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

Agenda - Final

Thursday, October 15, 2026

10:00 AM

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Finance, Budget and Audit Committee

Tim Sandoval, Chair

Katy Yaroslavsky, Vice Chair

Patsy Ayala

Kathryn Barger

Imelda Padilla

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(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.

TECHNOLOGY DISRUPTIONS - Although staff will do their due diligence to restore service, if joining the meeting virtually, please be aware that the Committee or Board may continue its meeting notwithstanding a technical disruption that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audio visual platform.

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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Requests can also be sent to boardclerk@metro.net.

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323.466.3876

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

The Meeting begins at 10:00 AM Pacific Time on October 15, 2026; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 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 10:00 AM, hora del Pacifico, el 15 de Octubre de 2026. Puedes unirse a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 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
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 21.

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

CONSENT CALENDAR

- 21. SUBJECT: LOS ANGELES UNION STATION (LAUS) WEST ADA IMPROVEMENTS PROJECT LIFE-OF-PROJECT BUDGET INCREASE**

[2026-0660](#)

RECOMMENDATION

CONSIDER:

- A. APPROVE an increase in Life-of-Project (LOP) budget for the Los Angeles Union Station West ADA Improvements Project #210191 (Project) by a total of \$4,350,000, from \$10,500,000 to \$14,850,000; and
- B. AMEND the FY27 budget to increase funding for Project #210191 by \$3,500,000 from \$3,500,000 to \$7,000,000.

Attachments: [Attachment A - Union Station West ADA Scope and Phasing Map Presentation](#)

NON-CONSENT

- 22. SUBJECT: METROLINK FY 2026-27 ANNUAL WORK PROGRAM**

[2026-0699](#)

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 2026-27 Operating, State of Good Repair, and Capital Budget in the amount of \$213,968,128 as described in Attachment A;
- B. APPROVING the FY 2026-27 Transfers to Other Operators' payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000; and

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

Attachments: [Attachment A - SCRRA FY 2026-27 Budget Transmittal Presentation](#)

23. SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM

[2026-0497](#)

RECOMMENDATION

APPROVE the Resolution in Attachment A that:

- A. AUTHORIZE the Chief Executive Officer (CEO) or their designee to claim \$45,745,590 in fiscal year (FY) 2026-27 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program;
- B. APPROVE the regional SGR Project List for FY2026-27 in Attachment B; and
- C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SB1 SGR Certification and Assurances document, applicable statutes, regulations and guidelines.

Attachments: [Attachment A - Resolution to Accept and Distribute LA County SGR Funds](#)
[Attachment B - Submitted Project Listing From Metro & Municipal Operators Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2026-0732](#)

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 #: 2026-0660, File Type: Project

Agenda Number: 21.

FINANCE, BUDGET, AND AUDIT COMMITTEE OCTOBER 15, 2026

**SUBJECT: LOS ANGELES UNION STATION (LAUS) WEST ADA IMPROVEMENTS PROJECT
LIFE-OF-PROJECT BUDGET INCREASE**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVE an increase in Life-of-Project (LOP) budget for the Los Angeles Union Station West ADA Improvements Project #210191 (Project) by a total of \$4,350,000, from \$10,500,000 to \$14,850,000; and
- B. AMEND the FY27 budget to increase funding for Project #210191 by \$3,500,000 from \$3,500,000 to \$7,000,000.

ISSUE

The Project currently has a Board-approved LOP budget of \$10.5 million. The LOP was established in 2025 from a feasibility-level estimate based on conceptual design, five anticipated construction phases, preliminary assumptions regarding Metro environmental requirements, and no subcontractor pricing. As the design advanced to 95% construction documents, the Project incorporated additional stakeholder and operational requirements, expanded from 5 to 13 construction phases to maintain station operations and access during construction, incorporated full Metro environmental specifications, and experienced approximately 10% construction market escalation. The July 2026 pricing established a total Project cost of \$14.85 million, resulting in a \$4.35 million funding gap.

The Project implements Americans with Disabilities Act (ADA) corrective work required under an April 21, 2023, settlement agreement between the U.S. Department of Justice (DOJ) and Metro. The settlement agreement requires completion of applicable ADA corrective work by October 2026. Metro submitted a request for DOJ approval of a revised schedule allowing completion of the Project by May 2028. Approval of the LOP increase is necessary to maintain the proposed schedule and complete the Project by May 2028. Any revised deadline remains subject to DOJ approval.

BACKGROUND

Early Planning and Programming

Following execution of the DOJ settlement in April 2023, Metro, Union Station property management (Morlin), Civil Rights, County Counsel, LAUS Operations and Management, the project architect, and community stakeholders evaluated ADA deficiencies at LAUS. The initial Project cost estimate, based on an early program-level evaluation, produced an estimated cost of approximately \$50 million. In December 2023, Metro then used alternative construction packaging and phasing, scope prioritization, and historic-resource analysis to reduce the project cost estimate to approximately \$21.3 million.

Between December 2023 and October 2024, as a condition of the DOJ settlement, Dubar Architecture, an Independent Licensed Architect (ILA), was hired to conduct a Certified Accessibility Specialist (CASP) survey to identify ADA deficiencies and to oversee Metro's progress in correcting the deficiencies. Concurrently, Metro engaged community stakeholders to help further refine the scope through accessibility prioritization, historic-resource review, phasing, and stakeholder input. These efforts help reduce the cost estimate to the current LOP, which the Board approved as part of the FY26 budget.

Feasibility Study and Cost Estimate Development

The \$10.5 million LOP approved with the FY26 budget was a feasibility-level planning estimate developed from conceptual design. It assumed five construction phases, preliminary Metro environmental requirements, less complex construction sequencing, and it preceded subcontractor pricing. The estimate reflected the information available at that preliminary stage, it was not based on construction-level design or pricing.

Over the subsequent two-year design and engineering process, the Project scope, quantities, and delivery requirements became more fully defined. Stakeholder, tenant, and station operations coordination required increasing the construction sequence from 5 to 13 phases, losing contractor efficiencies, so LAUS could remain operational and accessible during construction. The advanced design also incorporated full Metro environmental specifications, while construction-market costs increased approximately 10%. Pricing completed in July 2026 using the 95% construction documents and detailed sequencing established the current \$14.85 million Project cost. These factors are the principal drivers of the \$4.35 million increase.

DISCUSSION

Project Scope

The Project includes four principal exterior work areas and a package of interior improvements. As shown in Attachment A, the exterior work areas consist of the North Frontage, Center Frontage & North Patio, South Frontage, and rear parking area. The interior improvements are distributed within the station. The Project details are:

- North Frontage: Correct brickwork and slopes to address ADA deficiencies and improve path of travel from the Cesar Chavez sidewalk entrance and crosswalk, Bike Hub exterior and arcade, and the Ride Share Pick-up/Drop-off. An approximate total of 38 ADA deficiencies will

be corrected.

- Center Frontage & North Patio: Correct brickwork and slopes to address ADA deficiencies and improve path of travel in front of the Ticket Concourse, Main Station Entry, and center entry sidewalk from Alameda St. An approximate total of 19 ADA deficiencies will be corrected.
- South Frontage: Correct brickwork, slopes and perform crosswalk improvements to address ADA deficiencies and improve path of travel improvements along the Fred Harvey Room/Everywhere Beer, Metropolitan Water District, and First 5 LA frontage. An approximate total of 19 ADA deficiencies will be corrected.
- Rear parking area: Accessible parking and an accessible path of travel between the parking area and the station, including restriping and reconfiguration of parking stalls, and installation of ADA compliant safeguards for passenger and vehicle path of travel. An approximate total of 50 ADA deficiencies will be corrected.
- Interior: Complete corrections to doors, expansion joints, restroom hardware, and stairwells to address identified ADA deficiencies. An approximate total of 133 ADA deficiencies will be corrected.

Collectively, these improvements address ADA deficiencies with paths of travel, slopes, walkways, doors, signage, parking, drop-off areas, and other accessibility deficiencies included in the Project's 95% construction documents. This Board action applies only to Project #210191; ADA improvements outside the Project scope are not included in the requested LOP increase. All five Project work areas address ADA deficiencies being corrected pursuant to the DOJ settlement. Completing the frontage and interior corrections before LA28 will also support Games readiness. The North Patio and rear parking-area improvements will provide settlement-related accessible paths of travel and improve access between the parking area and the station.

Findings

Staff finds that the July 2026 pricing establishes that \$14.85 million is required to complete the Project scope described above, resulting in a \$4.35 million funding gap.

Staff further finds that completing the Project as one coordinated effort will provide continuous accessible routes along the station frontage and between the rear parking area and the station, correct priority interior barriers, and avoid the cost and schedule impacts of deferring portions of the work.

Considerations

The Project must be sequenced within an active historic transportation facility while maintaining passenger circulation, tenant access, station operations, and accessible routes. Retaining the South Frontage and rear parking-area accessible path of travel in the current contract preserves contractor continuity, avoids the risks of a separate future phase, and maintains a single project team through completion.

Completion of the Project by May 2028 remains dependent on DOJ approval of Metro's proposed schedule extension and appropriation of the remaining \$4.35 million in FY28.

Basis for LOP Increase and Cost Savings

The \$4.35 million increase reflects the maturation of the Project from a feasibility-level LOP estimate to construction-level LOP pricing (see breakdown below). The principal cost drivers are the increase from 5 to 13 construction phases required to maintain station operations and stakeholder access, incorporation of full Metro environmental specifications, refinement of quantities and construction requirements through 95% design, and approximately 10% construction-market escalation.

Increase Cost Drivers	Amount
Approved - FY26 feasibility-level LOP	\$10,500,000
Additional construction phasing	\$ 3,134,552
Full Metro environmental specifications	\$ 77,036
Design and quantity refinement	\$ 161,912
Construction-market escalation	\$ 976,500
Proposed- Construction-level LOP	\$14,850,000

Despite the increase, the recommended \$14.85 million LOP remains \$6.45 million below the December 2023 preliminary estimate of \$21.3 million. The reduction reflects scope prioritization, historic-resource analysis, phased delivery, and other efficiencies developed during feasibility and design. Maintaining the full Project scope in the current construction effort also preserves contractor continuity and avoids additional demobilization, remobilization, escalation, and project-management costs.

Staff evaluated value engineering, scope reductions, and project phasing. Remaining within the current \$10.5 million LOP would require deferral of the South Frontage and rear parking-area accessible path of travel which would undermine the coordinated path-of-travel solution and create additional demobilization, remobilization, escalation, and project-management costs. Therefore staff does not recommend further scope reduction.

Alignment with U.S. Department of Justice (DOJ) Settlement Agreement

The 2022 DOJ settlement identifies pedestrian paths of travel and related accessibility barriers as significant areas of noncompliance at LAUS. Completing the North Frontage, Center Frontage & North Patio, South Frontage, rear parking-area accessible path of travel, and interior corrections as one coordinated project will improve accessibility throughout LAUS West. The frontage improvements and interior corrections support LA28 readiness, while the North Patio and rear parking-area improvements resolve corrective work required under the DOJ settlement.

Project Schedule and Funding Plan

Construction began during the week of September 7, 2026 following approval by the Los Angeles Union Station Joint Management Council (JMC). The JMC retains Morlin to manage LAUS and administer the construction work on its behalf. Morlin is delivering the Project through Pankow Builders, the Construction Manager/General Contractor. The JMC approval allowed construction to begin within the Project's existing authority and available funding but did not increase the Board-approved LOP. The requested Board actions are necessary to fund uninterrupted construction and complete the full Project scope.

Advancing the \$3.5 million previously programmed for FY28 into FY27 will sustain construction through June 2027 without a funding-driven interruption. This is a more efficient use of the existing Project budget because it avoids contractor demobilization and remobilization, reduces schedule and escalation risks, and maintains continuity of the construction team. Based on current estimates, the acceleration is expected to avoid approximately \$530,000 in demobilization and remobilization costs and allow Metro to correct 29 additional ADA deficiencies during FY27.

Metro anticipates requesting and expending the remaining \$4.35 million in FY28 to complete the Project in May 2028, before LA28.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will have a positive safety impact. Correcting noncompliant paths of travel, slopes, walkways, doors, signage, parking areas, and drop-off areas will improve safe and predictable movement through LAUS West and reduce the potential for trips, falls, and conflicts between pedestrians and vehicles. The improvements will particularly benefit people with disabilities, people using mobility devices, older adults, and other customers requiring accessible routes.

Construction will be performed in accordance with applicable Metro safety standards and will include appropriate traffic control, temporary wayfinding, and maintenance of accessible pedestrian routes.

FINANCIAL IMPACT

Approval of the recommendation will increase the LOP budget for Project #210191 by \$4.35 million, from \$10.5 million to \$14.85 million.

The proposed cash-flow plan consists of \$3.5 million in FY26, a revised \$7 million in FY27, and \$4.35 million to be requested in FY28, for a total LOP of \$14.85 million.

Impact to Budget

The current FY27 budget for Project #210191 is \$3.5 million and is budgeted in Cost Center 4520, Project #210191, Account 50399. Approval of the recommendation will amend the FY27 budget by \$3.5 million, increasing the FY27 budget for Project #210191 from \$3.5 million to \$7 million. The current source of funds for this action is TDA Article 4 funds. These funds are eligible for Bus and Rail Capital expenses.

