL		\$0				2026	\$185,700	\$185,700	\$185,700	\$185,700	\$742,800
ROW ACQUISITION		\$251,000				2027	\$464,250	\$464,250	\$464,250	\$464,250	\$1,857,000
MATERIAL		\$2,423,000				2028	\$766,012	\$766,012	\$766,012	\$766,014	\$3,064,050
CONSTRUCTION		\$2,841,000				2029	\$649,950	\$649,950	\$649,950	\$649,950	\$2,599,800
SPECIAL RAIL EQUIP		\$0				2030	\$255,338	\$255,338	\$255,338	\$255,336	\$1,021,350
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									
<b>TOTAL</b>		<b>\$9,285,000</b>									

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



# PROJECT PROPOSAL

**FY25**

ZAVALLAL PROJECT# 2908.00

**PROJECT : SOGR\_FY25\_ORANGE\_SIGNAL**

**SCOPE** TYPE: REHAB | MRP |

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

Upgrade Signal Crossings at  
 Mile Posts: 167.44 - 196.72

Division: Orange County: OC Asset Type: Train Control

**OBJECTIVES** RISKS CAUSING PROJECT DELAY

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

**JUSTIFICATION** RANKING // PROJECT READINESS

<p>The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>
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**RISK CREATED BY NON-IMPLEMENTATION**

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

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

**BUDGET** CASH FLOW

		AMOUNT	START	END		FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0									
DESIGN		\$721,000				2025	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL		\$0				2026	\$160,160	\$160,160	\$160,160	\$160,160	\$640,640
ROW ACQUISITION		\$216,000				2027	\$400,400	\$400,400	\$400,400	\$400,400	\$1,601,600
MATERIAL		\$2,090,000				2028	\$660,660	\$660,660	\$660,660	\$660,660	\$2,642,640
CONSTRUCTION		\$2,450,000				2029	\$560,560	\$560,560	\$560,560	\$560,560	\$2,242,240
SPECIAL RAIL EQUIP		\$0				2030	\$220,220	\$220,220	\$220,220	\$220,220	\$880,880
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									
<b>TOTAL</b>		<b>\$8,008,000</b>									

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



# PROJECT PROPOSAL

**FY25**

ZAVALLAL PROJECT# 2909.00

**PROJECT : SOGR\_FY25\_RIVER\_SIGNAL**

**SCOPE** TYPE: REHAB | MRP |

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

Mile Posts: 0.8 - 482.1

Division: River County: ALL Asset Type: Train Control

**OBJECTIVES** RISKS CAUSING PROJECT DELAY

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

**JUSTIFICATION** RANKING // PROJECT READINESS

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

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

**RISK CREATED BY NON-IMPLEMENTATION**

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

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

**BUDGET** CASH FLOW

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

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

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





# PROJECT PROPOSAL

**FY25**

ZAVALLAL PROJECT# 2911.00

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

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

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

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
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	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.	1. Condition of Asset..... Worn 2. System Impact..... High

<b>RISK CREATED BY NON-IMPLEMENTATION</b>
Location may fail which will cause train delays and possible safety issues.
Current Age: 26 Year(s) Standard Lifespan: 30 Year(s)

<b>BUDGET</b>			
	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		
<b>PROJECT MANAGEMENT</b>			
* P.M STAFF	\$153,000		
* SUPPORT STAFF	\$0		
* CONSULTANT	\$92,000		
CONTINGENCY	\$169,000		
<b>TOTAL</b>	<b>\$1,701,000</b>		

<b>CASH FLOW</b>					
FY	Q1	Q2	Q3	Q4	TOTAL
<b>2025</b>	\$0	\$0	\$0	\$0	\$0
<b>2026</b>	\$34,020	\$34,020	\$34,020	\$34,020	\$136,080
<b>2027</b>	\$85,050	\$85,050	\$85,050	\$85,050	\$340,200
<b>2028</b>	\$140,332	\$140,332	\$140,332	\$140,334	\$561,330
<b>2029</b>	\$119,070	\$119,070	\$119,070	\$119,070	\$476,280
<b>2030</b>	\$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

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

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

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

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

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

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

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

	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

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

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

Mile Posts: 65 - 85.4

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

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

**RISKS CAUSING PROJECT DELAY**

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

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

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

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

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

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

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



# PROJECT PROPOSAL

**FY25**

ZAVALLAL PROJECT# 2918.00

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

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

Mile Posts: N/A

Division: All County: ALL Asset Type: Structures

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

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

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

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

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

<b>BUDGET</b>	<b>CASH FLOW</b>
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AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
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								
<b>TOTAL</b>								
<b>\$1,890,000</b>								

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



# PROJECT PROPOSAL

**FY25**

ZAVALLAL PROJECT# 2922.00

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

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

- \_ Bridges
- \_ Culverts
- \_ Tunnels

Specific work will include:

Mile Posts: 1.08 - 56.52

Division: San Gabriel County: SB Asset Type: Structures

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

**RISKS CAUSING PROJECT DELAY**

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

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

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

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

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

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



# PROJECT PROPOSAL

**FY25**

ZAVALLAL PROJECT# 2926.00

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

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

- \_ Bridges
- \_ Culverts
- \_ Tunnels

Specific work will include:

Mile Posts: 165.08 - 207.4

Division: Orange County: OC Asset Type: Structures

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

**RISKS CAUSING PROJECT DELAY**

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

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

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

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

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0			2026	\$69,900	\$69,900	\$69,900	\$69,900	\$279,600
ENVIRONMENTAL	\$0			2027	\$209,700	\$209,700	\$209,700	\$209,700	\$838,800
ROW ACQUISITION	\$0			2028	\$139,800	\$139,800	\$139,800	\$139,800	\$559,200
MATERIAL	\$550,000			2029	\$46,600	\$46,600	\$46,600	\$46,600	\$186,400
CONSTRUCTION	\$650,000			2030	\$0	\$0	\$0	\$0	\$0
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								
<b>TOTAL</b>	<b>\$1,864,000</b>								

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



# PROJECT PROPOSAL

**FY25**

ZAVALLAL PROJECT# 2927.00

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

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

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

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
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1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents	
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<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
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Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because the assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.	1. Condition of Asset..... Worn 2. System Impact..... High
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<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

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

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

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



# PROJECT PROPOSAL

**FY25**

ZAVALLAL PROJECT# 2928.00

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

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

Mile Posts: 3.34 - 3.34

Division: River County: ALL Asset Type: Structures

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

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

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

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

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

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$650,000			2025	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2026	\$21,275	\$21,275	\$21,275	\$21,275	\$85,100
MATERIAL	\$0								
CONSTRUCTION	\$0			2027	\$74,462	\$74,462	\$74,462	\$74,464	\$297,850
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0			2028	\$74,462	\$74,462	\$74,462	\$74,464	\$297,850
CLOSE OUT	\$6,000								
DBE/LABOR	\$10,000			2029	\$42,550	\$42,550	\$42,550	\$42,550	\$170,200
PROJECT MANAGEMENT									
* P.M STAFF	\$85,000			2030	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$0								
* CONSULTANT	\$22,000								
CONTINGENCY	\$78,000								
<b>TOTAL</b>	<b>\$851,000</b>								

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

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

Mile Posts: 426.00 - 433.00

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

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

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

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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)	

<b>BUDGET</b>			
	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		
<b>TOTAL</b>	<b>\$2,170,000</b>		

<b>CASH FLOW</b>						
	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

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

Division: Valley County: LA Asset Type: Track

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

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

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

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

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

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

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

**RISKS CAUSING PROJECT DELAY**

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

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

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

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

<b>BUDGET</b>	<b>CASH FLOW</b>
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	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		
<b>TOTAL</b>	<b>\$5,532,000</b>		

	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**

ZAVALLAL PROJECT# 2938.00

## PROJECT : SOGR\_FY25\_ORANGE\_TRACK

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

Division: Orange County: OC Asset Type: Track

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

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

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

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

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



# PROJECT PROPOSAL

**FY25**

ZAVALLAL PROJECT# 2940.00

## PROJECT : SOGR\_FY25\_RIVER\_TRACK

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

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

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

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
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<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	
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<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
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Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>
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<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

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

<b>BUDGET</b>	<b>CASH FLOW</b>
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		AMOUNT	START	END		FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0				2025	\$0	\$0	\$0	\$0	\$0
DESIGN		\$0				2026	\$79,125	\$79,125	\$79,125	\$79,125	\$316,500
ENVIRONMENTAL		\$0				2027	\$276,938	\$276,938	\$276,938	\$276,936	\$1,107,750
ROW ACQUISITION		\$0				2028	\$276,938	\$276,938	\$276,938	\$276,936	\$1,107,750
MATERIAL		\$485,000				2029	\$158,250	\$158,250	\$158,250	\$158,250	\$633,000
CONSTRUCTION		\$1,768,000				2030	\$0	\$0	\$0	\$0	\$0
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									
<b>TOTAL</b>		<b>\$3,165,000</b>									

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



# PROJECT PROPOSAL

**FY25**

ZAVALLAL PROJECT# 2942.00

## PROJECT : SOGR\_FY25\_PERRIS VALLEY\_TRACK

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

Mile Posts: 65.13 - 86.79

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

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

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

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

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

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

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$0	\$0
DESIGN	\$0			2026	\$19,500	\$19,500	\$19,500	\$19,500	\$78,000
ENVIRONMENTAL	\$0			2027	\$68,250	\$68,250	\$68,250	\$68,250	\$273,000
ROW ACQUISITION	\$0			2028	\$68,250	\$68,250	\$68,250	\$68,250	\$273,000
MATERIAL	\$106,000			2029	\$39,000	\$39,000	\$39,000	\$39,000	\$156,000
CONSTRUCTION	\$452,000			2030	\$0	\$0	\$0	\$0	\$0
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								
<b>TOTAL</b>	<b>\$780,000</b>								

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



# PROJECT PROPOSAL

**FY25**

ZAVALLAL PROJECT# 2943.00

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

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

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

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

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

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

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

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

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

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

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

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

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

<b>RISK CREATED BY NON-IMPLEMENTATION</b>
---

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

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

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

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

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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• Replace HVAC units in CMF

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
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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

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
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HVAC periodically fails in performance.

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

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

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

<b>BUDGET</b>	<b>CASH FLOW</b>
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AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
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								
<b>TOTAL</b>								
<b>\$426,000</b>								

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

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

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
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	

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

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

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

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

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

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

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

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

<b>RISK CREATED BY NON-IMPLEMENTATION</b>
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Impact to locomotive and cab car availability due to no parts available.