The additional \$4.35 million required to complete the remaining funded Project scope will be

requested through the FY28 budget process and remains subject to future appropriation.

EQUITY PLATFORM

Approval of the recommendation is expected to provide positive equity benefits by removing physical barriers at LAUS, a major regional transit hub serving customers across Los Angeles County. The improvements particularly benefit people with disabilities, older adults, people using mobility devices, and others who are disproportionately affected by inaccessible paths, entrances, parking, and wayfinding.

In Spring 2025, Metro partnered with four disability-focused community-based organizations to conduct Walk/Roll Audits across the historic West and East campuses of LAUS. The organizations were selected based on their experience serving people with disabilities, readiness to conduct the audits, and trusted relationships within the disability community. The audits documented and ranked barriers affecting people with mobility, sensory, and neurodivergent disabilities.

Key barriers identified through the Walk/Roll Audits included inaccessible restrooms, heavy manual doors, insufficient tactile and Braille signage, obstructed pathways and curb ramps, malfunctioning accessibility buttons, and inadequate wayfinding to accessible parking. Staff considered these community recommendations alongside the technical findings of Metro's Independent Licensed Architect and Certified Access Specialist team when prioritizing the West-side improvements included in this Project. The current project addresses a prioritized subset of the identified West-side deficiencies; other findings will require separate corrective work.

During construction, temporary impacts will be mitigated through phased work, maintained accessible routes, temporary wayfinding, advance notice, and continued coordination with Metro Civil Rights, LAUS Operations and Management, and affected stakeholders.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will improve and further encourage transit ridership. Removing physical barriers and providing a continuous accessible path of travel supports use of regional rail, subway, bus, and other multimodal connections, consistent with Metro's customer-experience and maintenance strategies. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS)

data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goals 2 and 3: delivering outstanding trip experiences for all users of the transportation system and enhancing communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the LOP increase and FY27 funding amendment. Staff does not recommend this alternative because it would require deferral of the South Frontage and rear parking-area accessible path of travel, jeopardize completion of the LA28-critical frontage improvements, weaken Metro's ability to support its DOJ extension request with a funded and achievable Project schedule, and increase compliance risk under the existing settlement deadline. The related cost and phasing consequences are described in the Discussion section. As previously stated, Metro intends to seek a DOJ extension with a proposed completion in May 2028 for the Project. The Board action would not change the settlement deadline; but it would support Metro's extension request by demonstrating Metro's commitment to complete the Project by May 2028. Any revised deadline will remain subject to DOJ approval.

NEXT STEPS

Upon Board approval, staff will amend the Project LOP and FY27 budget, continue construction under the revised cash-flow plan, coordinate with County Counsel on the DOJ extension request, seek the remaining \$4.35 million through the FY28 budget process, and manage the Project toward May 2028 completion.

ATTACHMENT

Attachment A - Union Station West ADA Scope and Phasing Map

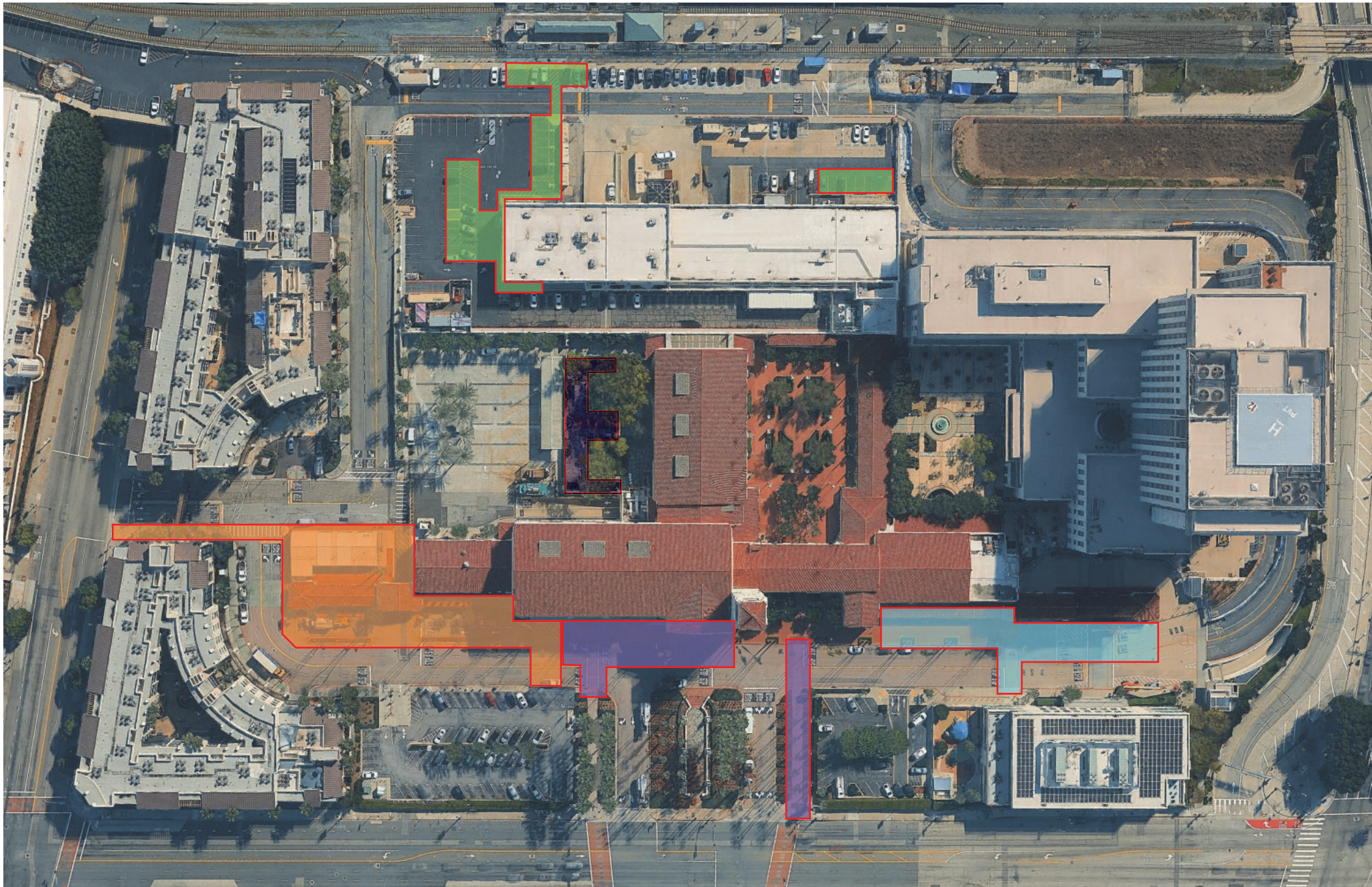
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Stephanie Wiggins
Chief Executive Officer

Los Angeles Union Station West ADA Improvements Project #210191



North: September 2026 - February 2027

Center: February 2027 - August 2027

South: September 2027 - April 2028

Rear of Station: September 2027 - April 2028

**Interior scope at doors, expansion joints, and stairwells are not shown; will run concurrent with North and Center scope*

LOS ANGELES UNION STATION (LAUS) WEST ADA IMPROVEMENTS PROJECT LIFE-OF-PROJECT BUDGET INCREASE



Metrolink

**FINANCE, BUDGET, AND AUDIT COMMITTEE
OCTOBER 15, 2026**

Recommendation

CONSIDER:

- A. APPROVING** an increase in Life-of-Project (LOP) budget for the Los Angeles Union Station West ADA Improvements Project #210191 (Project) by a total of \$4,350,000, from \$10,500,000 to \$14,850,000; and
- B. AMENDING** the FY27 budget to increase funding for Project #210191 by \$3,500,000 from \$3,500,000 to \$7,000,000.

The \$4.35 million increase is needed to keep the full Westside ADA scope on a funded path for completion before LA28.

- **Pricing:** July 2026 pricing at 95% design established a \$14.85 million total LOP versus \$10.5 million approved.
- **DOJ: Project implements** corrective work required under an April 21, 2023 settlement agreement between the U.S. Department of Justice (DOJ)
- **If not approved:** South Frontage and the rear parking-area path of travel would be deferred, leaving the funded Westside scope incomplete.
- **Why now:** Board action supports accessible frontage before LA28 and a funded, credible corrective-action plan.

Background

The estimate evolved as Metro defined the corrective scope.

- **April 2023:** DOJ settlement executed.
- **Early evaluation:** Approximately \$50 million program-level estimate.
- **December 2023:** Approximately \$21.3 million after packaging, phasing, scope prioritization, and historic-resource analysis.
- **FY26:** Board approved a \$10.5 million LOP based on feasibility-level assumptions.
- **July 2026:** 95% documents and subcontractor pricing established \$14.85 million for the refined Westside scope, still \$6.45 million below the December 2023 estimate.



Discussion

Approval preserves the most efficient delivery path while advancing DOJ and LA28 commitments.

- **Funding continuity:** The FY27 budget grows from \$3.5 million to \$7 million, accelerating construction through June 2027.
- **Avoided cost:** Acceleration avoids approximately \$530,000 in demobilization and remobilization costs and allows 29 additional ADA corrections in FY27.
- **Coordinated scope:** North, Center, and South Frontage plus an accessible path from the rear parking area to the station.
- **Equity:** Technical findings and Spring 2025 Walk/Roll Audits with four disability-focused CBOs informed priorities.
- **Schedule:** May 2028 completion, subject to FY28 appropriation.

Next Steps

Upon Board approval, staff will:

1. Amend the LOP to \$14.85 million and the FY27 budget to \$7 million.
2. Continue construction without a funding-driven interruption.
4. Include the remaining \$4.35 million through the FY28 budget process.
5. Manage the project toward May 2028 completion before LA28.



Metro

Board Report

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

File #: 2026-0699, File Type: Budget

Agenda Number: 22.

FINANCE, BUDGET AND AUDIT COMMITTEE OCTOBER 15, 2026

SUBJECT: METROLINK FY 2026-27 ANNUAL WORK PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

WITHDRAWN:

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 2026-27 Operating, State of Good Repair, and Capital Budget in the amount of \$213,968,128 as described in Attachment A;~~
- B. ~~APPROVING the FY 2026-27 Transfers to Other Operators' payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000; and~~
- C. ~~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 to approve their share of the SCRRA budget annually, comprising Metrolink Operations, State of Good Repair (SGR), and New Capital projects.

SCRRA transmitted the FY 2026-27 (FY27) budget to the JPA member agencies on October 9, 2026, following approval by its Board (Attachment A). SCRRA plans to adopt its FY27 budget on October 23, 2026. While adoption of the budget is contingent upon each SCRRA member agency adopting its share of the SCRRA budget subsidy, the new Metrolink service plan funded by the budget is expected to commence on November 16, 2026, based on the understanding that all five member agencies would approve their respective share of the operating budget as transmitted by Metrolink.

This report seeks approval of staff recommendations for funding Metro's share of SCRRA's FY27

Operating, SGR, and Capital Budget.

BACKGROUND

SCRRA operates the Metrolink commuter rail service within Los Angeles (LA) County, the surrounding counties of Orange, Riverside, San Bernardino, and Ventura, and northern San Diego County. Metrolink service is complemented by the Los Angeles-San Diego-San Luis Obispo (LOSSAN) intercity rail corridor operated by Amtrak, which operates along the Metrolink Orange County and Ventura County Lines.

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.

Metro's ability to deliver better mobility, air quality, and economic opportunity for LA County residents, while reducing greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) in the region, depends on SCRRA's effective management and reliable operation of the Metrolink service that serves millions of LA County residents in the Gateway Cities and the Antelope, Santa Clarita, San Fernando, and San Gabriel Valleys by providing a rail transportation option for long-distance commuters who would otherwise drive on the region's congested freeway network.

Under the terms of the JPA, SCRRA is required to transmit its annual budget to member agencies by May 1 of each year. SCRRA did not meet this FY27 deadline. In the absence of SCRRA's FY27 budget for consideration as part of its overall FY27 budget action, the Metro Board approved a Continuing Resolution in [May 2026 <https://metro.legistar.com/ViewReport.ashx?M=R&N=TextL5&GID=557&ID=12326&GUID=LATEST&Title=Board+Report>](https://metro.legistar.com/ViewReport.ashx?M=R&N=TextL5&GID=557&ID=12326&GUID=LATEST&Title=Board+Report), as part of Metro's FY27 agency budget. It authorized the continuation of FY26 funding levels to pay for Metro's share of SCRRA's FY27 Operations costs through October 1, 2026. When it became clear that SCRRA's budget would not be adopted in time to align with that first Continuing Resolution, the Metro Board authorized a second Continuing Resolution, extending interim FY26 funding authority for the FY27 2nd quarter through January 1, 2027. The Board approved this extension in [September 2026 <https://boardagendas.metro.net/board-report/2026-0140/>](https://boardagendas.metro.net/board-report/2026-0140/).

SCRRA transmitted its first draft budget to member agencies on July 18, 2026. Following discussions among Metro, the member agencies, and SCRRA staff, Metrolink produced the current proposed operating budget for consideration by its member agencies.