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

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$102,550	\$102,550
DESIGN	\$0			2026	\$102,550	\$102,550	\$102,550	\$102,550	\$410,200
ENVIRONMENTAL	\$0			2027	\$179,462	\$179,462	\$179,462	\$179,464	\$717,850
ROW ACQUISITION	\$0			2028	\$153,825	\$153,825	\$153,825	\$153,825	\$615,300
MATERIAL	\$1,570,000			2029	\$51,275	\$51,275	\$51,275	\$51,275	\$205,100
CONSTRUCTION	\$0			2030	\$0	\$0	\$0	\$0	\$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								
<b>TOTAL</b>	<b>\$2,051,000</b>								

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

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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•Repair Out of Service Cars to rehabilitate

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

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

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

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

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

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

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

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

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

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

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

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

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

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

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

<b>BUDGET</b>	<b>CASH FLOW</b>
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	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		
<b>TOTAL</b>	<b>\$2,117,000</b>		

	Q1	Q2	Q3	Q4	TOTAL
<b>FY</b>					
<b>2025</b>	\$0	\$0	\$0	\$105,850	\$105,850
<b>2026</b>	\$105,850	\$105,850	\$105,850	\$105,850	\$423,400
<b>2027</b>	\$185,238	\$185,238	\$185,238	\$185,236	\$740,950
<b>2028</b>	\$158,775	\$158,775	\$158,775	\$158,775	\$635,100
<b>2029</b>	\$52,925	\$52,925	\$52,925	\$52,925	\$211,700
<b>2030</b>	\$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

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

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

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

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

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

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

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

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

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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<ul style="list-style-type: none"> <li>• Toilet</li> <li>• Door</li> <li>• LED</li> <li>• Truck</li> <li>• Exterior Scheme</li> </ul> <p>Mile Posts: n/a</p>	<p>Division: All County: ALL Asset Type: Rolling Stock</p>
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<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
<ol style="list-style-type: none"> <li>1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> <li>5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

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

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
<p>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)</p>	

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

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

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

Division: All County: ALL Asset Type: Rolling Stock

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

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

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

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

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

<b>BUDGET</b>	<b>CASH FLOW</b>
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	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		
<b>TOTAL</b>	<b>\$8,316,000</b>		

	Q1	Q2	Q3	Q4	TOTAL
<b>FY</b>					
<b>2025</b>	\$0	\$0	\$0	\$415,800	\$415,800
<b>2026</b>	\$415,800	\$415,800	\$415,800	\$415,800	\$1,663,200
<b>2027</b>	\$727,650	\$727,650	\$727,650	\$727,650	\$2,910,600
<b>2028</b>	\$623,700	\$623,700	\$623,700	\$623,700	\$2,494,800
<b>2029</b>	\$207,900	\$207,900	\$207,900	\$207,900	\$831,600
<b>2030</b>	\$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

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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- Upgrade communication control device.
- Add interior destination panels.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

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

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

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

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

<b>BUDGET</b>	<b>CASH FLOW</b>
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	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		
<b>TOTAL</b>	<b>\$1,173,000</b>		

FY	Q1	Q2	Q3	Q4	TOTAL
<b>2025</b>	\$0	\$0	\$0	\$58,650	\$58,650
<b>2026</b>	\$58,650	\$58,650	\$58,650	\$58,650	\$234,600
<b>2027</b>	\$102,638	\$102,638	\$102,638	\$102,636	\$410,550
<b>2028</b>	\$87,975	\$87,975	\$87,975	\$87,975	\$351,900
<b>2029</b>	\$29,325	\$29,325	\$29,325	\$29,325	\$117,300
<b>2030</b>	\$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

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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• Engine overhaul - 100% replacement

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

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

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

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

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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Increase of impact to revenue service due to engine failures. Impact to shop availability due to increase of unscheduled maintenance for the failed engines.

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

BUDGET				CASH FLOW					
	AMOUNT	START	END		Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			FY					
DESIGN	\$0			2025	\$0	\$0	\$0	\$304,100	\$304,100
ENVIRONMENTAL	\$0			2026	\$304,100	\$304,100	\$304,100	\$304,100	\$1,216,400
ROW ACQUISITION	\$0			2027	\$532,175	\$532,175	\$532,175	\$532,175	\$2,128,700
MATERIAL	\$4,200,000			2028	\$456,150	\$456,150	\$456,150	\$456,150	\$1,824,600
CONSTRUCTION	\$0			2029	\$152,050	\$152,050	\$152,050	\$152,050	\$608,200
SPECIAL RAIL EQUIP	\$0			2030	\$0	\$0	\$0	\$0	\$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								
<b>TOTAL</b>	<b>\$6,082,000</b>								

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

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life.

Train Control Back Office:

- 1) DOC/MOC/Vegas Servers
- 2) CAD Workstations and Monitors

Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

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

**RISKS CAUSING PROJECT DELAY**

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
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Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and Centralized train control systems and equipment. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry

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

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

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

<b>BUDGET</b>	<b>CASH FLOW</b>
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	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		
<b>TOTAL</b>	<b>\$2,833,000</b>		

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

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

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

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

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

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

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

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

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)

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

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

Mile Posts: 426.4 - 441.24

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

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

**RISKS CAUSING PROJECT DELAY**

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

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

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

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

	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				RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership 2. (Goal 2: Maintain Fiscal Sustainability) Increase fare revenue 3. (Goal 3: Invest in People and Assets) Maintain State of Good Repair									
JUSTIFICATION				RANKING // PROJECT READINESS					
Short pay CAM expenses from FY 2019 to current -Pay current station share of rehab costs for the use of Union Station.				1. Condition of Asset..... Worn 2. System Impact..... Average					
RISK CREATED BY NON-IMPLEMENTATION									
Failure to implement improvements can lead to lead station vulnerability, additional costs in utilities and subcontractor Current Age: 34 Year(s) Standard Lifespan: 20 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$1,650,000	\$1,650,000
DESIGN	\$35,000			2026	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL	\$0			2027	\$0	\$0	\$0	\$0	\$0
ROW ACQUISITION	\$0			2028	\$0	\$0	\$0	\$0	\$0
MATERIAL	\$0			2029	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$1,150,000			2030	\$0	\$0	\$0	\$0	\$0
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								
<b>TOTAL</b>	<b>\$1,650,000</b>								

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%

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



# PROJECT PROPOSAL

**FY25**

RIEMERM PROJECT# 2883.00

## PROJECT : WEST PORTAL OLYMPIC READINESS UPGRADE PROJECT

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

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

--

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

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

**RISK CREATED BY NON-IMPLEMENTATION**

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

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

<b>BUDGET</b>	<b>CASH FLOW</b>
---------------	------------------

	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		
<b>TOTAL</b>	<b>\$786,000</b>		

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

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

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

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

--

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
----------------------	-------------------------------------

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

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

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

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

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

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				RISKS CAUSING PROJECT DELAY					
1. (Goal 7: Improve Organizational Efficiency) Clearly define staff roles and 2. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce 3. (Goal 6: Improve Communications to Customers and Stakeholders) Improve									
JUSTIFICATION				RANKING // PROJECT READINESS					
Proper Oversight is needed for the project to make sure all the requirements are met				1. System Reliability..... High 2. Ridership Increase..... Average 3. Capacity Improvements..... Low					
RISK CREATED BY NON-IMPLEMENTATION				4. Safety & Security..... High 5. Environmental..... Low					
Risk involved in non-implementation is that the project might result in a system which is not fully aligned with Metrolink needs.									
Current Age: New Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2025	\$0	\$0	\$0	\$47,250	\$47,250
DESIGN	\$25,000			2026	\$47,250	\$47,250	\$47,250	\$47,250	\$189,000
ENVIRONMENTAL	\$0			2027	\$82,688	\$82,688	\$82,688	\$82,686	\$330,750
ROW ACQUISITION	\$0			2028	\$70,875	\$70,875	\$70,875	\$70,875	\$283,500
MATERIAL	\$300,000			2029	\$23,625	\$23,625	\$23,625	\$23,625	\$94,500
CONSTRUCTION	\$0			2030	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$5,000								
DBE/LABOR	\$10,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$164,000								
* SUPPORT STAFF	\$105,000								
* CONSULTANT	\$250,000								
CONTINGENCY	\$86,000								
<b>TOTAL</b>	<b>\$945,000</b>								



# PROJECT PROPOSAL

**FY25**

SHAHIDS PROJECT# 2944.00

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

<b>SCOPE</b>	<b>TYPE: CAPITAL   MRP  </b>
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- 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

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
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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

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
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Fall Protection at CMF roof is highly recommended to increase safety.

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

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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If not implemented there would be a higher risk of accident from falling

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END		Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			<b>FY</b>					
DESIGN	\$10,000			<b>2025</b>	\$0	\$0	\$0	\$5,500	\$5,500
ENVIRONMENTAL	\$0			<b>2026</b>	\$5,500	\$5,500	\$5,500	\$5,500	\$22,000
ROW ACQUISITION	\$0			<b>2027</b>	\$9,625	\$9,625	\$9,625	\$9,625	\$38,500
MATERIAL	\$0			<b>2028</b>	\$8,250	\$8,250	\$8,250	\$8,250	\$33,000
CONSTRUCTION	\$70,000			<b>2029</b>	\$2,750	\$2,750	\$2,750	\$2,750	\$11,000
SPECIAL RAIL EQUIP	\$0			<b>2030</b>	\$0	\$0	\$0	\$0	\$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								
<b>TOTAL</b>	<b>\$110,000</b>								

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

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

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

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
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1. (Goal 4: Retain and Grow Ridership) Improve service reliability
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

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<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
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Project is critical to ensuring continuity of operations in the event of a power outage or natural disaster impacting the Pomona area. Currently both Metrolink dispatching and operations centers (MOC and DOC) are located in Pomona, CA within close proximity to each other. In case of a power outage or natural disaster, the entire network could

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

**RISK CREATED BY NON-IMPLEMENTATION**

4. Safety & Security..... High
5. Environmental..... Low

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)

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.

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		
<b>TOTAL</b>	<b>\$520,000</b>		

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

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

Mile Posts: n/a

Division: Redlands County: SB Asset Type: Train Control

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

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

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

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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Current Age: New Standard Lifespan: 0 Year(s)

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

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

FY25 PROPOSED CAPITAL PROGRAM CASHFLOW  
as of 04.16.24

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

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

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





# METROLINK

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



# Agenda

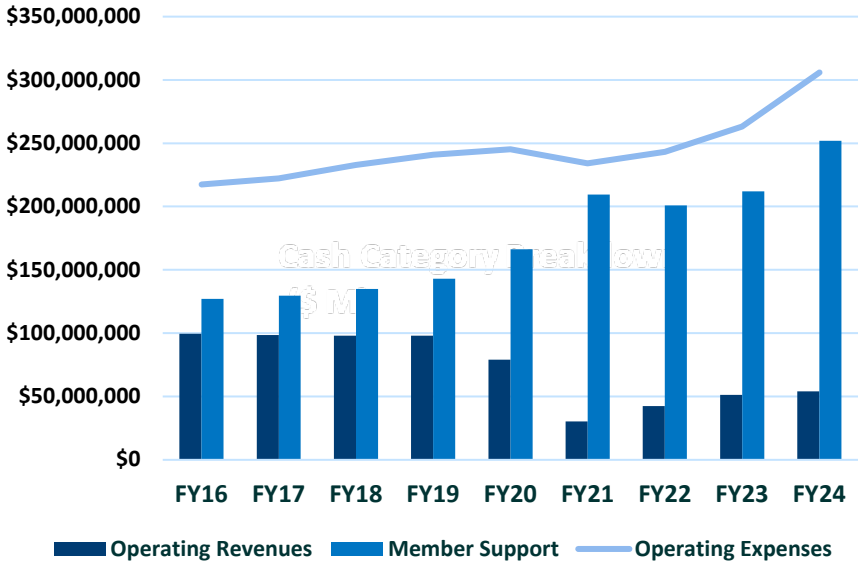
- Budget Challenges
- FY25 Budget Assumptions
- Sperry Capital / KPMG Ridership Forecast
- Proposed FY25 Operating Budget
- Proposed FY25 Capital Program Budget
- Summary

# Our Operating Budget Challenges

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

# Operating Budget Challenges

## Revenues, Support, and Expenses by Year



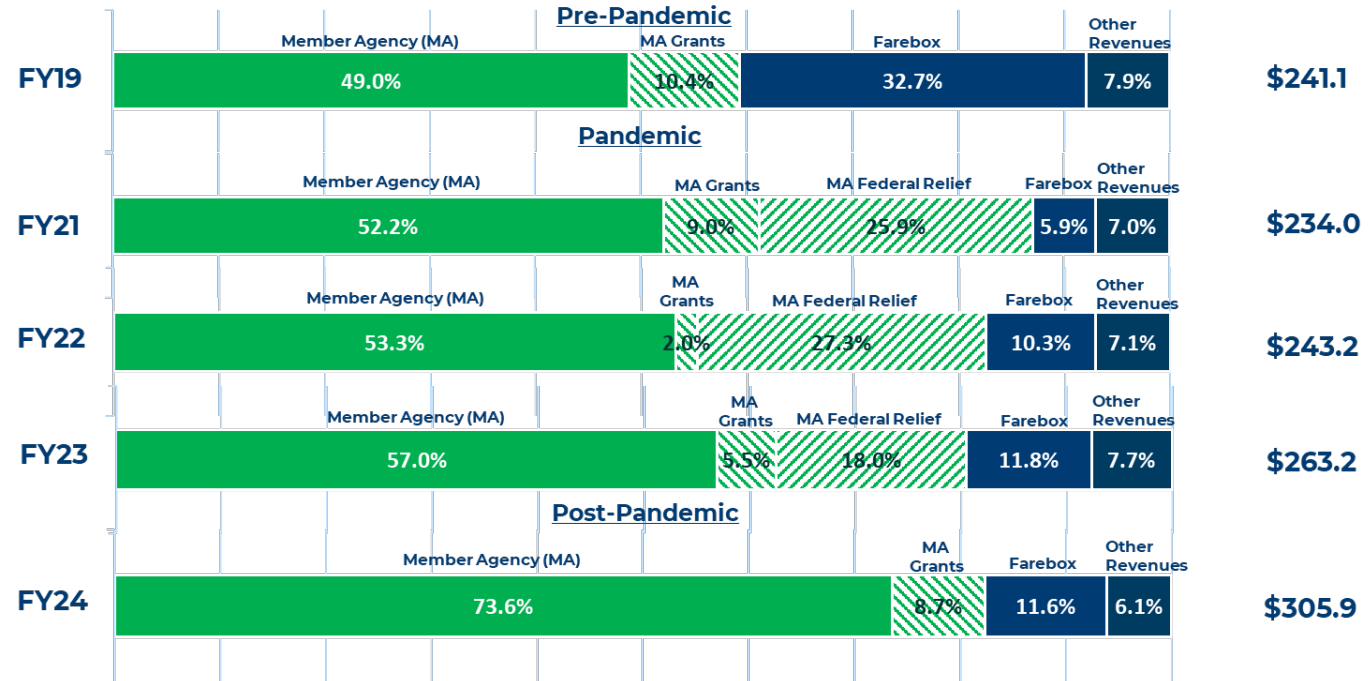
- Revenues:
  - Pre-Pandemic Revenues roughly flat (FY16 – FY19)
  - Post-Pandemic revenues are slowly increasing
- Expenses
  - Pre-Pandemic Operating Expenses increasing YOY
- Required Member Agency support increasing YOY

**Notes:**

- FY16 - FY23 Actuals
- FY24 Budgets

# Metrolink Operating Funding Sources

## Metrolink's Operating Budget Funds



# Proposed FY25 Operating Budget Assumptions

## Service Level:

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

## Revenue:

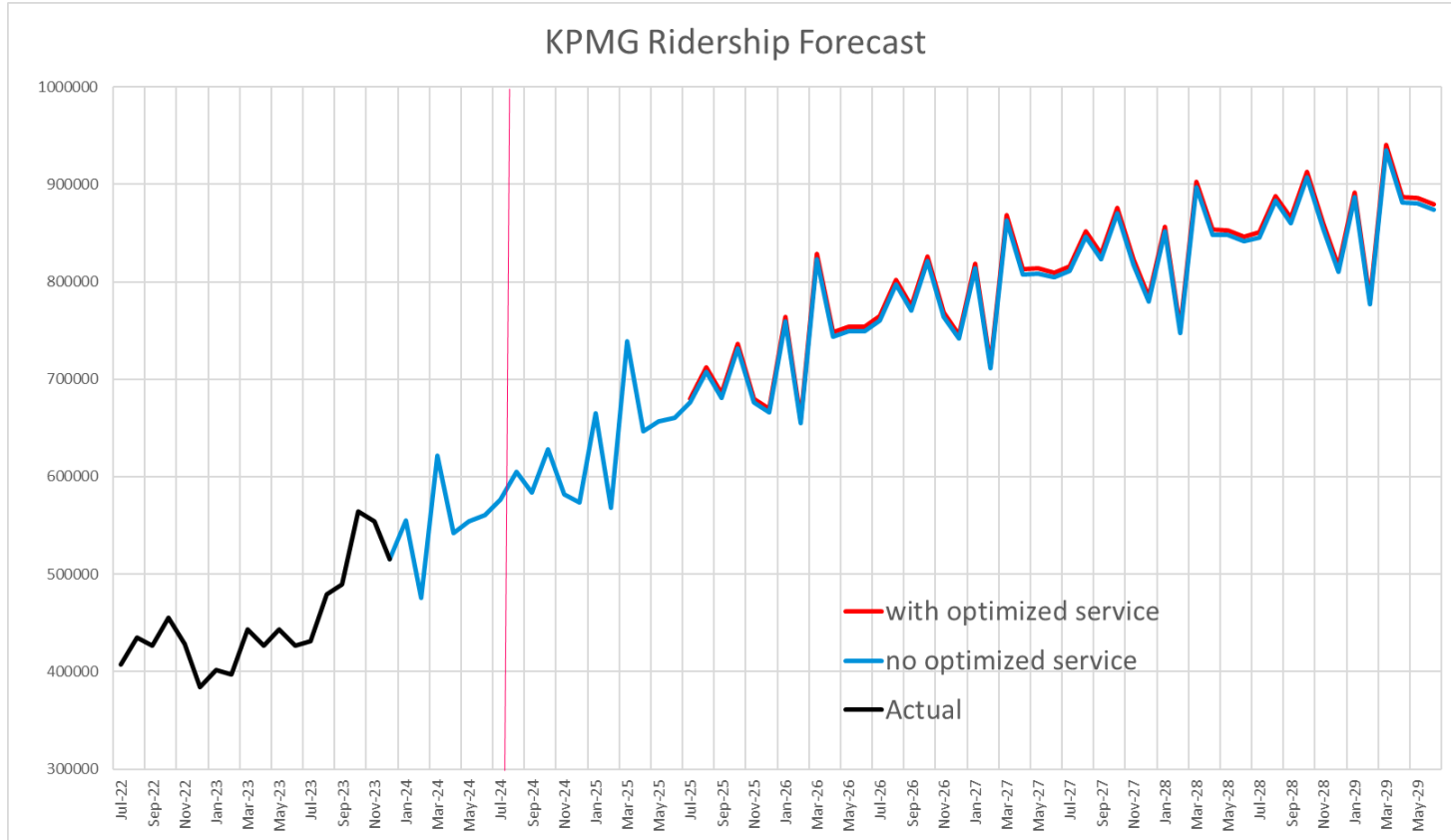
- Revenue / Ridership based on Updated Sperry Capital / KPMG Forecast
- No Fare Increases
- New Fare Promotions

## Expenses:

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

**Note: Arrow Service is a Separate Budget**

# Sperry Capital / KPMG Ridership Forecast



# Operating Budget



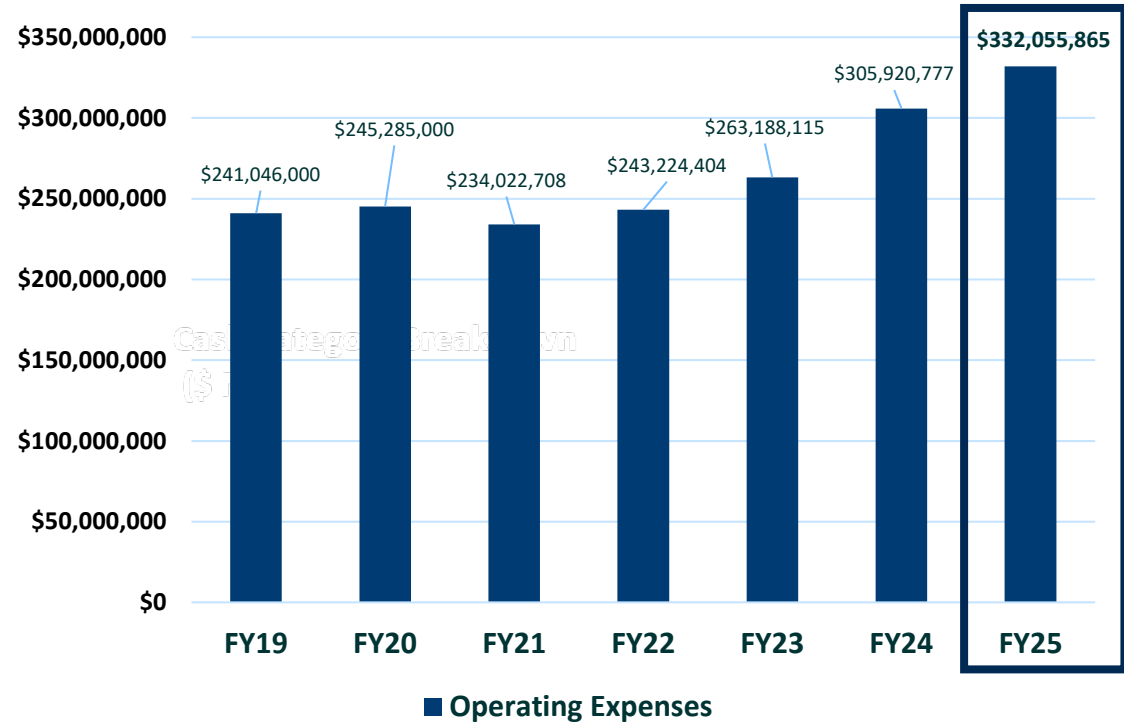
# Proposed FY25 Operating Budget Summary