DISCUSSION

RECOMMENDATION A

Recommendation A will approve \$213,968,128 in funding for Metro's JPA member agency share of SCRRA's FY27 Budget, consisting of \$139,119,499 for Metrolink Commuter Rail Operations and \$74,848,629 combined for SGR and New Capital projects.

Metrolink Operations - \$139,1 million

SCRRA's total FY27 budget request for Metrolink Operations from all JPA member agencies is \$266.7 million, of which Metro's share is \$139.1 million (52.2%).

The member agency operating subsidy supports core expenses, including train and engine crews, fuel, annual fixed operating contract escalators of 3% to 5%, overall maintenance-of-way, system security, and station maintenance. The operating subsidy Metrolink is requesting from Metro also includes two optional funding commitments totaling \$3.9 million: \$3.3 million to maintain Metro-owned right-of-way (ROW) outside the 20-foot portion on which Metrolink operates and is responsible for maintenance, as well as a new cost of \$0.6 million (net) for the Pasadena Subdivision which has been transferred from the Foothill Construction Authority to Metrolink following the opening of the A Line Extension to Pomona. Without these additional optional costs, Metro's operating subsidy request for FY27 would be \$135.2 million.

While the FY27 Metro operating subsidy of \$139.1 million is 1.5% lower than the amount Metro approved for SCRRA's FY26 operating budget, the FY27 proposed budget also reflects a level of service that is 30.6% lower than the service budgeted for FY26. In FY26, SCRRA's budget supported 940 trains per week (164 weekday/60 weekend); the FY27 proposed budget supports 652 trains per week (116 weekday/36 weekend).

SGR and New Capital Projects - \$74.8 million

Through the annual budget, SCRRA requests SGR and New Capital funding to keep the Metrolink system safe and reliable, a vital component of an overall healthy safety culture. Metro owns 152 route-miles of the ROW on which Metrolink operates. SCRRA's FY27 request totals \$153.5 million, consisting of \$142.6 million for 48 SGR projects and \$10.9 million for seven New Capital projects (Attachment A). Metro's share is \$74,848,628 (48.8%), consisting of:

- \$32.0 million for 21 systemwide and shared-corridor SGR projects, including rehabilitation of Bombardier railcars, intermediate engine overhauls for F125 locomotives, positive train control (PTC) onboard equipment, track and structures on the River Subdivision, facilities, non-revenue vehicles, and asset management systems;
- \$37.8 million for 16 line-specific SGR projects on the San Bernardino Line (\$14.6 million), River Subdivision East (\$8.8 million), Antelope Valley Line (\$8.2 million), and Ventura County Line (\$6.3 million), including bridge and culvert rehabilitation, signal and train control upgrades, track and tie replacement, and communications; and
- \$5.0 million for six New Capital projects: a PTC training center (\$2.1 million), electric vehicle (EV) charging infrastructure for the non-revenue fleet (\$1.4 million), finance technology modernization (\$0.5 million), a data integration platform (\$0.5 million), IT infrastructure replacement (\$0.4 million), and electronic blue signal systems at maintenance facilities (\$0.1 million).

Several projects respond directly to issues identified as concerns for Metro staff, including the F125 locomotive engine overhaul (\$7.0 million total; \$3.3 million Metro share), two assessments of Metrolink's parts and warranty management systems, and a finance technology modernization project that SCRRA describes as addressing weaknesses in its procurement and budgeting

processes. The EV infrastructure project is the first phase of an estimated \$30 million program that will require future funding from member agencies.

Metro staff have been collaborating with SCRRA and the other member agencies to review Metrolink's FY27 SGR and New Capital programs, which align with the member agencies' funding commitments under the JPA. Staff continue to work with SCRRA to prioritize urgent SGR track, bridge, culvert, structure, and signal projects to maintain safety and service reliability.

RECOMMENDATION B

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 B affirms that the reimbursement rate to Metro remains at \$1.10 for FY27, the same as for FY 2025-26, and that the current EZ Transit Pass cap of \$5,592,000 be honored.

Board Directed Comprehensive Audit

At the September 24, 2026, Metro Board meeting, the Board approved a motion by Director Sandoval to direct Metrolink to conduct a full, transparent, and comprehensive audit of Metrolink's locomotive and air parts issues, provide an full accounting of the March 2026 reduction of 20% of weekday service, and an evaluation of Alstom's performance in maintaining and operating Metrolink's locomotives under both current and prior contracts. The approval of the second Continuing Resolution is contingent upon the Metrolink Board approving the addition of this audit to its FY27 Audit Work Plan.

DETERMINATION OF SAFETY IMPACT

Approval of these recommendations will improve safety for Metrolink passengers and the local communities where 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. By approving this item, Metro will fund safety-related improvements on the Metrolink system to support safer travel for LA County residents and visitors.

FINANCIAL IMPACT

Recommendation A will provide \$213,968,128 to fund Metro's commitment to SCRRA for the FY27 Metrolink Annual Work Program. Metro's share of SCRRA Metrolink Operations totals \$139,119,499, of which \$135,212,499 is new Proposition C 10% and Measure M 1% funds designated for commuter rail purposes and eligible commuter rail operations, and \$3,907,000 in Proposition C 40% funds for Outside 20-foot Maintenance of Way and Pasadena Subdivision maintenance turnback expenses.

SGR and New Capital will be funded with \$74,848,629 in new Measure R 3% funds designated for commuter rail capital programs. This is a multiyear programming action, with capital expenditures spread over multiple years. The Cost Center Manager will be responsible for annual budget

allocations. Recommendation B has no financial impact at this time.

IMPACT TO BUDGET

This Board action will amend the FY27 placeholder amounts authorized under Metro's May Budget Adoption.

Project 410064 (Metrolink Operating) will be amended from \$137,206,473 by \$1,913,026 to \$139,119,499. Project 460064 (Metrolink SGR and Capital) will be amended from \$38,000,000 to \$40,000,000 to support annual cash-flow needs for Metrolink's multi-year SGR/Capital program.

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 its share of Metrolink's overall operations as a JPA member agency. Metrolink establishes its own equity-based programs separate from Metro.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT, though Metro staff note that continued Metrolink service reliability issues put at risk the ridership gains needed to achieve those VMT reduction goals. This item supports Metro's systemwide strategy to reduce VMT by investing in Metrolink operations that will improve long-distance rail transportation and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

- Goal 1.2: Invest in a world-class transit system that is reliable, convenient, and attractive to more users for more trips;

- Goal 4.1 Work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan;
- Goal 5.2 Exercise good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

The Metro Board could authorize a different budget amount than the amount requested for Metro's share of SCRRA's FY27 budget or continue funding SCRRA through a continuing resolution while additional budget modifications are developed.

Continuing to operate at existing service levels, however, would result in higher subsidy costs incurred in FY27 due to the existing level of service being operated and would delay the realization of cost savings in the proposed FY27 budget.

NEXT STEPS

Upon the SCRRA Board's adoption of the FY27 budget and the Metro Board's approval, Metro will negotiate and execute the corresponding funding agreements.

Staff will work with Metro's representatives on the Metrolink Board to communicate the intent of the Sandoval motion that the comprehensive audit is a contingency of Metro's approval of the second Continuing Resolution and work with the Metrolink Board to take action to include the comprehensive audit as part of its FY27 Audit Plan.

ATTACHMENT

Attachment A - SCRRA FY 2026-27 Budget Transmittal

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Southern California Regional Rail Authority
FY27 Proposed Operating Budget
Scenario 8

(\$000s)	FY26 Amended Budget	FY27 Proposed Budget	Variance FY27 Proposed vs FY26 Adopted	
			\$ Variance	% Variance
Operating Revenue				
Farebox Revenue	51,717	42,380	(9,337)	-18.1%
Fare Reduction Subsidy	408	289	(119)	-29.2%
Mobility 4 All	-	1,059	1,059	n/a
LCTOP Grant	3,574	3,814	240	6.7%
Other Train Subsidies	2,565	2,738	172	6.7%
Special Trains	-	-	-	n/a
Subtotal Farebox	58,265	50,280	(7,985)	-13.7%
State Rail Assistance	-	9,300	9,300	n/a
State Rail Assistance Special Allocation	-	1,500	1,500	n/a
Dispatching	2,257	2,878	622	27.5%
Other Revenues	2,873	3,572	700	24.4%
MOW Revenues	13,520	14,169	648	4.8%
Total Operating Revenue	76,915	81,699	4,785	6.2%
Operating Expenses				
<u>Operations & Services</u>				
Train Operators	54,293	54,234	(59)	-0.1%
Train Dispatch	6,033	6,434	401	6.7%
Equipment Maintenance	32,440	33,014	573	1.8%
Materials	15,760	14,813	(947)	-6.0%
Fuel	31,831	32,517	686	2.2%
Non-Scheduled Rolling Stock Repairs	125	-	(125)	-100.0%
Operating Facilities Maintenance	5,150	5,296	146	2.8%
Other Operating Train Services	1,115	947	(168)	-15.1%
Security - LA Sheriffs	13,785	13,740	(44)	-0.3%
Security - SB Sheriffs	3,290	3,762	472	14.3%
Security - Guards	5,682	5,714	32	0.6%
Supplemental Security	251	251	-	0.0%
Public Safety Program	67	70	3	3.9%
Passenger Relations	1,978	1,862	(116)	-5.9%
TVM Maintenance/Revenue Collection	6,035	5,697	(338)	-5.6%
Marketing	3,651	2,721	(929)	-25.5%
Media & External Communications	289	461	172	59.3%
Utilities/Leases	2,843	2,901	58	2.0%
Transfers to Other Operators	2,892	2,939	47	1.6%
Amtrak Transfers	688	2,709	2,021	293.8%
Station Maintenance	6,980	5,501	(1,479)	-21.2%
Rail Agreements	7,331	5,665	(1,666)	-22.7%
Holiday Trains	-	-	-	n/a
Special Trains	-	-	-	n/a
Subtotal Operations & Services	202,510	201,248	(1,263)	-0.6%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	52,672	55,042	2,370	4.5%
MoW Labor & Benefits	4,804	5,220	416	8.6%
Overhead MoW Expenses	4,634	4,689	56	1.2%
MoW - Extraordinary Maintenance	829	512	(316)	-38.2%
Subtotal Maintenance-of-Way	62,939	65,464	2,525	4.0%
<u>Administration & Services</u>				
Ops Salaries & Benefits	19,553	18,078	(1,475)	-7.5%
Ops Non-Labor Expenses	11,713	11,130	(583)	-5.0%
Indirect Administrative Expenses	26,741	25,791	(950)	-3.6%
Ops Professional Services	2,175	1,617	(558)	-25.7%
Subtotal Admin & Services	60,182	56,616	(3,566)	-5.9%
Contingency	50	30	(20)	-40.0%
Total Operating Expenses	325,681	323,358	(2,323)	-0.7%
<u>Insurance and Legal</u>				
Liability/Property/Auto	18,804	16,369	(2,435)	-12.9%
Net Claims / SI	1,841	1,914	73	4.0%
Claims Administration	2,206	2,269	63	2.9%
Subtotal Insurance and Legal	22,851	20,552	(2,299)	-10.1%
Total Expense	348,532	343,910	(4,622)	-1.3%
Loss	(271,617)	(262,210)	9,407	-3.5%
Mega Events	1,100	1,186	86	7.8%
CFR 245-246	500	-	(500)	-100.0%
Outside 20'	3,205	3,307	102	3.2%
Total Expense	353,337	348,403	(4,934)	-1.4%
Loss / Member Support Required	(276,423)	(266,704)	9,719	-3.5%

Numbers may not foot due to rounding

Southern California Regional Rail Authority
Historical Actual and Budgeted Operating Statements
Scenario 8