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



# Operating Expenses FY19 – FY25

## Operating Expenses FY19 – FY25

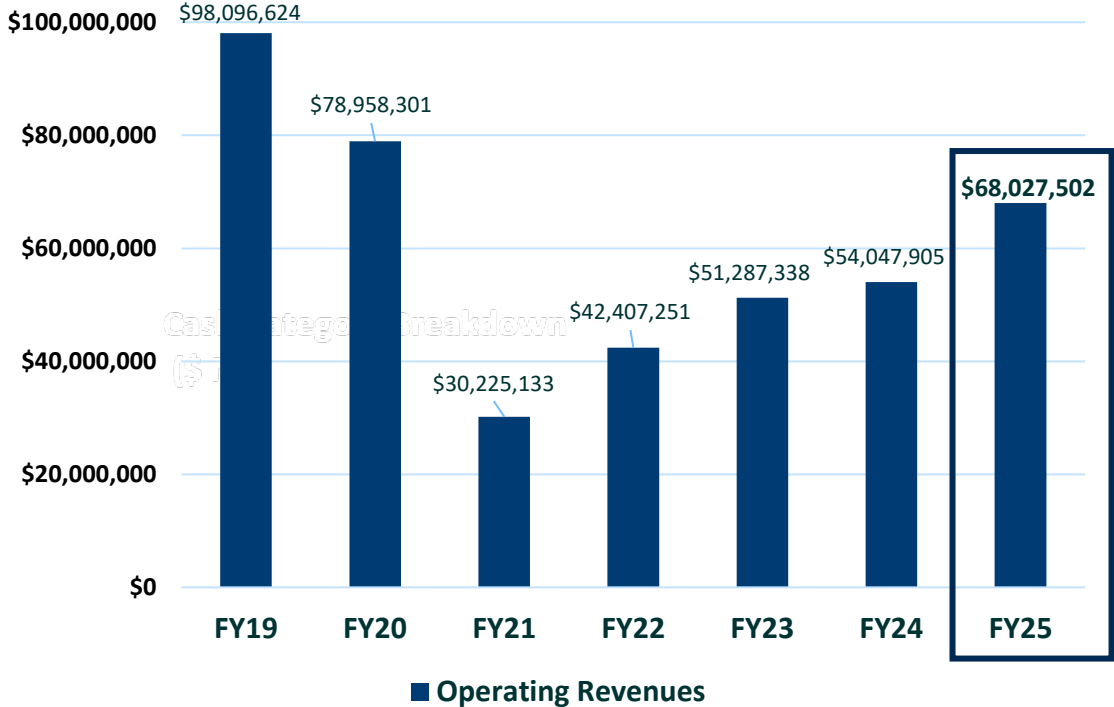


### Notes:

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

# Operating Revenues FY19 – FY25

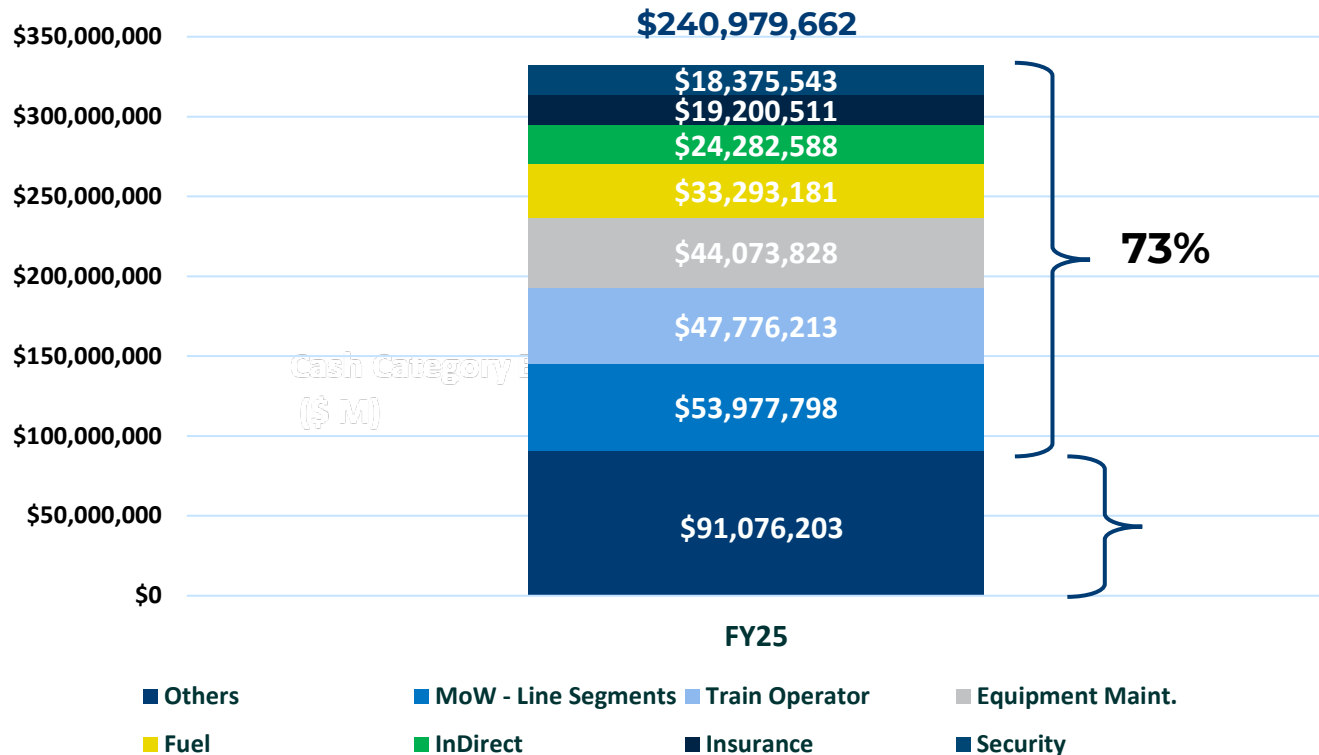
## Operating Revenues



**Note:**

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

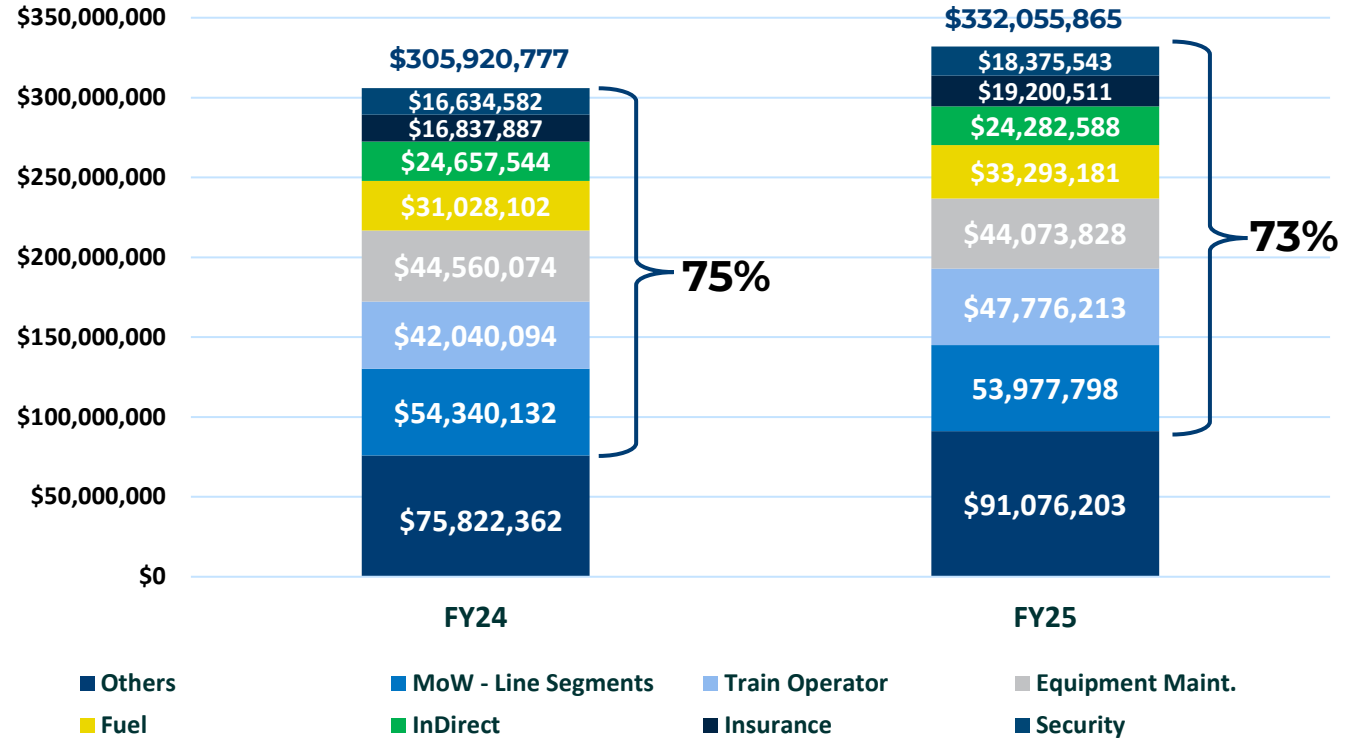
# Top Drivers of \$332.1M Operating Expenses FY25