	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Variance	
(\$000s)	Actual	Actual	Actual	Amended Budget	Proposed Budget	\$ Variance	% Variance
Operating Revenue							
Farebox Revenue	31,114	32,175	32,507	51,717	42,380	(9,337)	-18.1%
Fare Reduction Subsidy	571	188	484	408	289	(119)	-29.2%
Mobility 4 All Subsidy	389	758	725	-	1,059	1,059	n/a
LCTOP Grant	-	7,475	7,469	3,574	3,814	240	6.7%
Other Train Subsidies	2,443	2,534	2,610	2,565	2,738	172	6.7%
Special Trains	29	36	39	-	-	-	n/a
Subtotal Farebox	34,546	43,166	43,834	58,265	50,280	(7,985)	-13.7%
State Rail Assistance	-	-	-	-	9,300	9,300	n/a
State Rail Assistance Special Allocation	-	-	-	-	1,500	1,500	n/a
Dispatching	2,245	2,677	2,684	2,257	2,878	622	27.5%
Other Revenues	1,094	5,193	4,536	2,873	3,572	700	24.4%
MOW Revenues	13,402	13,528	13,097	13,520	14,169	648	4.8%
Total Operating Revenue	51,287	64,563	64,151	76,915	81,699	4,785	6.2%
Operating Expenses							
<u>Operations & Services</u>							
Train Operators	36,075	40,146	50,664	54,293	54,234	(59)	-0.1%
Train Dispatch	5,260	6,131	5,877	6,033	6,434	401	6.7%
Equipment Maintenance	28,750	30,089	30,592	32,440	33,014	573	1.8%
Materials	13,594	14,306	15,101	15,760	14,813	(947)	-6.0%
Fuel	31,881	29,397	28,479	31,831	32,517	686	2.2%
Non-Scheduled Rolling Stock Repairs	93	125	56	125	-	(125)	-100.0%
Operating Facilities Maintenance	2,244	2,241	2,415	5,150	5,296	146	2.8%
Other Operating Train Services	532	904	725	1,115	947	(168)	-15.1%
Security - LA Sheriffs	10,316	11,530	11,930	13,785	13,740	(44)	-0.3%
Security - SB Sheriffs	-	-	-	3,290	3,762	472	14.3%
Security - Guards	4,624	5,493	5,401	5,682	5,714	32	0.6%
Supplemental Security	-	413	33	251	251	-	0.0%
Public Safety Program	7	25	28	67	70	3	3.9%
Passenger Relations	1,636	1,686	1,777	1,978	1,862	(116)	-5.9%
TVM Maintenance/Revenue Collection	4,752	4,473	4,431	6,035	5,697	(338)	-5.6%
Marketing	2,622	2,887	2,682	3,651	2,721	(929)	-25.5%
Media & External Communications	232	164	125	289	461	172	59.3%
Utilities/Leases	2,538	2,370	2,472	2,843	2,901	58	2.0%
Transfers to Other Operators	2,130	2,664	3,394	2,892	2,939	47	1.6%
Amtrak Transfers	322	577	692	688	2,709	2,021	293.8%
Station Maintenance	2,081	4,591	4,124	6,980	5,501	(1,479)	-21.2%
Rail Agreements	5,313	6,280	6,259	7,331	5,665	(1,666)	-22.7%
Special Trains	-	169	222	-	-	-	n/a
Subtotal Operations & Services	155,000	166,664	177,480	202,510	201,248	(1,263)	-0.6%
<u>Maintenance-of-Way</u>							
MoW - Line Segments	41,219	44,593	46,307	52,672	55,042	2,370	4.5%
MoW Labor & Benefits	3,975	4,410	4,640	4,804	5,220	416	8.6%
Overhead MoW Expenses	3,198	3,366	3,392	4,634	4,689	56	1.2%
MoW - Extraordinary Maintenance	873	695	581	829	512	(316)	-38.2%
Subtotal Maintenance-of-Way	49,264	53,063	54,919	62,939	65,464	2,525	4.0%
<u>Administration & Services</u>							
Ops Salaries & Benefits	15,144	16,922	18,788	19,553	18,078	(1,475)	-7.5%
Ops Non-Labor Expenses	8,616	9,023	8,360	11,713	11,130	(583)	-5.0%
Indirect Administrative Expenses	17,614	18,259	20,375	26,741	25,791	(950)	-3.6%
Ops Professional Services	1,786	1,573	1,955	2,175	1,617	(558)	-25.7%
Subtotal Admin & Services	43,161	45,776	49,478	60,182	56,616	(3,566)	-5.9%
Contingency	40	-	24	50	30	(20)	-40.0%
Total Operating Expenses	247,465	265,503	281,902	325,681	323,358	(2,323)	-0.7%
Insurance and Legal							
Liability/Property/Auto	13,406	15,598	16,396	18,804	16,369	(2,435)	-12.9%
Net Claims / SI	382	1,065	503	1,841	1,914	73	4.0%
Claims Administration	1,935	1,949	2,068	2,206	2,269	63	2.9%
Total Net Insurance and Legal	15,723	18,612	18,968	22,851	20,552	(2,299)	-10.1%
Mobilization	-	-	7,870	-	-	-	n/a
Student Adventure Pass	-	-	3,211	-	-	-	n/a
Mega Events	-	-	-	1,100	1,186	86	7.8%
CFR 245-246	-	-	-	500	-	(500)	-100.0%
Outside 20'	-	-	-	3,205	3,307	102	3.2%
Total Expense before Non-Recurring	263,188	284,115	311,951	353,337	348,403	(4,934)	-1.4%
Non-Recurring Settlement Expense 3	-	3,000	-	-	-	-	n/a
Total Expenses including Non-Recurring	263,188	287,115	311,951	353,337	348,403	(4,934)	-1.4%
Loss / Member Support Required	(211,901)	(222,552)	(247,800)	(276,423)	(266,704)	9,719	-3.5%

Numbers may not foot due to rounding

Excludes Unbudgeted Special Trains

Southern California Regional Rail Authority
Fiscal Year 2026-27 Proposed Budget
Annual Operating Budget Distribution by Cost Component

SCENARIO 8		FY2026-27 Proposed Budget				
(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	20,785	10,390	4,445	5,049	1,711	42,380
Fare Reduction Subsidy	173	-	-	116	-	289
Mobility 4 All	690	150	80	116	24	1,059
LCTOP Grant	1,871	935	400	454	154	3,814
Other Train Subsidies	2,738	-	-	-	-	2,738
Subtotal Farebox	26,257	11,475	4,924	5,735	1,889	50,280
State Rail Assistance	4,418	1,841	1,032	1,339	670	9,300
State Rail Assistance Special Allocation	-	1,500	-	-	-	1,500
Dispatching	1,340	1,052	13	120	353	2,878
Other Revenues	1,854	684	411	403	220	3,572
MOW Revenues	7,538	3,345	920	1,798	568	14,169
Total Operating Revenue	41,406	19,897	7,300	9,396	3,699	81,699
Operating Expenses						
Operations & Services						
Train Operators	28,239	10,706	6,551	6,204	2,533	54,234
Train Dispatch	3,804	1,143	502	631	355	6,434
Equipment Maintenance	17,098	6,827	3,770	3,678	1,641	33,014
Materials	7,672	3,063	1,692	1,650	736	14,813
Fuel	16,931	6,419	3,928	3,720	1,519	32,517
Non-Scheduled Rolling Stock Repairs	-	-	-	-	-	-
Operating Facilities Maintenance	2,860	1,119	550	559	208	5,296
Other Operating Train Services	456	190	124	106	71	947
Security - LA Sheriffs	7,420	2,902	1,428	1,451	540	13,740
Security - SB Sheriffs	-	-	-	3,762	-	3,762
Security - Guards	2,507	911	1,216	555	526	5,714
Supplemental Security	123	61	26	30	10	251
Public Safety Program	33	12	10	7	7	70
Passenger Relations	991	407	171	224	69	1,862
TVM Maintenance/Revenue Collection	2,490	1,224	929	717	338	5,697
Marketing	1,452	596	247	327	99	2,721
Media & External Communications	219	79	69	48	46	461
Utilities/Leases	1,376	500	432	305	289	2,901
Transfers to Other Operators	1,671	568	210	372	119	2,939
Amtrak Transfers	1,226	853	-	-	630	2,709
Station Maintenance	3,335	751	401	723	292	5,501
Rail Agreements	1,676	1,290	1,362	356	981	5,665
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	101,578	39,619	23,617	25,424	11,008	201,248
Maintenance-of-Way						
MoW - Line Segments	30,835	10,385	3,680	6,895	3,248	55,042
MoW Labor & Benefits	2,921	903	408	616	373	5,220
Overhead MoW Expenses	2,698	806	360	519	306	4,689
MoW - Extraordinary Maintenance	300	73	49	55	36	512
Subtotal Maintenance-of-Way	36,753	12,167	4,497	8,084	3,963	65,464
Administration & Services						
Ops Salaries & Fringe Benefits	8,576	3,115	2,690	1,898	1,799	18,078
Ops Non-Labor Expenses	5,633	2,120	1,460	1,252	664	11,130
Indirect Administrative Expenses	12,235	4,444	3,838	2,708	2,566	25,791
Ops Professional Services	767	279	241	170	161	1,617
Subtotal Admin & Services	27,212	9,957	8,229	6,028	5,190	56,616
Contingency	14	5	4	3	3	30
Total Operating Expenses	165,557	61,749	36,348	39,540	20,164	323,358
Insurance and Legal						
Liability/Property/Auto	8,839	3,457	1,701	1,728	643	16,369
Net Claims / SI	1,033	404	199	202	75	1,914
Claims Administration	1,225	479	236	240	89	2,269
Total Net Insurance and Legal	11,098	4,341	2,136	2,170	808	20,552
Total Expense	176,655	66,090	38,484	41,709	20,972	343,910
Loss/Member Support Required	(135,249)	(46,192)	(31,183)	(32,313)	(17,272)	(262,210)
Mega Events	563	204	176	125	118	1,186
Outside 20'	3,307	-	-	-	-	3,307
CFR 245-246	-	-	-	-	-	-
Total Expense	180,526	66,294	38,660	41,834	21,090	348,403
Loss/Member Support Required	(139,119)	(46,397)	(31,360)	(32,438)	(17,390)	(266,704)

Note : Budget includes \$3.3M for Outside 20' and \$600K net for Pasadena Sub that are funded solely by Metro.

Southern California Regional Rail Authority
Fiscal Year 2026-27 Proposed Budget
Annual Operating Budget Distribution by Cost Component

SCENARIO 8	FY2026-27 Proposed Budget - Line Allocation							
(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
Farebox Revenue	10,354	3,878	6,385	2,586	10,075	4,502	4,601	42,380
Fare Reduction Subsidy	289	-	-	-	-	-	-	289
Mobility 4 All	253	58	427	29	123	76	93	1,059
LCTOP Grant	890	427	639	113	845	400	501	3,814
Other Train Subsidies	903	164	931	329	192	-	219	2,738
Subtotal Farebox	12,689	4,527	8,381	3,056	11,234	4,978	5,415	50,280
State Rail Assistance	2,040	1,404	1,479	1,287	1,567	1,249	273	9,300
State Rail Assistance Special Allocation	-	-	-	-	1,500	-	-	1,500
Dispatching	206	695	438	4	1,490	17	29	2,878
Other Revenues	785	476	738	288	485	406	393	3,572
MOW Revenues	4,134	1,704	3,462	248	1,982	1,665	972	14,169
Total Operating Revenue	19,855	8,806	14,498	4,884	18,259	8,315	7,083	81,699
Operating Expenses								
Operations & Services								
Train Operators	12,457	5,703	11,387	3,563	7,675	6,530	6,919	54,234
Train Dispatch	1,882	984	1,699	133	641	554	540	6,434
Equipment Maintenance	7,362	3,889	6,996	2,129	5,203	3,859	3,575	33,014
Materials	3,303	1,745	3,139	955	2,335	1,732	1,604	14,813
Fuel	7,469	3,419	6,828	2,136	4,602	3,915	4,148	32,517
Non-Scheduled Rolling Stock Repairs	-	-	-	-	-	-	-	-
Operating Facilities Maintenance	1,228	543	1,178	299	894	603	551	5,296
Other Operating Train Services	176	129	160	108	145	110	121	947
Security - LA Sheriffs	3,187	1,408	3,057	776	2,320	1,564	1,429	13,740
Security - SB Sheriffs	3,180	-	-	351	-	214	16	3,762
Security - Guards	771	878	954	792	503	646	1,170	5,714
Supplemental Security	61	23	38	15	60	27	27	251
Public Safety Program	10	12	13	10	7	9	10	70
Passenger Relations	516	178	361	79	363	180	186	1,862
TVM Maintenance/Revenue Collection	1,062	788	999	542	746	851	710	5,697
Marketing	759	256	528	112	534	261	271	2,721
Media & External Communications	67	77	83	69	44	56	65	461
Utilities/Leases	423	482	524	435	276	355	406	2,901
Transfers to Other Operators	813	270	656	143	679	93	286	2,939
Amtrak Transfers	-	1,420	-	-	1,289	-	-	2,709
Station Maintenance	1,545	720	1,284	430	925	7	590	5,501
Rail Agreements	-	981	-	1,870	704	866	1,244	5,665
Special Trains	-	-	-	-	-	-	-	-
Subtotal Operations & Services	46,272	23,905	39,882	14,947	29,943	22,430	23,868	201,248
Maintenance-of-Way								
MoW - Line Segments	16,476	7,999	13,301	1,323	7,038	5,480	3,424	55,042
MoW Labor & Benefits	1,490	873	1,229	55	651	583	338	5,220
Overhead MoW Expenses	1,298	718	1,237	72	589	499	277	4,689
MoW - Extraordinary Maintenance	112	77	81	71	86	69	15	512
Subtotal Maintenance-of-Way	19,376	9,668	15,849	1,521	8,364	6,632	4,054	65,464
Administration & Services								
Ops Salaries & Fringe Benefits	2,638	3,005	3,265	2,708	1,719	2,211	2,533	18,078
Ops Non-Labor Expenses	2,335	1,334	2,432	961	1,442	1,386	1,240	11,130
Indirect Administrative Expenses	3,763	4,287	4,658	3,864	2,453	3,154	3,613	25,791
Ops Professional Services	236	269	292	242	154	198	227	1,617
Subtotal Admin & Services	8,971	8,894	10,647	7,775	5,768	6,949	7,613	56,616
Contingency	4	5	5	4	3	4	4	30
Total Operating Expenses	74,623	42,471	66,383	24,248	44,078	36,014	35,539	323,358
Insurance and Legal								
Liability/Property/Auto	3,796	1,677	3,641	924	2,764	1,863	1,702	16,369
Net Claims / SI	444	196	426	108	323	218	199	1,914
Claims Administration	526	232	505	128	383	258	236	2,269
Total Net Insurance and Legal	4,766	2,106	4,572	1,161	3,471	2,339	2,137	20,552
Total Expense	79,390	44,576	70,955	25,408	47,549	38,354	37,677	343,910
Loss/Member Support Required	(59,535)	(35,770)	(56,457)	(20,525)	(29,290)	(30,038)	(30,594)	(262,210)
Mega Events	173	197	214	178	113	145	166	1,186
Outside 20'	551	965	551	345	345	207	345	3,307
CFR 245-246	-	-	-	-	-	-	-	-
Total Expense	80,114	45,738	71,721	25,931	48,006	38,706	38,188	348,403
Loss/Member Support Required	(60,259)	(36,932)	(57,223)	(21,047)	(29,748)	(30,390)	(31,105)	(266,704)

Note : Budget includes \$3.3M for Outside 20' and \$600K net for Pasadena Sub that are funded solely by Metro.

Southern California Regional Rail Authority
History of actual and budgeted Operating Support
with variances of FY27 vs FY26
Scenario 8

Support by Member Agency

	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY26 Amended Budget	\$276,422,523	\$141,980,140	\$52,092,843	\$32,046,657	\$33,019,322	\$17,283,561
FY27 Proposed Budget	\$266,703,767	\$139,119,499	\$46,396,759	\$31,359,674	\$32,437,535	\$17,390,300

Year-Over-Year Change	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY26 vs FY27						
\$ increase (decrease)	(9,718,756)	(2,860,641)	(5,696,084)	(686,983)	(581,787)	106,739
% increase	-3.5%	-2.0%	-10.9%	-2.1%	-1.8%	0.6%

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

								FUNDINGS					
PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3445	Rehab	ALL	All	Business Systems	Optimization of Trapeze EAM State of Good Repair (SGR) and Capital Planning Module	<p>This initiative will require technical expertise to establish the foundational, system-agnostic analytical models needed for a compliant, defensible State of Good Repair program. While Trapeze provides the software platform, Metrolink must still develop its own risk framework, Probability of Failure (PoF) models, Consequence of Failure (CoF) scoring, asset criticality weighting, and standardized condition assessment methodologies all of which are independent of any vendor solution and required for FTA compliance under 49 CFR Part 625, ISO 55000, and industry best practice. These agency-owned models ensure that capital prioritization reflects Metrolink’s unique network, risk appetite, operating environment, and strategic goals, rather than generic vendor defaults.</p> <p>The scope of work includes a current-state assessment of existing asset data and inspection practices; the design and validation of PoF, CoF, and criticality models across all asset classes; creation of condition scoring standards and taxonomy; development of asset decay curves and lifecycle cost models consistent with ISO 15686; and integration of these models into the SGR module once implemented. These activities represent engineering and asset management analysis, not software development, and are essential prerequisites regardless of which SGR platform Metrolink uses now or in the future.</p> <p>In parallel, technical support will be required to configure the Trapeze SGR module to align with Metrolink’s risk and lifecycle models, integrate it with existing EAM workflows, import and normalize condition data, and build dashboards, KPIs, and audit-ready reporting for FTA/FRA review. This work will create a unified capital planning framework that transforms raw inspections and work order history into transparent, data-driven investment decisions. The outcome will be a fully operational SGR capability that supports capital planning, maintenance optimization, budget</p>	\$1,000,000.00	\$475,000.00	\$198,000.00	\$111,000.00	\$144,000.00	\$72,000.00	\$0.00
3447	Rehab	ALL	All	Business Systems	EAM Current State Assessment and Gap Analysis for Parts Management and Warranty Management	<p>This initiative will utilize technical consultants to perform a comprehensive current state assessment of Metrolink’s Parts Management, and Warranty Management functions within the Trapeze EAM environment to identify process, data, and system configuration gaps impacting operational efficiency and asset lifecycle visibility. The project will evaluate existing workflows, integrations with procurement and financial systems, and data governance practices to determine where automation, standardization, and reporting improvements are needed. The effort will result in a detailed gap analysis, prioritized recommendations for enhancement, and a multi-phase implementation roadmap to strengthen system functionality, improve parts traceability, and establish a holistic, integrated warranty recovery process. These outcomes will position Metrolink to leverage EAM capabilities for cost savings, improved accountability, and greater support for long-term State of Good Repair and Capital Planning objectives.</p>	\$312,000.00	\$148,200.00	\$61,776.00	\$34,632.00	\$44,928.00	\$22,464.00	\$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3448	Rehab	ALL	All	Train Control	FY27 Annual Systemwide PTC Onboard Rehabilitation Program	For PTC Onboard team who oversee the PTC onboard hardware and software on SCRRA locomotives, cab car and multiple unit fleet. The systemwide PTC Onboard rehabilitation program encompasses a range of onboard systems and components to ensure they are maintained in a state of good repair. This includes power supplies and regulators; communication systems such as PTC 220 MHz radios, cellular modems, Wi-Fi, antennas, and filters; onboard computers (Train Management Computer); the cab display unit (CDU); event recorder; GPS; axle generators and speed sensors; test equipment to validate new functionalities; and other supporting technologies installed across the Metrolink fleet. Collectively, these systems support daily train operations and ensure safe, reliable PTC functionality—critical for safety critical service, as trains cannot operate without PTC and are reduced in speed when PTC fails en-route. a program that is part of the larger Metrolink Rehabilitation Plan (MRP), which provides a comprehensive evaluation of the condition, maintenance, useful life, and necessary overhauls of Metrolink’s rail system assets. The MRP helps prioritize and guide rehab and improvement projects, as well as shape funding requests to member agencies to make sure the system remains safe and reliable for the next 25 years. It also helps address the backlog of aging systems—caused by past funding not fully meeting needs—and ensures there’s consistent year-to-year funding to keep assets in good working order.	\$2,500,000.00	\$1,187,500.00	\$495,000.00	\$277,500.00	\$360,000.00	\$180,000.00	\$0.00
3450	Rehab	San Bernardino LIne	San Gabriel	Communications	SAN GABRIEL SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	San Gabriel Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	\$1,287,000.00	\$772,200.00	\$0.00	\$0.00	\$514,800.00	\$0.00	\$0.00
3473	Rehab	ALL	All	Information Technology	Rehabilitation of Conference Room Equipment	For Metrolink employees and stakeholders who utilize conference rooms for collaboration and communication who face ongoing disruptions and frustration due to aging equipment that is no longer supported or receiving security updates the rehabilitation of conference room equipment is a is a strategic cybersecurity initiative that also improves operational efficiency and support effectiveness that eliminates vulnerabilities from unsupported AV systems, enhances productivity for end users, and reduces IT support burdens unlike legacy systems that are unreliable, hinder effective engagement, and pose security risks our solution delivers a secure, high-performance collaboration experience aligned with organizational needs.	\$250,000.00	\$118,750.00	\$49,500.00	\$27,750.00	\$36,000.00	\$18,000.00	\$0.00
3492	Rehab	ALL	All	Information Technology	Rehabilitation of End-User Equipment	For Metrolink employees and contractors who rely on laptops, desktops, monitors, docking stations, tablets, and miscellaneous devices to perform daily tasks the rehabilitation of end-user equipment is a is a strategic cybersecurity initiative that also improves operational efficiency and support effectiveness that eliminates risks from unsupported hardware, enhances productivity for end users, and reduces IT support burdens unlike continued use of aging, unsupported devices that pose operational and cybersecurity risks our solution modernizes critical assets to strengthen security posture, enhance user experience, and streamline support operations.	\$485,070.00	\$230,408.25	\$96,043.86	\$53,842.77	\$69,850.08	\$34,925.04	\$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3498	Rehab	ALL	All	Information Technology	Cisco 3800 Series Rehab / Replacement	<p>For IDTS Department</p> <p>who Provide network connectivity for Metrolink users to the Metrolink applications</p> <p>the IDTS Infrastructure team provides network connectivity throughout Metrolink to provide access to services and applications, both on premise and cloud-based.</p> <p>is a Strategic cybersecurity initiative that improves operational efficiency and support effectiveness</p> <p>that eliminates the risks for out of date and unsupported devices</p> <p>unlike continued use of aging, unsupported devices that pose operational and cybersecurity risks</p> <p>our solution modernizes critical assets to strengthen security posture, enhance user experience, and streamline support operations.</p>	\$450,000.00	\$213,750.00	\$89,100.00	\$49,950.00	\$64,800.00	\$32,400.00	\$0.00
3500	Rehab	ALL	All	Rolling Stock	Bombardier Railcar Rebuild (EP199-19)	<ul style="list-style-type: none"> Continue to rebuild on remaining 33 Bombardier cars as next option orders Extend lifecycle by 15 years Upgrade Bombardier railcar onboard system for safety and convenience. 	\$25,462,500.00	\$12,094,687.50	\$5,041,575.00	\$2,826,337.50	\$3,666,600.00	\$1,833,300.00	\$0.00
3503	Rehab	ALL	All	Facilities	MOC Dispatch Center Reconfiguration	Reconfiguration of the MOC Dispatch Center – to create offices for staff. Additional offices are needed for workspace for current staff.	\$1,311,789.60	\$623,100.06	\$259,734.34	\$145,608.65	\$188,897.70	\$94,448.85	\$0.00
3504	Rehab	ALL	All	Facilities	Fences and Gates Renovation - CMF, MOC, Marine Way	<p>Replace CMF existing fence along the LA river.</p> <p>Replace the MOC Existing fence and gates</p> <p>Provide Automatic and security badge-controlled gate at Marine Way</p>	\$3,007,000.00	\$1,428,325.00	\$595,386.00	\$333,777.00	\$433,008.00	\$216,504.00	\$0.00
3505	Rehab	ALL	All	Rolling Stock	Rotem HVAC Overhaul/Rebuild EP205R-22	<ul style="list-style-type: none"> Overhaul/rebuild on Hyundai Rotem HVAC units and controller box. Repair of OEM equipment and continue to overhaul HVAC units 	\$1,681,000.00	\$798,475.00	\$332,838.00	\$186,591.00	\$242,064.00	\$121,032.00	\$0.00
3519	Rehab	ALL	All	Rolling Stock	Car End-Door Improvement System	<ul style="list-style-type: none"> Improvement in passengers' comfort in opening end-door of Bombardier & Talgo-SYSTRA cars. New design on the end-door mechanism. All legacy Bombardier car and Talgo-SYSTRA car. <p>This requested project will bring a new design and deliver a product to reduce the force required to open end doors therefore providing convenience to the customer as well as ensuring safety for any emergency case</p>	\$142,000.00	\$67,450.00	\$28,116.00	\$15,762.00	\$20,448.00	\$10,224.00	\$0.00
3520	Rehab	ALL	All	Rolling Stock	F125 Intermediate Engine Overhaul	Intermediate engine overhaul of C175 engines for F125 locomotives. Required every 18,000 hours of engine operation.	\$7,000,000.00	\$3,325,000.00	\$1,386,000.00	\$777,000.00	\$1,008,000.00	\$504,000.00	\$0.00
3521	Rehab	ALL	All	Rolling Stock	Communication Trainline System Overhaul	<ul style="list-style-type: none"> Communication System Power Supply Install (fleet-wide) Interior destination screens Control Unit Upgrade Side Destination Screen Control Unit Upgrade Car built-in conductor PA. 	\$1,500,000.00	\$712,500.00	\$297,000.00	\$166,500.00	\$216,000.00	\$108,000.00	\$0.00
3525	Rehab	ALL	River	Track	FY 27 River Sub Track Project	<p>River (RV) Sub Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <p>-Turnout</p> <p>-Rail</p> <p>Specific work will include: 8 Turnout component replacements, furnish & replace six insulated joints</p>	\$2,215,077.70	\$1,052,161.91	\$438,585.38	\$245,873.62	\$318,971.19	\$159,485.59	\$0.01
3526	Rehab	San Bernardino Line	San Gabriel	Track	FY 27 San Gabriel Track	<p>San Gabriel (SG) Sub Track Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <p>-Rail</p> <p>-Turnout</p> <p>Specific work will include: 6,000 TF of upgrade from 115# to 136# rail, (2) Turnout component replacements</p>	\$2,627,668.65	\$1,576,601.19	\$0.00	\$0.00	\$1,051,067.46	\$0.00	\$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3528	Rehab	ALL	All	Track	Systemwide FY27 Track Rehab Project	Systemwide Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Rail -Track measurement Specific work will include: Rail grinding and surfacing, track measurement system	\$8,413,000.00	\$3,996,175.00	\$1,665,774.00	\$933,843.00	\$1,211,472.00	\$605,736.00	\$0.00
3529	Rehab	Antelope Valley Line	Valley	Track	Valley Sub FY 27 Track Rehab Project	Valley (VY) Sub Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Rail -Ties Specific work will include: 10,500 LF of curve rail, 5 single track rail lubricators, 1 crossing	\$3,683,737.45	\$3,683,737.45	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3530	Rehab	Ventura County Line	Ventura - LA County	Track	Ventura Sub (LA) FY 27 Track Rehab Project	Ventura (LA) Sub Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Turnouts Specific work includes: - Rail Replacement between MP 456-457.44 or - Up to two (2) turnout replacements	\$1,827,524.99	\$1,827,524.99	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3531	Rehab	Ventura County Line	Ventura - VC County	Track	Ventura Sub (VC) FY 27 Track Rehab Project	Ventura (VC) Sub Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Turnout -Ties Specific work will include: 1 turnout, 100 TF wood to concrete tie track, 343 ties	\$1,714,376.40	\$0.00	\$0.00	\$0.00	\$0.00	\$1,714,376.40	\$0.00
3535	Rehab	Perris Valley Line	San Jacinto (PVL)	Structures	FY 27 PVL Structures Rehab	Perris Valley (PV) Sub Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: -Culverts Specific work will include: (2) culvert replacements	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3536	Rehab	Antelope Valley Line	Valley	Structures	FY 27 Valley Sub Structures Rehab	Valley (VY) Sub Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: - Culverts Specific work will include: (6) culvert replacements	\$1,942,607.40	\$1,942,607.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3537	Rehab	ALL	River	Structures	FY 27 River Sub Structures Rehab	River Sub Structures Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts Specific work will include: (1) Bridge repair and (1) culvert repair	\$911,356.60	\$432,894.38	\$180,448.61	\$101,160.58	\$131,235.35	\$65,617.68	\$0.00
3538	Rehab	Ventura County Line	Ventura - LA County	Structures	FY 27 Ventura Sub (LA) Structures Rehab	Ventura Sub (LA County) Structures Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges Specific work will include: (1) Bridge repair	\$426,327.00	\$426,327.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3539	Rehab	Ventura County Line	Ventura - VC County	Structures	FY 27 Ventura Sub (VC) Structures Rehab	Ventura Sub (VC) Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: -Culverts Specific work will include: (2) culvert full replacements	\$2,116,444.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,116,444.00	\$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3540	Rehab	San Bernardino LIne	San Gabriel	Structures	FY 27 Big Dalton Wash Bridge MP 19.79 Rehab	Big Dalton Wash Bridge Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges Specific work will include: (1) bridge construction	\$8,863,830.80	\$5,318,298.48	\$0.00	\$0.00	\$3,545,532.32	\$0.00	\$0.00
3541	Rehab	Orange County Line	Orange	Structures	FY 27 Orange Sub Structures Design	Orange (OR) Sub Structures Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts Specific work will include: bridge load rating analysis updates, design recommendations, and environmental clearance	\$1,219,570.00	\$0.00	\$1,219,570.00	\$0.00	\$0.00	\$0.00	\$0.00
3542	Rehab	Ventura County Line	Ventura - LA County	Structures	FY 27 Ventura Sub (LA) Structures Design	Ventura Sub (LA) Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: -Culverts -Bridges Specific work will include: (2) Culvert, (1) Bridge Design recommendation, alternative analysis, bridge load ratings, and environmental clearance	\$1,960,588.34	\$1,960,588.34	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3543	Rehab	San Bernardino LIne	SB Shortway	Structures	FY 27 Shortway Structures Design	Shortway (SW) Sub Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges Specific work will include: (1) bridge design recommendation, alternative analysis, and environmental clearance	\$1,276,334.40	\$653,291.76	\$272,318.71	\$152,675.12	\$198,048.81	\$0.00	\$0.00
3544	Rehab	Orange County Line	Orange	Structures	FY 27 PCH Bridge MP 200.2 Rehab	The PCH Bridge MP 200.2 Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridge Funding from other grants and not member agencies. Potentially coming from SCAG grant program. \$5,544,000 funded by other. Remaining \$719,000 funded by OCTA outside of FY27 funding cap. *as required match"	\$6,263,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,263,000.00
3545	Rehab	San Bernardino LIne	Pasadena	Structures	FY 27 Route 66 Bridge Deck Design	Specific work will include: Route 66 (112.5) Bridge Deck Replacement (DESIGN ONLY)	\$2,000,000.00	\$2,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3559	Rehab	Orange County Line	Orange	Train Control	FY27 Orange & Olive Signals Rehab	Orange and Olive Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Signal systems - Crossing systems Specific Work Will Include: (1) crossing, replace (1) power switch and signals .	\$2,660,394.00	\$0.00	\$2,660,394.00	\$0.00	\$0.00	\$0.00	\$0.00
3560	Rehab	San Bernardino LIne	San Gabriel	Train Control	FY27 San Gabriel Signals Rehab	San Gabriel (SG) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Signal systems - Crossing systems Specific Work Will Include: (2) crossings, replace (1) power switch and signals	\$5,394,853.60	\$3,236,912.16	\$0.00	\$0.00	\$2,157,941.44	\$0.00	\$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3561	Rehab	ALL	River	Train Control	FY27 River Signals Rehab	River Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Signal systems - Crossing systems Specific Work Will Include: (1) crossing, replace (1) power switch and signal	\$6,856,000.00	\$3,256,600.00	\$1,357,488.00	\$761,016.00	\$987,264.00	\$493,632.00	\$0.00
3562	Rehab	Antelope Valley Line	Valley	Train Control	FY27 Valley Signal Rehab	Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Signal systems - Crossing systems Specific Work Will Include: (1) crossing, replace (1) power switch & signals	\$2,535,894.30	\$2,535,894.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3563	Rehab	Ventura County Line	Ventura - LA County	Train Control	FY27 Ventura LA Signals Rehab	Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Crossing systems - Signal systems Specific work will include: (2) crossings	\$1,793,889.09	\$1,793,889.09	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3564	Rehab	Ventura County Line	Ventura - VC County	Train Control	FY27 Ventura VC Signals Rehab	Ventura (VC) Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Crossing systems - Signal systems Specific work will include: (2) crossings	\$2,303,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,303,000.00	\$0.00
3565	Rehab	Ventura County Line	Ventura - VC County	Structures	FY 27 Arroyo Simi Restoration Plan and Monitoring Year 1 of 5	After Construction of Arroyo Simi Scour Mitigation Project, RWQCB requires a 5 year restoration, monitoring and reporting for the Arroyo Simi Channel per conditions of the regulatory permit. FY27 budget request will cover first year of restoration, monitoring and reporting.	\$500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$500,000.00	\$0.00
3579	Rehab	Riverside Line	River Sub - East Bank	Structures	FY27 River Subdivision Structures Rehabilitation - East Bank	River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work for this request is for rehabilitation of the Arroyo Seco Bridge. Requesting additional funding for construction due to material and labor escalation.	\$18,620,000.00	\$8,844,500.00	\$3,686,760.00	\$2,066,820.00	\$2,681,280.00	\$1,340,640.00	\$0.00
3580	Rehab	ALL	All	Non-Revenue Fleet	FY27 Systemwide MOW and Ops vehicle and equipment replacement	Replace MOW and Ops. vehicles that are beyond their useful life and no longer reliable to support rail operations. The amount is based on MRP and have been reduced by \$2M from previous years to accommodate higher priority projects in Facilities. The vehicles and equipment replaced will be based on the availability of ZEV (Zero Emission Vehicles) and will replace fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way.	\$1,100,000.00	\$522,500.00	\$217,800.00	\$122,100.00	\$158,400.00	\$79,200.00	\$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3581	Rehab	ALL	All	Business Systems	EAM Current State Assessment, Gap Analysis, and Enhancement Roadmap (Enterprise Purchasing)	This initiative will utilize technical consultants to perform a comprehensive current state assessment of Metrolink's purchasing, replenishment and procurement functions within the Trapeze EAM environment to identify process, data, and system configuration gaps impacting operational efficiency and asset lifecycle visibility. The project will evaluate existing workflows, integrations with procurement and financial systems, and data governance practices to determine where automation, standardization, and reporting improvements are needed. The effort will result in a detailed gap analysis, prioritized recommendations for enhancement, and a multi-phase implementation roadmap to strengthen system functionality, and improve parts replenishment process. These outcomes will position Metrolink to leverage EAM capabilities for cost savings, improved accountability, and greater support for long-term State of Good Repair and Capital Planning objectives.	\$250,000.00	\$118,750.00	\$49,500.00	\$27,750.00	\$36,000.00	\$18,000.00	\$0.00
3586	Rehab	Orange County Line	Orange	Communications	SoGR FY27 Orange Sub Communication	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.	\$1,551,000.00	\$0.00	\$1,551,000.00	\$0.00	\$0.00	\$0.00	\$0.00
3588	Rehab	San Bernardino Lline	Valley	Communications	SoGR FY27 Valley Sub Communication	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 - 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.	\$1,035,001.00	\$1,035,001.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3590	Rehab	Ventura County Line	Ventura - VC County	Communications	SoGR FY27 Ventura Sub (VC - County) Communication	Ventura Sub (VC-County) 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.	\$777,700.00	\$0.00	\$0.00	\$0.00	\$0.00	\$777,700.00	\$0.00
3591	Rehab	Riverside Line	Riverside	Communications	SoGR FY27 Riverside Line Communication	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 Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	\$636,020.00	\$0.00	\$0.00	\$636,020.00	\$0.00	\$0.00	\$0.00
3592	Rehab	ALL	River	Communications	SoGR FY27 River Sub Communication	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.	\$500,060.00	\$237,528.50	\$99,011.88	\$55,506.66	\$72,008.64	\$36,004.32	\$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3594	Rehab	Ventura County Line	Ventura - LA County	Communications	SoGR FY27 Ventura Sub (LA - County) Communication	Ventura Sub (LA-County) 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.	\$238,000.40	\$238,000.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3596	Rehab	ALL	All	Facilities	LAUS Common Area Maintenance (CAM)	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.	\$2,030,735.00	\$964,599.12	\$402,085.53	\$225,411.58	\$292,425.84	\$146,212.92	\$0.01
SGR TOTAL							\$142,632,350.72	\$69,849,728.28	\$22,730,805.31	\$10,334,427.48	\$19,851,042.83	\$13,603,346.80	\$6,263,000.02