**Note:**

- MoW – Line Segments = Tracks & Signals and Structures

# Top Drivers Comparing Operating Expenses FY24 vs FY25



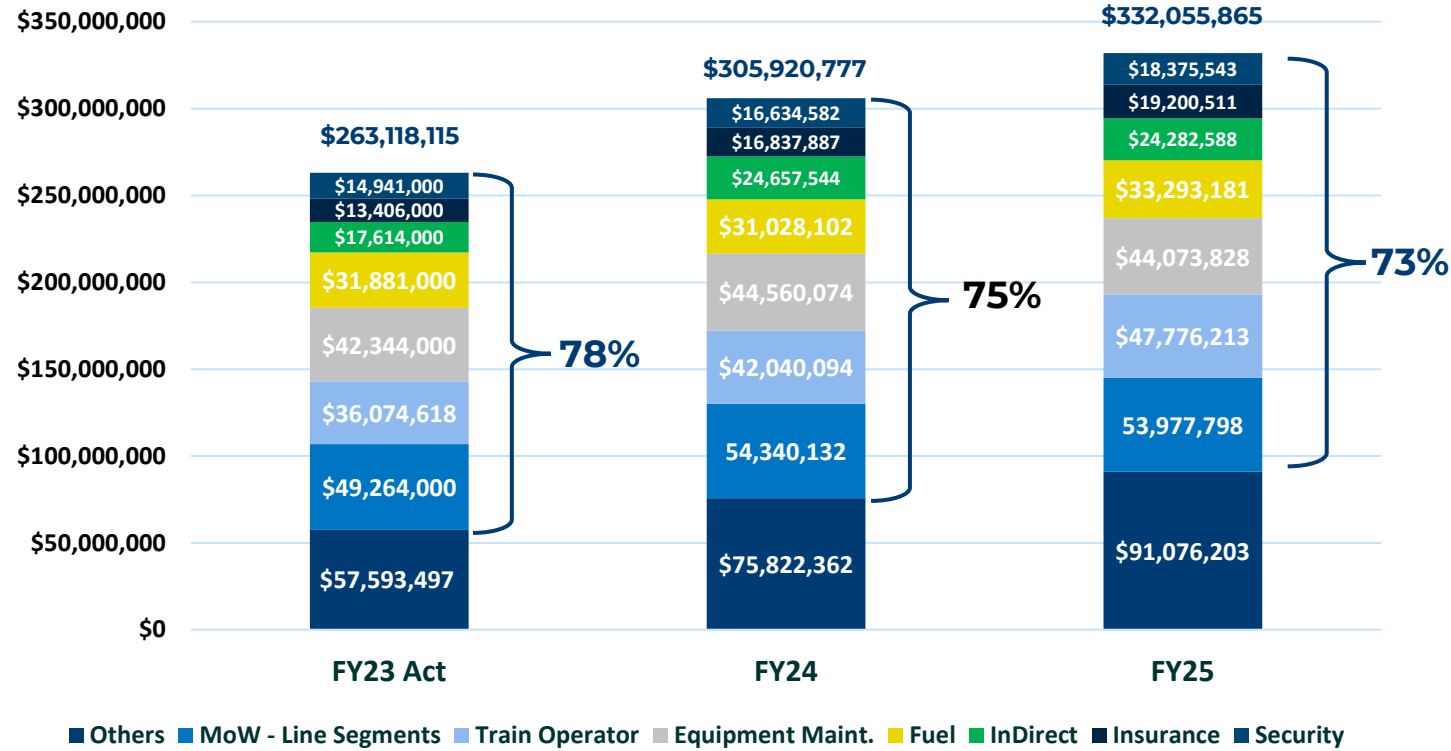
**Note:**

- MoW – Line Segments = Tracks & Signals and Structures

## Top Operating Expense Drivers Comparison FY24 vs FY25

# Top Drivers Comparing Operating Expenses FY23 vs FY24 vs FY25

## Top Operating Expense Drivers Comparison FY23 vs FY24 vs FY25

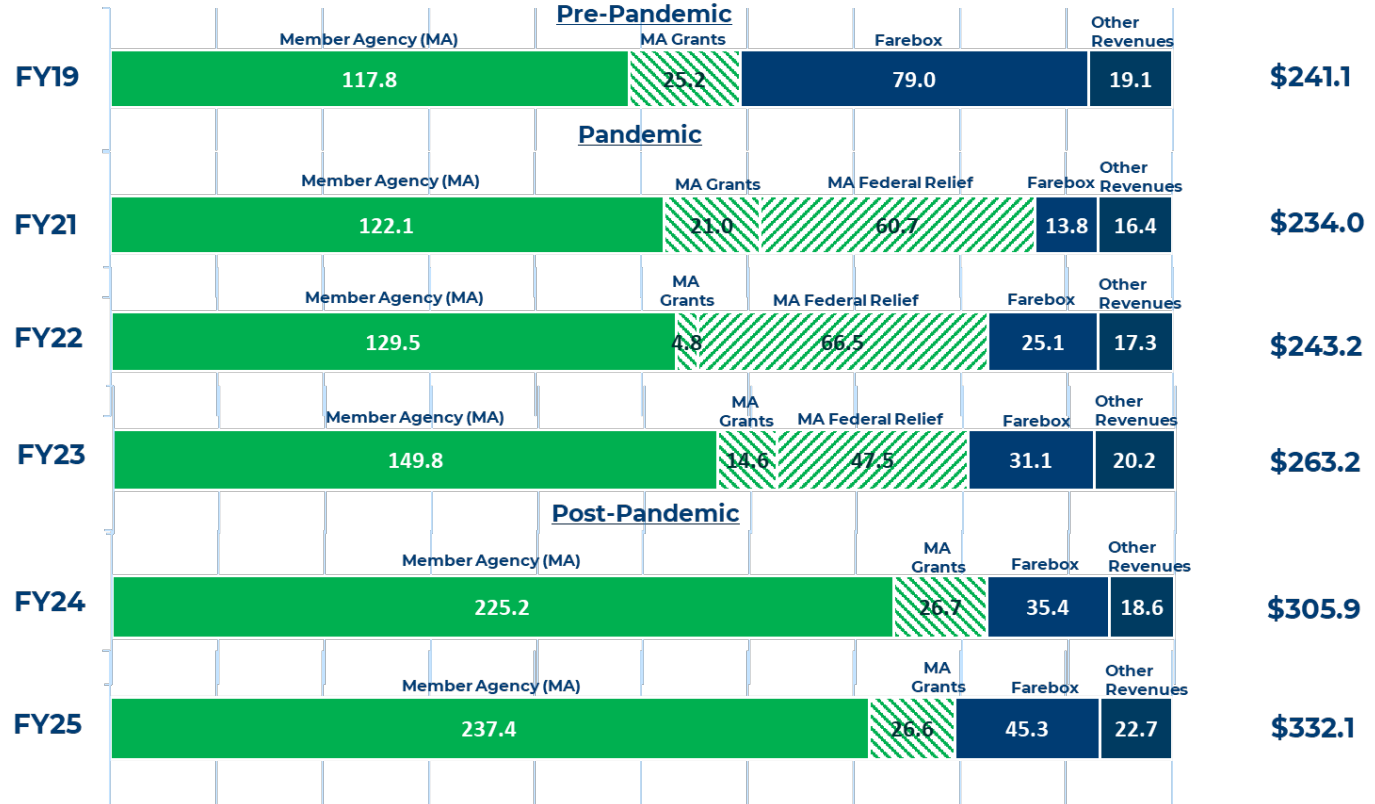


**Note:**

- MoW – Line Segments = Tracks & Signals and Structures

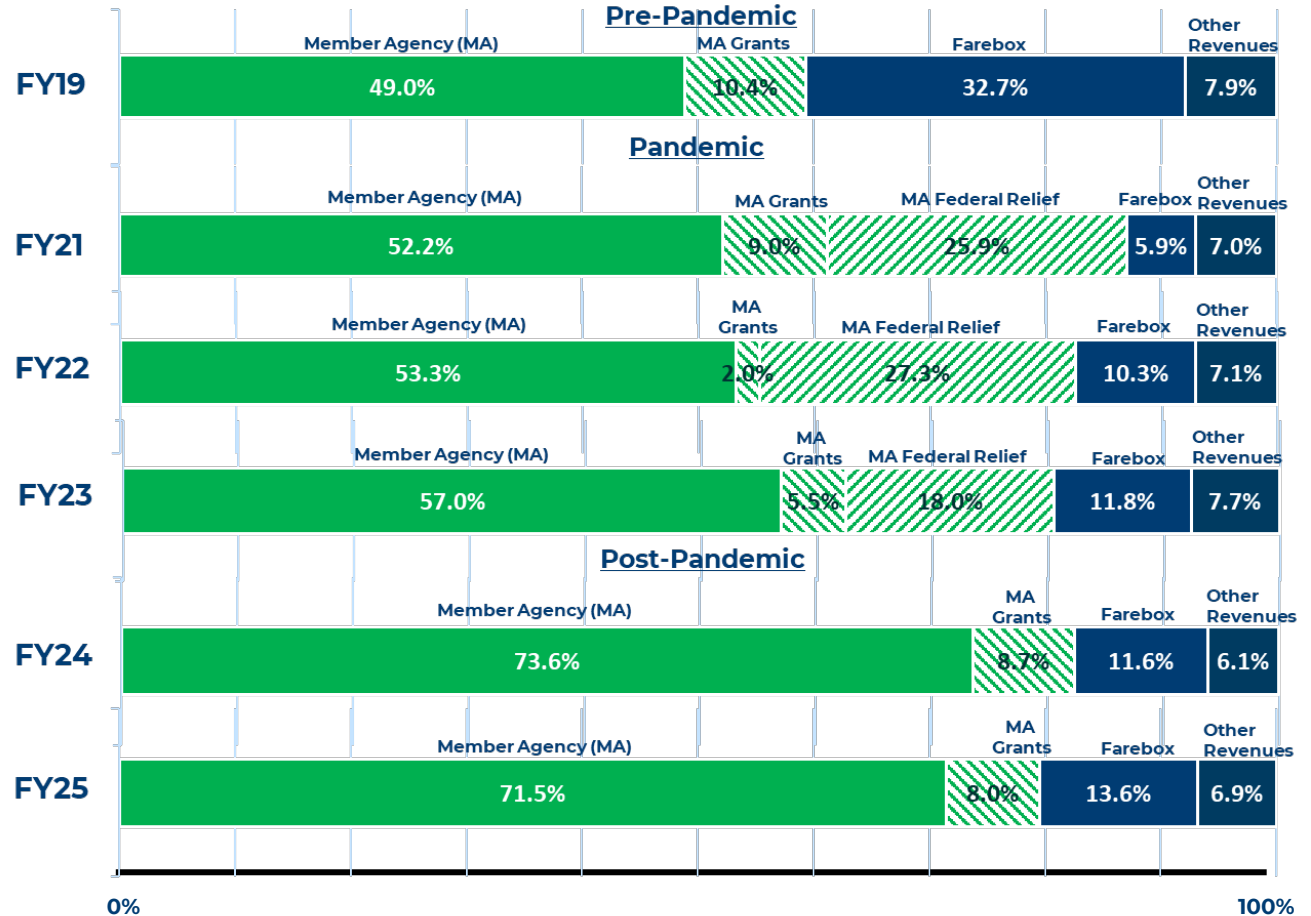
# Metrolink Operating Funding Sources

## Metrolink's Operating Budget Funds



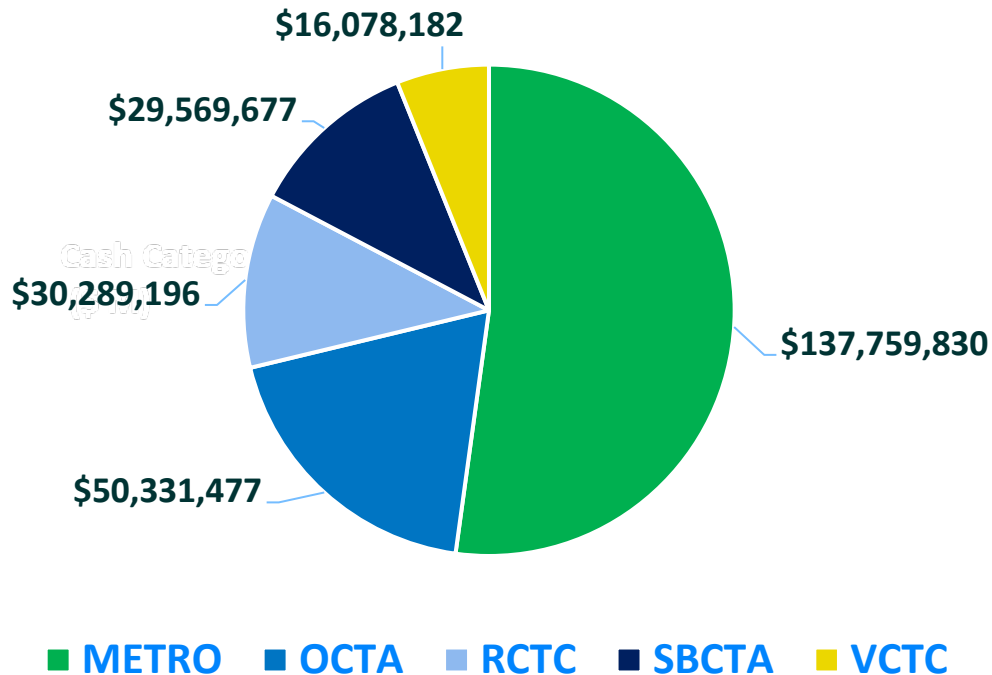
# Metrolink Operating Funding Sources

## Metrolink's Operating Budget Funds



# Proposed FY25 Operating Support Required by Member Agency

Operating Support Required (\$264.0M)