								FUNDINGS					
PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3494	Capital	ALL	All	Information Technology	Data Integration Expansion (Boomi platform)	<p>For SCRRA Business and staff across all departments.</p> <p>Who are impacted by data inconsistencies, siloed applications, and inconsistent information</p> <p>The current integration approach is an assortment of disconnected tools, manual processes and one-off integrations</p> <p>Is an enterprise data integration platform</p> <p>That will provide a format and platform to map data in and out of various software tools used by SCRRA in order to provide accurate and reliable data across all systems to make SCRRA operate more efficiently, effectively and reliably.</p> <p>Unlike the existing systems, processes and tools that have separate, non-integrated data sources that allow for errors and inaccuracies. Examples include mismatched data between financial system tools, badge records not aligning with HR data records, and project information tracked outside official tools.</p> <p>Our solution will provide a unified agency-wide platform that can seamlessly connect applications, data, devices and systems across the agency</p>	\$1,000,000.00	\$475,000.00	\$198,000.00	\$111,000.00	\$144,000.00	\$72,000.00	\$0.00
3495	Capital	ALL	All	Information Technology	Nutanix Implementation – Phase 2	<p>For IDTS Department</p> <p>who manages the Information Technology Infrastructure for Metrolink</p> <p>The Technology Infrastructure traditionally is a 3 tier platform consisting of Compute, Storage and Network. Servers provide the computing power, Storage Area Network (SANS) provide the storage and the Network provides connectivity between all three. And to manage the servers, you require software like VMware. All of these have individual costs. One companionet, VMware is increasing in price due to the acquisition of the product by Broadcom. Initial costs show the price of VMware increasing 3 - 4 times their original price.</p> <p>Metrolink avoided seeing a dramatic price increase by purchasing a “lite” model of the software. Unfortunately Broadcom has since eliminated the “lite” version of the software and will require all customers to purchase the new , more expensive bundle.</p> <p>is a Nutanix is a hyperconverged platform that combines, computer, storage and network into one platform. With Nutanix their solutions combines all 3 tiers into one device. Also does not charge for the server management software called AHV.</p> <p>that With Nutanix, the cost of the management software, AHV is included with the price of the hardware.</p> <p>unlike the traditional 3 tier model, the Nuntanix solution eliminates the individual cost of the management software, which is expected increase. Estimating the license costs of the Broadcom bundle, that cost alone will increase 33%</p> <p>our solution The Nutanix model will have Metrolink migrate away</p>	\$750,000.00	\$356,250.00	\$148,500.00	\$83,250.00	\$108,000.00	\$54,000.00	\$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3499	Capital	ALL	All	Facilities	Construction of PTC Training Center	<p>The construction of the PTC Training Center at the Melbourne facility will include the following features:</p> <p>A. Two PTC simulator rooms, with an instructor's room positioned between them, equipped with glass windows for direct observation of trainee activities.</p> <p>B. Two training rooms: one with a capacity of 25-30 people, and a smaller room for 8-12 people. Additionally, a lab office with an access door to the PTC lab.</p>	\$4,464,000.00	\$2,120,400.00	\$883,872.00	\$495,504.00	\$642,816.00	\$321,408.00	\$0.00
3502	Capital	ALL	All	Facilities	EV Infrastructure	<p>FY27 request is for completion of design and construction of up to 4 site locations for vehicle charging. Completion of this project will satisfy the following compliance requirements: California’s Zero-Emission Vehicle (ZEV) and clean transportation mandates, including Executive Order N-79-20 and Senate Bill (SB) 100 and Assembly Bill (AB) 2127.</p> <p>This will require future funding request up to approximately \$30M total.</p> <p>•Feasibility & Design Phase: Develop comprehensive drawings and plans for the EV charging infrastructure, including site layout, electrical specifications, and integration with existing facilities. This will involve coordination with utility providers and relevant stakeholders to ensure the infrastructure meets all operational and safety requirements. The project will also include preparation and submission of the necessary permit applications to local authorities and applications for applicable utility rebates and incentives.</p> <p>• Construction Phase: Build and install electric vehicle (EV) charging stations at designated Metrolink yards. This will include site preparation, installation of charging units, electrical connections, and integration with the existing power supply. The project aims to provide reliable and efficient charging facilities for the future electric Non-revenue fleet, supporting sustainability goals and enhancing operational efficiency across the Metrolink network.</p>	\$3,000,000.00	\$1,425,000.00	\$594,000.00	\$333,000.00	\$432,000.00	\$216,000.00	\$0.00
3506	Capital	ALL	All	Facilities	CMF-EMF Electronic Blue Signal	Project to replace non-functional power Derails at EMF and install new at CMF. Install electric blue signal systems to include electric derails, pop up blue signal track flag and track and overhead blue lights at all S & I tracks at CMF and EMF. Ideally, a single switch will raise and lower track derails, track flags, and illuminate track blue lights and overhead lights when activated on individual tracks.	\$200,000.00	\$95,000.00	\$39,600.00	\$22,200.00	\$28,800.00	\$14,400.00	\$0.00
3603	Capital	ALL	All	Information Technology	Finance Technology Modernization	Modernize the Finance technology ecosystem to enhance financial performance management, planning, analysis, transparency, transaction processing, and contract lifecycle management to address persistent weaknesses in procurement and budgeting.	\$1,110,000.00	\$527,250.00	\$219,780.00	\$123,210.00	\$159,840.00	\$79,920.00	\$0.00
3623	Capital	Arrow	Redlands	Facilities	Arrow Construction of PTC Training Center	<p>7% ARROW ALLOCATION from Construction of PTC Training Center. The construction of the PTC Training Center at the Melbourne facility will include the following features:</p> <p>Remedying a compliance issue with FRA regarding training.</p> <p>A. Two PTC simulator rooms, with an instructor's room positioned between them, equipped with glass windows for direct observation of trainee activities.</p> <p>B. Two training rooms: one with a capacity of 25-30 people, and a smaller room for 8-12 people. Additionally, a lab offices with an access door to the PTC lab will be constructed.</p>	\$336,000.00	\$0.00	\$0.00	\$0.00	\$336,000.00	\$0.00	\$0.00
CAPITAL TOTAL							\$10,860,000.00	\$4,998,900.00	\$2,083,752.00	\$1,168,164.00	\$1,851,456.00	\$757,728.00	\$0.00

FY2026-27 State of Good Repair Carryover Projects Detail
(000's)

Attachment -H

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
Olive Sub	Bridge / Structure	521520		226					226
Orange Sub	Bridge / Structure	519621		132					132
Orange Sub	Bridge / Structure	520620		50			1,608		1,659
Orange Sub	Bridge / Structure	521620		1,253					1,253
Orange Sub	Bridge / Structure	524620		2,027					2,027
Orange Sub	Bridge / Structure	526620		3,750					3,750
Orange Sub	Comm	520440	8			5			13
Orange Sub	Comm	522640		7					7
Orange Sub	Comm	523640		21					21
Orange Sub	Comm	525640		134					134
Orange Sub	Comm	526640		480					480
Orange Sub	Comm	521630		186					186
Orange Sub	Comm	524640		6					6
Orange Sub	Signal	523630		1,175					1,175
Orange Sub	Signal	525630		7,974					7,974
Orange Sub	Signal	526630		7,350					7,350
Orange Sub	Signal	572002		137					137
Orange Sub	Signal	522630		554					554
Orange Sub	Signal	524630		567					567
Orange Sub	Track	523610		5,882					5,882
Orange Sub	Track	525610		6,531					6,531
Orange Sub	Track	526610		5,363					5,363
Orange Sub	Track	521610		266					266
Orange Sub	Track	524610		6,062					6,062
Other	Comm	526240	450						450
Other	Rolling Stock	526058	130	51	28	30	13		252
Perris Valley	Bridge / Structure	522910			1,567				1,567
Perris Valley	Bridge / Structure	521920			1,739				1,739
Perris Valley	Comm	522940			129				129
Perris Valley	Comm	525930			2,737				2,737
Perris Valley	Comm	526930			2,018				2,018
Perris Valley	Signal	522930			70				70
Perris Valley	Track	525910			753				753
River Sub	Bridge / Structure	519020	0	0	0	0	0		0
River Sub	Bridge / Structure	523720	3,124	1,302	730	947	474		6,577
River Sub	Bridge / Structure	525720	400	167	94	121	61		843
River Sub	Bridge / Structure	526720	772	322	180	234	117		1,625
River Sub	Comm	524730	791	330	185	240	120		1,665
River Sub	Comm	525730	1,761	734	412	534	267		3,708
River Sub	Comm	526730	1,430	596	334	433	217		3,010
River Sub	Comm	526740	115	48	27	35	17		242
River Sub	Signal	519730	202	25	37	48	24		337
River Sub	Signal	519732	107	27	22	29	14		198
River Sub	Track	521710	12	5	3	3	2		24
River Sub	Track	524710	842	351	197	255	128		1,773
River Sub	Track	525710	1,492	622	349	452	226		3,141
River Sub	Track	526710	1,374	573	321	417	208		2,893
Riverside	Comm	526940			368				368
San Gabriel Sub	Bridge / Structure	520420	170			113			283
San Gabriel Sub	Bridge / Structure	521420	105		0	70			176
San Gabriel Sub	Bridge / Structure	522420	870			580			1,450
San Gabriel Sub	Bridge / Structure	524420	778						778
San Gabriel Sub	Bridge / Structure	526420	2,925			1,950			4,875
San Gabriel Sub	Comm	522430	1,517			1,011			2,528

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Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
San Gabriel Sub	Comm	522440	32			21			53
San Gabriel Sub	Comm	524430	2,119			1,413			3,532
San Gabriel Sub	Comm	524440	292			195			487
San Gabriel Sub	Comm	525430	5,534			3,689			9,223
San Gabriel Sub	Comm	525440	349			233			582
San Gabriel Sub	Comm	526430	2,655			1,770			4,425
San Gabriel Sub	Comm	526440	383			256			639
San Gabriel Sub	Signal	519430	112			79			190
San Gabriel Sub	Signal	520430	362			242			604
San Gabriel Sub	Track	520410	113			56			169
San Gabriel Sub	Track	521411	166			108			275
San Gabriel Sub	Track	522410	674			451			1,124
San Gabriel Sub	Track	524410	3,246			2,164			5,410
San Gabriel Sub	Track	525410	3,301			2,201			5,502
San Gabriel Sub	Track	526410	2,045			1,363			3,408
Short Way	Facilities	519034	0	0	0	0			0
Short Way	Signal	519033	8	5	3	4			20
Short Way	Track	521410	2	2	1	0			4
Short Way	Track	522411	24	10	6	8			48
Short Way	Track	524411	60	25	14	18			117
System	Bridge / Structure	525020	898	374	210	272	136		1,890
System	Comm	522040	637	266	149	193	97		1,341
System	Comm	522041	107	45	25	32	16		225
System	Comm	523040	1,110	463	261	337	167		2,337
System	Comm	523041	498	207	116	151	75		1,048
System	Comm	524040	1,009	421	236	306	153		2,124
System	Comm	524041	1,176	490	275	356	178		2,475
System	Comm	525041	1,343	560	314	407	204		2,827
System	Comm	526041	1,386	578	324	420	210		2,918
System	Comm	526042	468	195	109	142	71		986
System	Facilities	519064	42	19	8	13	8		90
System	Facilities	520060	464	194	109	24	68		858
System	Facilities	520061	1	0	0	0	0		1
System	Facilities	520062	1	0	0	0	0		1
System	Facilities	521060	854	356	199	181	129		1,719
System	Facilities	522060	51	21	12	15	8		107
System	Facilities	523060	2,331	972	545	707	353		4,907
System	Facilities	524060	469	195	110	142	71		987
System	Facilities	524061	300	125	70	91	45		631
System	Facilities	524062	110	46	26	33	17		231
System	Facilities	524063	471	196	110	143	71		992
System	Facilities	524064	120	50	28	36	18		252
System	Facilities	525062	202	84	47	61	31		425
System	Facilities	525063	148	62	35	45	23		313
System	Facilities	526060	695	290	162	211	105		1,463
System	Facilities	526061	155	65	36	47	24		327
System	Facilities	526064	808	337	189	245	122		1,700
System	Facilities	572501	29	3	5	7	3		48
System	IT	519093	49	0	8	11	5		74
System	IT	524070	4	2	1	1	1		8
System	IT	525040	1,114	464	260	338	169		2,345
System	IT	525070	29	12	7	9	4		61
System	IT	525072	510	212	119	155	77		1,073
System	IT	525091	187	78	44	57	28		393

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Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
System	IT	526040	1,188	495	278	360	180		2,500
System	IT	526070	231	96	54	70	35		486
System	IT	526071	404	168	94	122	61		850
System	IT	526072	229	96	54	70	35		483
System	IT	526091	713	297	167	216	108		1,500
System	IT	526092	197	82	46	60	30		414
System	Mechanical	521090	1	0	0	0	0		2
System	Mechanical	522090	21	9	5	6	3		45
System	Mechanical	523090	985	411	230	299	149		2,074
System	Mechanical	524090	1,330	554	311	403	202		2,800
System	Mechanical	524091	5	2	1	1	1		11
System	Mechanical	525090	1,460	609	341	443	221		3,074
System	Mechanical	526090	1,489	621	348	451	226		3,135
System	Rolling Stock	518050	51		7	6	2	858	924
System	Rolling Stock	519050	2,317	476	461	598	305		4,156
System	Rolling Stock	519051	367	153	86	111	56		774
System	Rolling Stock	519052	74	31	18	23	11		158
System	Rolling Stock	519054	402	167	94	122	61		845
System	Rolling Stock	519055	278	115	64	84	42		583
System	Rolling Stock	520050	60	25	14	18	9		127
System	Rolling Stock	520051	0	0	0	0	0		0
System	Rolling Stock	520052	194	81	45	59	29		409
System	Rolling Stock	520053	7	3	2	2	1		16
System	Rolling Stock	521050	1,655	690	387	502	251		3,485
System	Rolling Stock	521051	95	40	22	29	14		200
System	Rolling Stock	521052	1	1	0	0	0		3
System	Rolling Stock	522050	330	138	77	100	50		695
System	Rolling Stock	523050	160	67	37	49	24		338
System	Rolling Stock	523051	3,700	1,543	865	1,122	561		7,790
System	Rolling Stock	523052	20	9	4	6	3		42
System	Rolling Stock	523054	299	125	70	91	45		629
System	Rolling Stock	523055	1,074	448	251	325	163		2,260
System	Rolling Stock	523056	1,616	674	378	490	245		3,403
System	Rolling Stock	524050	9,454	3,941	2,209	2,866	1,433		19,903
System	Rolling Stock	524051	1,637	682	383	496	248		3,446
System	Rolling Stock	524052	785	327	183	238	119		1,652
System	Rolling Stock	524053	1,807	753	422	548	274		3,804
System	Rolling Stock	524054	1,691	705	395	513	256		3,561
System	Rolling Stock	525050	25,408	10,591	5,937	7,702	3,851		53,490
System	Rolling Stock	525051	1,005	419	235	305	152		2,115
System	Rolling Stock	525052	973	405	227	295	147		2,048
System	Rolling Stock	525053	2,872	1,197	671	871	435		6,046
System	Rolling Stock	525054	557	232	130	169	84		1,172
System	Rolling Stock	525055	3,947	1,645	922	1,196	598		8,308
System	Rolling Stock	525056	1,309	546	306	397	198		2,756
System	Rolling Stock	525057	1,726	719	403	523	262	3,499	7,132
System	Rolling Stock	526050	5,237	2,183	1,224	1,588	794		11,026
System	Rolling Stock	526051	1,143	477	267	347	173		2,407
System	Rolling Stock	526052	523	218	122	158	79		1,100
System	Rolling Stock	526053	7,159	2,984	1,673	2,170	1,085		15,072
System	Rolling Stock	526054	475	198	111	144	72		1,001
System	Rolling Stock	526055	2,967	1,237	693	899	450		6,246
System	Rolling Stock	526056	4,754	1,982	1,111	1,441	721		10,008
System	Rolling Stock	526057	216	90	50	65	33		454

FY2026-27 State of Good Repair Carryover Projects Detail
(000's)