**Notes:**

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

Operating Support Required from Member Agencies



# Comparative FY25 Operating Support Required by Member Agency

## Comparative FY25 Operating Support Required from Member Agencies

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

**Notes:**

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

# Revised New Capital Program Budget



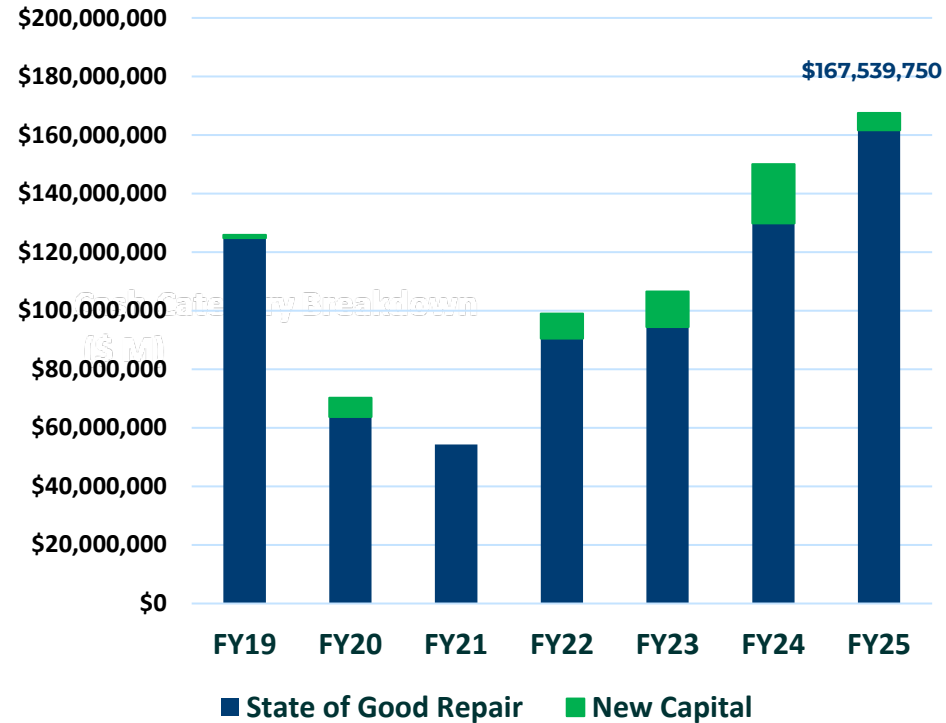


## Revised Proposed FY25 System Capital Program Overview

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

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

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

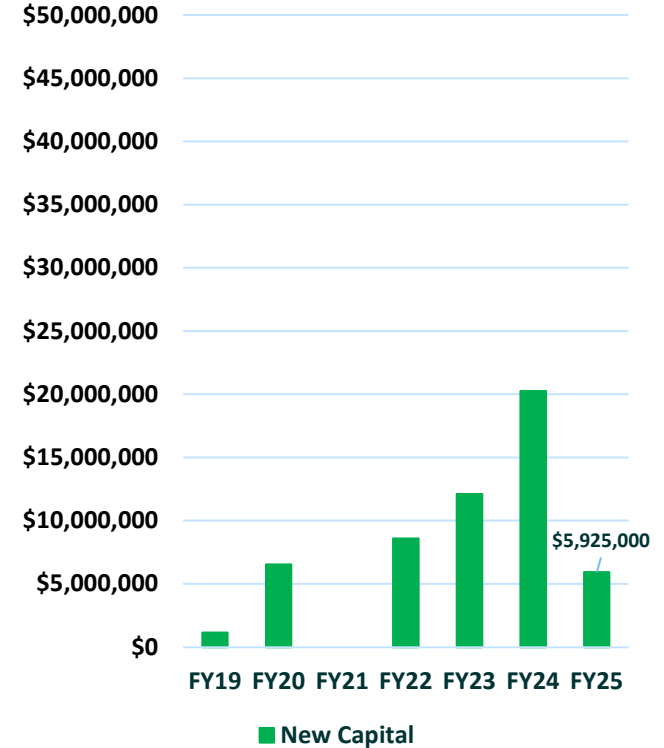
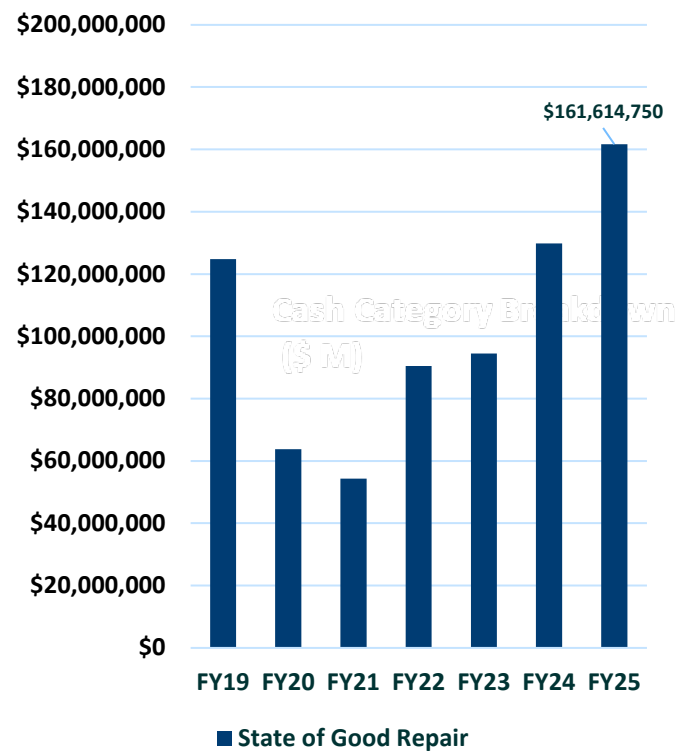


**Note:**

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

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

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



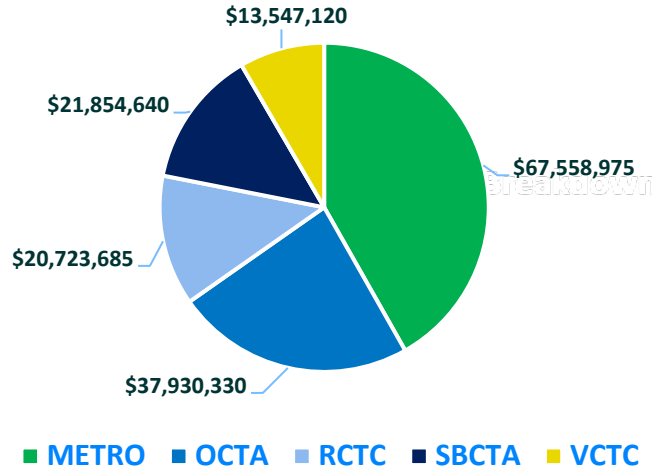
**Note:**

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

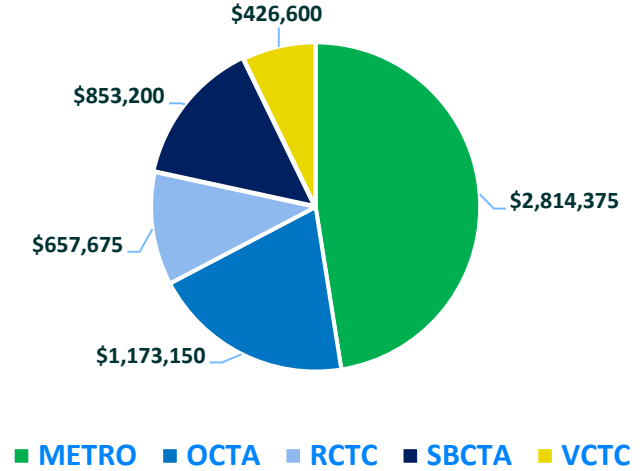
# Proposed FY25 Capital Program By Member Agency

FY25 Capital Program  
By Member Agency  
- SGR  
- New Capital

## State of Good Repair



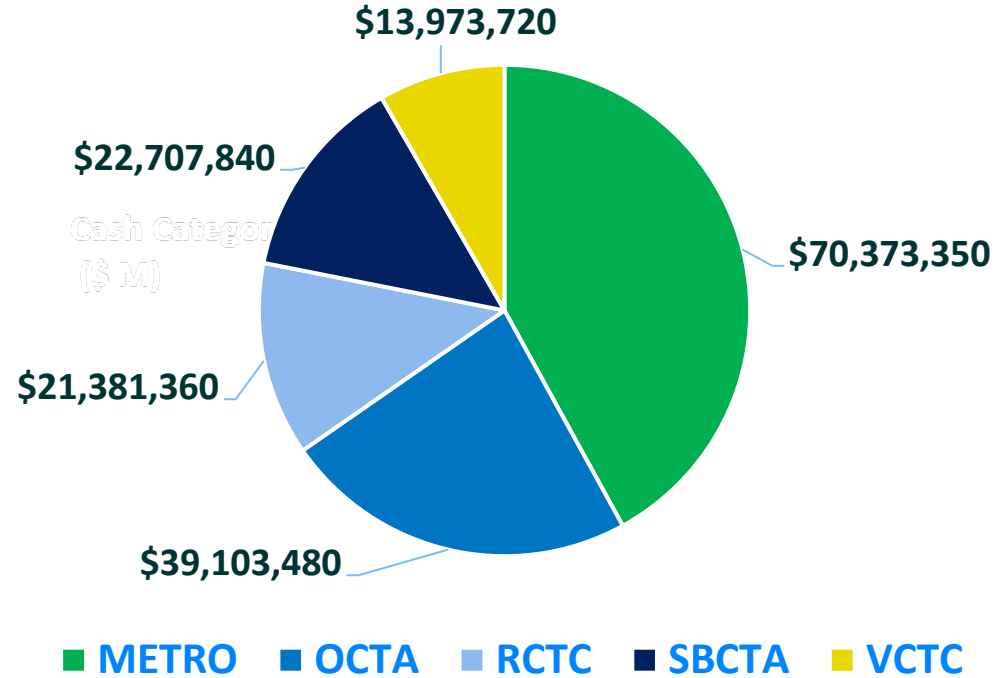
## New Capital



Notes:

# Proposed FY25 Capital Program By Member Agency

Capital Support Required (\$167.5M)



Notes:



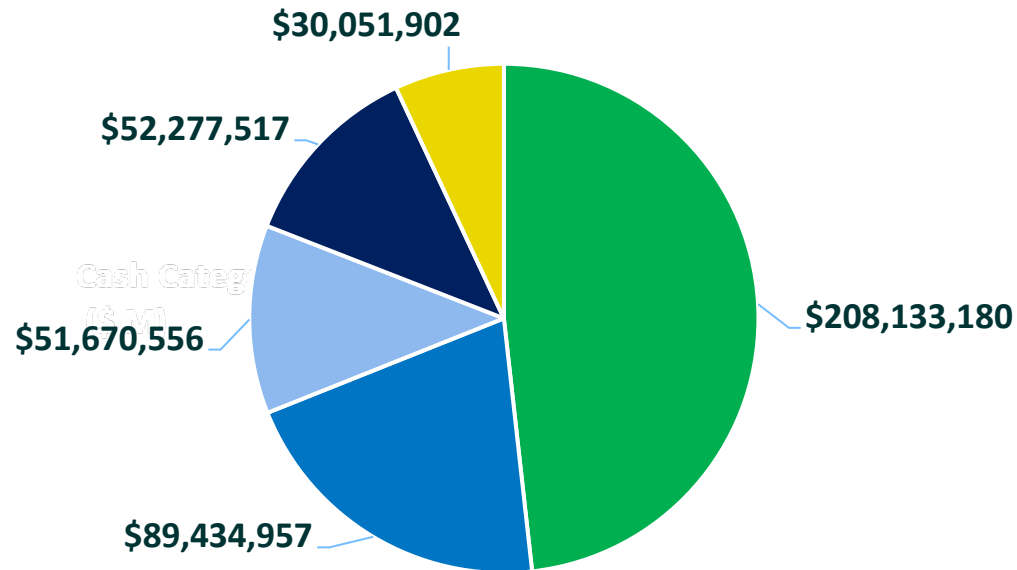
# Summary

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



# Proposed FY25 Budget Support Required by Member Agency

Total Support Required (\$431.6M)



■ METRO ■ OCTA ■ RCTC ■ SBCTA ■ VCTC

**Notes:**

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

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

# Proposed FY25 Budget Summary of Support by Member Agency

## FY25 Budget Summary of Support by Member Agencies

FY25 Proposed Budget Hybrid Scenario (includes mobilization)						
	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Support	137,759,830	50,331,477	30,289,196	29,569,677	16,078,182	264,028,362
Total Capital Support	70,373,350	39,103,480	21,381,360	22,707,840	13,973,720	167,539,750
<b>Total</b>	<b>208,133,180</b>	<b>89,434,957</b>	<b>51,670,556</b>	<b>52,277,517</b>	<b>30,051,902</b>	<b>431,568,112</b>
Cash Category Breakdown (\$ MIL)						
FY24 Amended Budget						
	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Support	128,093,315	50,557,390	28,141,155	28,754,730	16,326,283	251,872,872
Total Capital Support	72,989,847	29,554,225	15,624,704	17,967,472	13,923,752	150,060,000
<b>Total</b>	<b>201,083,162</b>	<b>80,111,615</b>	<b>43,765,859</b>	<b>46,722,202</b>	<b>30,250,035</b>	<b>401,932,872</b>
Year-Over-Year Variance						
	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Total Support</b>	<b>7,050,018</b>	<b>9,323,343</b>	<b>7,904,697</b>	<b>5,555,316</b>	<b>(198,133)</b>	<b>29,635,240</b>
<i>% variance</i>	3.5%	11.6%	18.1%	11.9%	-0.7%	7.4%



**Thank you! Questions?**



# Metrolink FY 25 Annual Work Program

Finance, Budget and Audit Committee

June 20, 2024



**Metro**

# Recommendations

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





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

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

# Recommendation B: Right of Way (ROW) Maintenance Funding

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

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

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



# Recommendations D, E, F and G

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





Board Report

File #: 2024-0325, File Type: Budget

Agenda Number: 12.

FINANCE, BUDGET, AND AUDIT COMMITTEE  
JUNE 20, 2024

SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2025 BUDGET

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$189,763,812 for FY25. This amount includes:

- Local funds for operating and capital expenses in the amount of \$187,153,892
- Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,609,920

B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

ISSUE

The total FY25 budget proposed for Americans with Disabilities Act (ADA) paratransit service for Los Angeles County is \$340,403,566. This includes a not to exceed amount of \$337,793,646 in funds for Access, the Agency that provides ADA paratransit service on behalf of Metro and the fixed route operators, to support their operating and capital needs, and \$2,609,920 for Metrolink's participation in Access' Free Fare Program.

The Access budget is proposed to be funded with various federal and local funding sources. Of this total, \$118,605,981 will be funded by federal grants, including federal Surface Transportation Block Grant (STBG) Program funds, Section 5310 and 5317 funds. The remaining amount of \$221,797,585 will be funded with Measure M ADA Paratransit Service (MM2%) funds, Proposition C 40% Discretionary (PC40%) funds, passenger fares and other funding sources generated by Access. See Attachment A for complete funding details.

## **BACKGROUND**

Metro, as the Regional Transportation Planning Authority, provides funding to Access to administer the delivery of regional ADA paratransit service on behalf of Metro and the forty-five other public fixed route operators in Los Angeles County. The provision of compliant ADA mandated service is considered a civil right under federal law and must be appropriately funded.

Access' service area covers more than 1,950 square miles of Los Angeles County. In FY25, Access is forecasted to provide more than 3.9 million passenger trips to approximately 113,000 qualified ADA paratransit riders. The paratransit service area is divided into six regions - Eastern, Southern, West Central, Northern, Santa Clarita, and Antelope Valley and operated by six contractors utilizing a mixed fleet of taxicabs, accessible vehicles, and transportation network companies like SilverRide and Uber to ensure efficient and effective service.

## **DISCUSSION**

### **Ridership**

Access' budget is based on a paratransit ridership forecast provided by an independent third-party consulting firm, Hollingsworth Consulting (Hollingsworth). The paratransit demand analysis uses historical data and other variables to form the basis for the ridership forecast. Total forecasted passengers including Access customers, personal care assistants and guests are then converted to trips.

Based on ridership data through December 2023, Hollingsworth projects ridership to increase by 26.1% in FY25 (compared to the FY24 budget) to more than 4.8 million passengers, exceeding pre-pandemic annual ridership. The FY25 budget will fund Access' request, reflecting Hollingsworth's ridership forecast. The number of trips and the contractual cost per trip are the major cost drivers in Access' budget.

### **Cost Per Trip**

In FY25, Access projects the estimated average fully loaded cost per trip will be \$62.53, a decrease from the FY24 average cost per trip of \$62.79.

With the 26.1% increase in the number of trips in FY25, the average cost per trip is expected to decline because the fixed-fee components (i.e., lease costs, insurance, utilities, and administrative costs/staff) of Access' paratransit service contracts generally only increase by the Consumer Price Index (CPI).

### **Fares**

Section 37.131(c) of the Code of Federal Regulations limits paratransit fares to no more than twice the full, non-discounted fixed-route base fare. A subsequent amendment in the 2015 Fixing America's Surface Transportation (FAST) Act tied Access' fares to the Metro base fare of \$1.75 for

purposes of calculating a maximum paratransit fare amount for Los Angeles County.

Access charges a fare of \$2.75 each way for a trip of up to 19.9 miles and a fare of \$3.50 for a trip of 20 miles or more in the Los Angeles basin. For fares in the Santa Clarita and Antelope Valleys, Access charges \$2.00 each way due to the lower base fares of the fixed-route systems in those areas. However, Access riders on fixed route service and Metrolink ride for free.

In FY25, Access projects fare revenues of \$11.1 million, an increase of \$2.3 million or 25.7% over FY24.

**FY25 Proposed Budget**

Access' FY25 total operating and capital budget is expected to increase by 21.6% as outlined in the table below.

Access Services - FY25 Proposed Budget

Expenses (\$ in millions)	FY24	FY25	\$ Change	% Change
	Adopted	Proposed		
1 Direct Transportation <sup>1</sup>	\$ 208.8	\$ 259.9	\$ 51.1	24.5%
2 Contracted Support	16.8	15.0	(1.8)	-10.7%
3 Management/Administration	15.4	16.3	0.9	5.9%
4 <b>Total Operating Costs</b>	<b>241.0</b>	<b>291.2</b>	<b>50.2</b>	<b>20.8%</b>
5 Capital Rolling Stock - Prior Year	32.4	16.3	(16.1)	-49.6%
6 Capital Rolling Stock - New	1.3	22.3	21.0	1615.4%
7 Capital Construction	-	5.0	5.0	100.0%
8 Facilities Development & Construction Fund (Non-Metro)	3.0	3.0	-	0.0%
9 <b>Total Capital Program</b>	<b>36.7</b>	<b>46.6</b>	<b>9.9</b>	<b>27.1%</b>
10 <b>Total Expenses</b>	<b>\$ 277.7</b>	<b>\$ 337.8</b>	<b>\$ 60.1</b>	<b>21.6%</b>

Note: Totals may not add up because of rounding

<sup>1</sup> FY24 Adopted Budget includes \$5 million in ridership reserve and FY25 Proposed Budget includes \$15 million in ridership reserve

**Operating Costs**

Direct Transportation costs are projected to increase by 24.5% due to a 26.1% increase in paratransit demand and contractual CPI increases for the service delivery contractors. Contracted Support costs are estimated to decrease by 10.7% due to the new eligibility contract providing significant cost savings with fewer annual evaluations due to a change in Access policy granting customers five years of eligibility instead of three. Management & Administration costs will increase by 5.9% due to legal expenses; contractual CPI increases as well as staff cost of living adjustments (COLA).

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## Capital Program - Rolling Stock and Facilities Development & Construction

Access' total capital program is \$46.6 million, an increase of 27.1% over FY24. This includes \$22.3 million for new rolling stock to replace 167 vehicles which is about 23% of their fleet. Delays in vehicle production and availability in the past few years have lengthened the delivery schedule and up to \$16.3 million will be carried over from FY24 for the purchase of revenue vehicles, which are scheduled to be delivered in FY25. Most of Access' revenue vehicles in the fleet have surpassed their useful life of 250,000 miles. The Federal Transit Administration (FTA) vehicle replacement limit is 100,000 miles per vehicle. Starting in FY25, Metro is moving from an advanced payment method for capital expenses to a reimbursement process, including for capital rolling stock. This reimbursement approach aligns with how Metro currently funds capital purchases for LA County Municipal Operators.

In addition, the capital program includes funds for facilities construction and development. Access' Strategic Plan calls for the development of Access-owned operating facilities in each of its six service regions to enhance long-term fiscal and operational effectiveness.

A Facilities Development & Construction Fund was established to advance the development of a paratransit operations and maintenance facility in Lancaster, California in the Antelope Valley. This facility is being partially funded with the Federal Emergency Management Agency (FEMA) and Medical trips reimbursements, \$3 million from Non-Metro funds for the Facilities Development & Construction Fund, \$5 million in PC40% funds and other COVID relief funding. Access will issue a Request for Proposals for construction services this calendar year with groundbreaking expected next year. Completion of the project is anticipated toward the end of 2026.

Access will continue to submit federal earmark requests and grant applications to reduce the need for Metro local fund sources such as PC 40% funds. These limited funds are reserved for transit service operations and are treated as funds of last resort for capital expense purposes. Programming of local funds for a maintenance facility requires Metro approval.

### FY25 Operating Reserve

Access' forecasting firm is projecting ridership increases to exceed pre-pandemic levels. Metro will place in reserve \$15 million of the budgeted amount and will make it available to Access should FY25 demand appear likely to meet the projected ridership forecast.

### FY24 Performance

Through April 2024, Access has provided 2.8 million paratransit trips, which is about 99% of the trips provided during the same pre-pandemic period in 2019.

Overall, most operational statistics show improvement in FY24 when compared to FY23. This reflects Access' improvements with driver hiring and retention. Contractors who do not meet certain KPIs must provide a service improvement plan and are assessed liquidated damages, when contractually applicable.

The following Key Performance Indicators (KPIs) are in place to ensure that optimal and efficient

levels of service are provided countywide. These are reported monthly, and a year-over-year comparison is shown below:

Key Performance Indicators	Standard	FY23	FY24*
On-Time Performance	≥ 91%	91.3%	92.1%
Excessively Late Trips	≤ 0.10%	0.05%	0.03%
Excessively Long Trips	≤ 5.0%	3.6%	3.6%
Missed Trips	≤ 0.75%	0.44%	0.34%
Denials	0	4	4
Access to Work - On-Time Performance	≥ 94%	95.5%	95.8%
Average Hold Time (Reservations)	≤ 120	60	54
Calls On Hold > 5 Min (Reservations)	≤ 5%	2.3%	2.5%
Calls On Hold > 5 Min (ETA)	≤ 10%	2.0%	2.6%
Complaints Per 1,000 Trips	≤ 4.0	2.7	2.1
Preventable Incidents per 100,000 miles	≤ 0.25	0.19	0.19
Preventable Collisions per 100,000 miles	≤ 0.75	0.82	0.83
Miles Between Road Calls	≥ 25,000	41,561	46,464

\*Statistical data through April 2024

Access has set aggressive performance goals for contractors. Two performance indicators fell slightly short of the goals, preventable collisions, and denials. The preventable collision goal fell short at .81, close to standard, mainly because of minor incidents like curb collisions and backing into objects. There have been four (4) individual denials in FY24 out of 2.8 million trips due to reservationists offering trip times outside of the allowable one-hour window; in each of these instances, immediate retraining was provided for staff.

**Access Update in FY24:**

- Received \$3 million in federal funding for the Antelope Valley region paratransit operations facility
- Awarded contracts to the Eastern (San Gabriel Valley) region and eligibility service contractors
- Completed Customer satisfaction survey via text and phone - results will be shared in summer of 2024
- Implemented the Access Flex pilot program in the Southern Region

**In FY25, Access plans to:**

- Continue development of the Antelope Valley region paratransit operations facility
- Continue collaboration with Metro staff and LA28 on preparation of the 2028 Olympic and

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Paralympic games and seek federal funding for a facility legacy project in the Southern region

- Initiate a pilot program for accessible electric and hydrogen paratransit vehicles
- Provide results of customer satisfaction survey in quarter 1 of FY25
- Continue Access Flex pilot program in the Southern Region

### **Metro Oversight Function**

Metro provides oversight of Access to ensure system equity, inclusion, cost efficiency, and accountability in their provision of ADA paratransit service. Metro actively participates and is represented on Access' Board of Directors and the Transportation Professionals Advisory Committee. Access will continue to be included in Metro's Consolidated Audit process. Additionally, at the request of the Metro Finance, Budget & Audit Committee, Access provides updates to the committee that includes an overview of Access' performance outcomes and service initiatives on a semiannual basis.

### **FINANCIAL IMPACT**

Access' proposed budget for FY25 is included in Cost Center 0443, Project 410011, and Account 54001 in the FY25 Metro Annual Budget as adopted at the May 2024 Board meeting.

### **Impact to Budget**

Access' funding will come from Measure M 2% funds in the amount of \$18,287,939 million, and Proposition C 40% funds in the amount of \$171,475,873 million for a total of \$189,763,812 million. Given the region is fully funding its forecasted ADA paratransit obligation, there will be no budgetary impact on Metro's bus and rail operations.

### **EQUITY PLATFORM**

By federal mandate, Access exclusively serves people with disabilities. Access' service region is divided into six regions, and all have similar KPIs, which are measured and monitored by Access' staff. Access has analyzed its service area map to determine the percentage of riders served in Equity Focus Communities (EFCs). From July 1, 2023, through April 30, 2024, about 45.8% of all trips taken by 50,257 Access riders were picked up in EFCs. There was a slight reduction from last year of 0.9% of all trips taken and 5,244 less trips taken by Access riders in EFCs.

On a semi-annual basis, Access conducts two virtual countywide community meetings to allow all customers and stakeholders to receive information about Access and directly communicate with staff about their service experiences. The meeting notice is posted in advance on Access' website and social media outlets, and flyers are distributed. Closed captioning, language translation services, Braille, and large print materials are available upon request to ensure that all customers throughout

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Los Angeles County can participate. The next community meeting is planned for summer 2024. Additionally, a customer satisfaction survey was conducted in English and Spanish via text and phone; the survey also utilized a language line service that can translate the survey into any language needed. The results of the survey will be available in the summer of 2024.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Goal 2: Deliver outstanding trip experiences for all users of the transportation system.

Goal 3: Enhance communities and lives through mobility and access to opportunity.

### **ALTERNATIVES CONSIDERED**

Not fully funding Access to provide the mandated ADA paratransit services for FY25 would place Metro and the other 45 Los Angeles County fixed route operators in violation of the ADA, which mandates that fixed route operators provide complementary paratransit service within three-fourths of a mile of local rail and bus lines. Not fully funding ADA service would impact Metro's as well as the region's ability to compete for federal grants and to receive federal funding. If individual transit operators were required to provide these services, the overall cost of the program would increase and the mobility options of people with disabilities throughout Los Angeles County would be significantly limited.

### **NEXT STEPS**

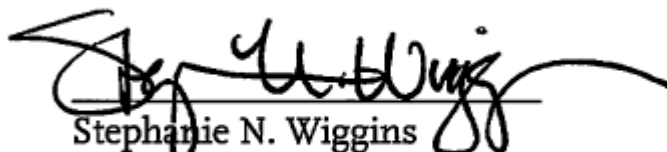
Upon approval, staff will execute an MOU for FY25 to ensure proper disbursement of funds.

### **ATTACHMENTS**

Attachment A - FY25 Access Services ADA Program

Prepared by: Fayma Ishaq, Senior Manager, Budget, 213-922-4925  
Giovanna Gogreve, Director, Budget, 213-922-2835

Reviewed by: Nalini Ahuja, Chief Financial Officer, 213-922-3088



Stephanie N. Wiggins  
Chief Executive Officer



<b>FY25 ACCESS SERVICES ADA PROGRAM</b>			
<i>(\$ in millions)</i>			
<b>EXPENSES</b>			
1	FY25 Access Services Proposed Budget	\$	337.8
2	Metrolink Free Fare Program (paid by Metro)		2.6
3		<b>Total Expenses</b>	<b>\$ 340.4</b>
4			
<b>REVENUES</b>			
5			
6	<b><u>Federal Funds - Operating &amp; Capital</u></b>		
7	STBG Program, ARPA & 5317	\$	110.2
8	Prior Year Capital Rolling Stock - 5310		8.4
9		<b>Subtotal Federal Funds</b>	<b>\$ 118.6</b>
10			
11	<b><u>Local Funds</u></b>		
12	<b>Measure M 2%</b>		
13		<b>Subtotal Measure M</b>	<b>\$ 18.3</b>
14			
15	<b>Proposition C 40%</b>		
16	Operating <sup>1</sup>	\$	131.6
17	Ridership Reserve		15.0
18	Capital Rolling Stock - New		22.3
19	Metrolink Free Fare Program (paid by Metro)		2.6
20		<b>Subtotal Proposition C</b>	<b>\$ 171.5</b>
21			
22		<b>Total Local Funds</b>	<b>\$ 189.8</b>
23	<b><u>Local Carryover or Non-Metro Funds</u></b>		
24	Passenger Fares & Misc. Income/Other Agency Funds	\$	16.0
25	Prior Year Capital - Rolling Stock		8.0
26	Capital Construction		5.0
27	Facilities Development & Construction Fund (Non-Metro)		3.0
28		<b>Subtotal Local Carryover/Non-Metro Funds</b>	<b>\$ 32.0</b>
29			
30		<b>Total FY25 Local Funds</b>	<b>\$ 221.8</b>
31			
32		<b>Total Revenues</b>	<b>\$ 340.4</b>

Note: Totals may not add up because of rounding

<sup>1</sup> Operating & Capital - portions of these funds maybe replaced with federal STBG Program funds



# Access Services Fiscal Year 2025 Proposed Budget

Finance, Budget & Audit Committee

June 2024



# Access Services – FY25 Proposed Budget

## Access Services - FY25 Proposed Budget

	FY24 Adopted	FY25 Proposed	\$ Change	% Change	Notes
<b>Expenses (\$ in millions)</b>					
1 Direct Transportation <sup>1</sup>	\$ 208.8	\$ 259.9	\$ 51.1	24.5%	Forecasted trip demand is 26.1%
2 Contracted Support	16.8	15.0	(1.8)	-10.7%	New Eligibility contract changes with fewer in-person evaluations
3 Management/Administration	15.4	16.3	0.9	5.9%	Normal annual adjustments influenced by CPI, COLA and legal expenses
4 <b>Total Operating Costs</b>	<b>241.0</b>	<b>291.2</b>	<b>50.2</b>	<b>20.8%</b>	
5 Capital Rolling Stock - Prior Year	32.4	16.3	(16.1)	-49.6%	Vehicle production backlog
6 Capital Rolling Stock - New	1.3	22.3	21.0	1615.4%	Rolling stock replacement of vehicles that have surpassed their useful life (250K miles)
7 Capital Construction	-	5.0	5.0	100.0%	Antelope Valley Operating Facility Development
8 Facilities Development & Construction Fund (Non-Metro)	3.0	3.0	-	0.0%	Antelope Valley Operating Facility Development
9 <b>Total Capital Program</b>	<b>36.7</b>	<b>46.6</b>	<b>9.9</b>	<b>27.1%</b>	
10 <b>Total Expenses</b>	<b>\$ 277.7</b>	<b>\$ 337.8</b>	<b>\$ 60.1</b>	<b>21.6%</b>	

Note: Totals may not add up because of rounding

<sup>1</sup> FY24 Adopted Budget includes \$5 million in ridership reserve and FY25 Proposed Budget includes \$15 million in ridership reserve





# FY25 Local Funding Request



FY25 ACCESS SERVICES ADA PROGRAM			
(\$ in millions)			
EXPENSES			
1	FY25 Access Services Proposed Budget	\$	337.8
2	Metrolink Free Fare Program (paid by Metro)		2.6
3		<b>Total Expenses</b>	<b>\$ 340.4</b>
4			
5	REVENUES		
6	<u>Federal Funds - Operating &amp; Capital</u>		
7	STBG Program, ARPA & 5317	\$	110.2
8	Prior Year Capital Rolling Stock - 5310		8.4
9		<b>Subtotal Federal Funds</b>	<b>\$ 118.6</b>
10			
11	<u>Local Funds</u>		
12	Measure M 2%		
13		<b>Subtotal Measure M</b>	<b>\$ 18.3</b>
14			
15	Proposition C 40%		
16	Operating <sup>1</sup>	\$	131.6
17	Ridership Reserve		15.0
18	Capital Rolling Stock - New		22.3
19	Metrolink Free Fare Program (paid by Metro)		2.6
20		<b>Subtotal Proposition C</b>	<b>\$ 171.5</b>
21			
22		<b>Total Local Funds</b>	<b>\$ 189.8</b>
23	<u>Local Carryover or Non-Metro Funds</u>		
24	Passenger Fares & Misc. Income/Other Agency Funds	\$	16.0
25	Prior Year Capital - Rolling Stock		8.0
26	Capital Construction		5.0
27	Facilities Development & Construction Fund (Non-Metro)		3.0
28		<b>Subtotal Local Carryover/Non-Metro Funds</b>	<b>\$ 32.0</b>
29			
30		<b>Total FY25 Local Funds</b>	<b>\$ 221.8</b>
31			
32		<b>Total Revenues</b>	<b>\$ 340.4</b>

Note: Totals may not add up because of rounding

<sup>1</sup> Operating & Capital - portions of these funds maybe replaced with federal STBG Program funds



# Key Performance Indicators

Key Performance Indicators	Standard	FY23	FY24*
On-Time Performance	≥ 91%	<b>91.3%</b>	<b>92.1%</b>
Excessively Late Trips	≤ 0.10%	<b>0.05%</b>	<b>0.03%</b>
Excessively Long Trips	≤ 5.0%	<b>3.6%</b>	<b>3.6%</b>
Missed Trips	≤ 0.75%	<b>0.44%</b>	<b>0.34%</b>
Denials <sup>1</sup>	0	4	4
Access to Work - On-Time Performance	≥ 94%	<b>95.5%</b>	<b>95.8%</b>
Average Hold Time (Reservations)	≤ 120	<b>60</b>	<b>54</b>
Calls On Hold > 5 Min (Reservations)	≤ 5%	<b>2.3%</b>	<b>2.5%</b>
Calls On Hold > 5 Min (ETA)	≤ 10%	<b>2.0%</b>	<b>2.6%</b>
Complaints Per 1,000 Trips	≤ 4.0	<b>2.7</b>	<b>2.1</b>
Preventable Incidents per 100,000 miles	≤ 0.25	<b>0.19</b>	<b>0.19</b>
Preventable Collisions per 100,000 miles <sup>2</sup>	≤ 0.75	0.82	0.83
Miles Between Road Calls	≥ 25,000	<b>41,561</b>	<b>46,464</b>

\*Statistical data through April 2024

<sup>1</sup> Reservationists offering trip times outside the allowable one-hour window

<sup>2</sup> Minor incidents like curb collisions and backing into objects





## FY24 Accomplishments



Received \$3 million of federal funding for Antelope Valley Paratransit Operations Facility



Contract Awards - Eastern Region & Eligibility Service Contractors



Completed Customer Satisfaction Survey



Transportation Network Company (TNC) – Access Flex Pilot Program (Southern Region)

## FY25 Initiatives



Continue Development of Antelope Valley Paratransit Operations Facility



Work with Metro & LA28 for 2028 Olympic & Paralympic Games/Facility Legacy Project



Pilot Program for Accessible Electric & Hydrogen Paratransit Vehicles



Result of customer satisfaction survey in Quarter 1 of FY25



Continue Southern Region - Access Flex Pilot Program





## Access Services - Recommendations

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$189,763,812 for FY25. This amount includes:
- Local funds for operating and capital expenses in the amount of \$187,153,892
  - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,609,920
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.