Attachment -H

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
System	Rolling Stock	572550						11,879	11,879
System	Track	520011	31	13	7	9	5		65
System	Track	522010	53	16	12	21	10		111
System	Track	522011	201	84	47	61	30		423
System	Track	523010	127	53	30	39	19		268
System	Track	523011	47	19	53	14	7		140
System	Track	524010	65	27	15	20	10		137
System	Track	524011	444	185	104	135	67		935
System	Track	525010	2,187	912	511	663	331		4,604
System	Track	525011	1,476	615	345	448	224		3,108
System	Track	526010	2,375	990	555	720	360		5,000
System	Track	526011	713	297	167	216	108		1,500
Valley Sub	Bridge / Structure	522320	2,170						2,170
Valley Sub	Bridge / Structure	526320	4,875						4,875
Valley Sub	Bridge / Structure	526321	4,599						4,599
Valley Sub	Bridge / Structure	572304						336	336
Valley Sub	Bridge / Structure	524320	3,466						3,466
Valley Sub	Comm	522340	13						13
Valley Sub	Comm	524340	480						480
Valley Sub	Comm	525330	2,617						2,617
Valley Sub	Comm	526330	4,475						4,475
Valley Sub	Comm	526340	450						450
Valley Sub	Comm	520340	9						9
Valley Sub	Comm	523330	1,632						1,632
Valley Sub	Comm	523340	151						151
Valley Sub	Comm	524330	3,821						3,821
Valley Sub	Facilities	522360	1,167						1,167
Valley Sub	Signal	520330	818						818
Valley Sub	Signal	520331	555						555
Valley Sub	Signal	522330	2,313						2,313
Valley Sub	Track	522310	786						786
Valley Sub	Track	525310	4,714						4,714
Valley Sub	Track	526310	6,005						6,005
Valley Sub	Track	572014	20						20
Valley Sub	Track	519310	82						82
Valley Sub	Track	520310	0						0
Valley Sub	Track	523310	3,679						3,679
Valley Sub	Track	524310	7,506						7,506
Ventura Sub - LA County	Bridge / Structure	526220	1,275						1,275
Ventura Sub - LA County	Comm	522230	1,437						1,437
Ventura Sub - LA County	Comm	522240	2						2
Ventura Sub - LA County	Comm	526210	456						456
Ventura Sub - LA County	Comm	520240	1						1
Ventura Sub - LA County	Comm	524230	973						973
Ventura Sub - LA County	Comm	524240	4						4
Ventura Sub - LA County	Track	520210	21						21
Ventura Sub - LA County	Track	524210	2,969						2,969
Ventura Sub - Ventura County	Bridge / Structure	519120					6,805	13,203	20,008
Ventura Sub - Ventura County	Bridge / Structure	521120					201		201
Ventura Sub - Ventura County	Bridge / Structure	524120					998		998
Ventura Sub - Ventura County	Bridge / Structure	526120					773		773
Ventura Sub - Ventura County	Bridge / Structure	524121					830		830
Ventura Sub - Ventura County	Comm	521130					475		475
Ventura Sub - Ventura County	Comm	522130					278		278

FY2026-27 State of Good Repair Carryover Projects Detail
(000's)

Attachment -H

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
Ventura Sub - Ventura County	Comm	522140					0		0
Ventura Sub - Ventura County	Comm	524130					787		787
Ventura Sub - Ventura County	Comm	526130					2,008		2,008
Ventura Sub - Ventura County	Comm	526140					332		332
Ventura Sub - Ventura County	Comm	524140					2		2
Ventura Sub - Ventura County	Comm	525130					1,931		1,931
Ventura Sub - Ventura County	Signal	524131					948		948
Ventura Sub - Ventura County	Signal	520130					2,052		2,052
Ventura Sub - Ventura County	Signal	524132					1,546		1,546
Ventura Sub - Ventura County	Track	525110					1,563		1,563
Ventura Sub - Ventura County	Track	526110					781		781
Ventura Sub - Ventura County	Track	521110					1,851		1,851
Ventura Sub - Ventura County	Track	524110					1,843		1,843
Total of State of Good Repair Carryover			226,480	105,671	40,803	58,478	47,951	29,776	509,159

FY2026-27 New Capital Carryover Projects Detail
(000's)

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
Orange Sub	Bridge / Structure	419004		10,263					10,263
River Sub	Signal	420001	89		125	42			256
System	Comm	426062	1,867	778	436	566	283		3,930
System	Comm	425040	954	398	223	289	145		2,009
System	Facilities	426060	198	82	46	60	30		416
System	Facilities	426061	1,022	426	239	310	155		2,151
System	Facilities	426063	1,026	428	240	311	156		2,161
System	Facilities	423061	1,632	680	381	495	247		3,436
System	Facilities	424060	490	204	114	148	74		1,031
System	Facilities	425061	644	268	150	195	98		1,355
System	IT	426070	112	47	26	34	17		236
System	IT	426071	110	46	26	33	17		231
System	IT	426090	414	173	97	126	63		872
System	IT	423070	209	87	49	63	32		439
System	IT	423090	1,676	698	392	508	254		3,528
System	IT	423091	240	100	56	73	36		506
System	IT	424090	278	116	65	84	42		584
System	IT	424091	220	92	51	67	33		463
System	IT	425090	397	165	93	120	60		835
System	IT	425091	247	103	58	75	37		520
System	Mechanical	626051	274	114	64	83	41		576
System	Rolling Stock	626050	2,377	991	556	721	360		5,005
System	Rolling Stock	616002	371	0	0	0	0	0	371
System	Rolling Stock	624001	2,648	1,104	619	803	401		5,575
System	Rolling Stock	624050	143	59	33	43	22		300
System	Rolling Stock	624052	256	107	60	77	39		538
System	Rolling Stock	624053	712	297	166	216	108		1,499
System	Rolling Stock	624054	1,529	637	357	464	232		3,219
System	Rolling Stock	672601	5,072	2,114	1,185	1,538	769		10,678
Valley Sub	Signal	421001						1,454	1,454
Valley Sub	Signal	421002						828	828
Valley Sub	Signal	421003						748	748
Valley Sub	Signal	421004						1,376	1,376
Valley Sub	Signal	423001						459	459
Valley Sub	Track	420310						17,306	17,306
Ventura Sub - LA County	Track	421110	2						2
Redlands Sub	Facilities	425460				750			750
Redlands Sub	IT	425440				1,318			1,318
Systemwide	Equipment	613003	216						216
Total of New Capital Carryover			25,423	20,578	5,908	9,611	3,751	22,170	87,441
Total of State of Good Repair & New Capital Carryover			251,902	126,249	46,711	68,089	51,702	51,946	596,600

Note: Zeros in file represent items rounding to less than \$1,000. Retained to achieve reconciled amount.

**Projected New Additions to Capital Program
FY28 through FY31**

Attachment I

		<u>SYSTEMWIDE</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>
FY28	State of Good Repair	\$136,300	\$69,800	\$22,700	\$10,300	\$19,900	\$13,600
	New Capital	\$10,600	\$5,000	\$2,100	\$1,200	\$1,500	\$800
	FY28 Total Additions	\$146,900	\$74,800	\$24,800	\$11,500	\$21,400	\$14,400
FY29	State of Good Repair	\$136,300	\$69,800	\$22,700	\$10,300	\$19,900	\$13,600
	New Capital	\$10,600	\$5,000	\$2,100	\$1,200	\$1,500	\$800
	FY29 Total Additions	\$146,900	\$74,800	\$24,800	\$11,500	\$21,400	\$14,400
FY30	State of Good Repair	\$136,300	\$69,800	\$22,700	\$10,300	\$19,900	\$13,600
	New Capital	\$10,600	\$5,000	\$2,100	\$1,200	\$1,500	\$800
	FY30 Total Additions	\$146,900	\$74,800	\$24,800	\$11,500	\$21,400	\$14,400
FY31	State of Good Repair	\$143,200	\$73,300	\$23,900	\$10,800	\$20,900	\$14,300
	New Capital	\$11,200	\$5,300	\$2,200	\$1,300	\$1,600	\$800
	FY31 Total Additions	\$154,400	\$78,600	\$26,100	\$12,100	\$22,500	\$15,100

Attachment J

FY27 Capital Program

	<u>SYSTEMWIDE</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>	<u>OTHER</u>
Carryover of Projects approved in prior years	\$596,599,546	\$251,902,356	\$126,248,994	\$46,710,527	\$68,089,499	\$51,701,823	\$51,946,347
FY27 Additions:							
State of Good Repair	\$142,632,351	\$69,849,728	\$22,730,805	\$10,334,427	\$19,851,043	\$13,603,347	\$6,263,000
New Capital	\$10,860,000	\$4,998,900	\$2,083,752	\$1,168,164	\$1,851,456	\$757,728	\$0
Total Additions	\$153,492,351	\$74,848,628	\$24,814,557	\$11,502,591	\$21,702,499	\$14,361,075	\$6,263,000
Total Capital Program	\$750,091,897	\$326,750,984	\$151,063,551	\$58,213,118	\$89,791,998	\$66,062,898	\$58,209,347

Projected Cash Flows
FY 27 through FY31

	<u>SYSTEMWIDE</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>	<u>OTHER</u>
FY27	\$93,698,871	\$38,774,817	\$17,372,308	\$6,694,509	\$10,326,080	\$7,597,233	\$12,933,924
FY28	\$102,005,056	\$40,843,873	\$18,882,944	\$7,276,640	\$11,224,000	\$8,257,862	\$15,519,737
FY29	\$110,017,787	\$44,928,260	\$20,771,238	\$8,004,304	\$12,346,400	\$9,083,648	\$14,883,937
FY30	\$111,600,875	\$48,195,770	\$22,281,874	\$8,586,435	\$13,244,320	\$9,744,277	\$9,548,199
FY31	\$102,187,107	\$45,745,138	\$21,148,897	\$8,149,837	\$12,570,880	\$9,248,806	\$5,323,550
Future Years	\$230,582,201	\$108,263,126	\$50,606,290	\$19,501,395	\$30,080,319	\$22,131,071	\$0
Total Cash Flows	\$750,091,897	\$326,750,984	\$151,063,551	\$58,213,118	\$89,791,998	\$66,062,898	\$58,209,347

FY28 Forecast - Operating Budget by Member Agency
(Base on FY27 Annualized Service Cut Expenses Model)

Attachment K

FY28 Budget Forecast by Member Agency						
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	21,617	10,806	4,622	5,251	1,779	44,075
Fare Reduction Subsidy	180	-	-	121	-	301
Mobility 4 All	718	156	83	121	25	1,102
LCTOP Grant	1,946	973	416	473	160	3,967
Other Train Subsidies	2,847	-	-	-	-	2,847
Subtotal-Pro Forma FareBox	27,307	11,934	5,121	5,965	1,964	52,291
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,380	1,084	13	124	364	2,965
Other Revenues	1,910	704	424	415	226	3,679
MOW Revenues	7,764	3,445	947	1,852	585	14,594
Total Operating Revenue	38,361	17,167	6,505	8,356	3,140	73,529
Operating Expenses						
<u>Operations & Services</u>						
Train Operators	26,248	9,321	6,983	5,937	2,494	50,982
Train Dispatch	3,994	1,200	527	662	373	6,756
Equipment Maintenance	16,633	5,906	4,425	3,762	1,580	32,307
Materials	7,902	3,155	1,742	1,700	758	15,257
Operating Facilities Maintenance	2,941	1,150	566	575	214	5,447
Other Operating Train Services	469	196	128	109	74	975
Security - LA Sheriffs	8,014	3,134	1,542	1,567	583	14,840
Security - SB Sheriffs	-	-	-	4,063	-	4,063
Security - Guards	2,708	983	1,313	599	568	6,171
Supplemental Security	127	63	27	31	10	258
Public Safety Program	34	12	11	8	7	72
Passenger Relations	1,020	419	176	231	71	1,918
TVM Maintenance/Revenue Collection	2,564	1,260	956	739	348	5,868
Media & External Communications	225	82	71	50	47	475
Utilities/Leases	1,418	515	445	314	297	2,988
Transfers to Other Operators	1,721	585	216	383	122	3,027
Amtrak Transfers	1,262	878	-	-	649	2,790
Station Maintenance	3,435	773	413	744	301	5,666
Rail Agreements	1,726	1,329	1,403	366	1,010	5,835
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	101,207	38,123	25,206	25,970	11,159	201,665
<u>Maintenance-of-Way</u>						
MoW - Line Segments	32,068	10,800	3,827	7,170	3,378	57,244
MoW Labor & Benefits	3,067	948	428	647	392	5,482
Overhead MoW Expenses	2,779	831	371	534	316	4,830
MoW - Extraordinary Maintenance	303	74	49	55	36	518
Subtotal Maintenance-of-Way	38,217	12,653	4,676	8,406	4,121	68,073
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	9,005	3,271	2,825	1,993	1,889	18,982
Ops Non-Labor Expenses	5,802	2,184	1,504	1,290	684	11,464
Indirect Administrative Expenses	12,358	4,488	3,876	2,735	2,592	26,049
Ops Professional Services	790	287	248	175	166	1,665
Subtotal Admin & Services	27,955	10,229	8,453	6,193	5,330	58,160
Contingency	15	5	5	3	3	31
Total Operating Expenses	167,394	61,011	38,339	40,573	20,613	327,929
Insurance and Legal						
Liability/Property/Auto	9,281	3,630	1,786	1,815	676	17,187
Net Claims / SI	1,054	412	203	206	77	1,952
Claims Administration	1,262	494	243	247	92	2,337
Total Net Insurance and Legal	11,598	4,536	2,232	2,267	844	21,477
Total Expense	178,991	65,547	40,571	42,840	21,457	349,406
Loss/Member Support Required	(140,630)	(48,380)	(34,065)	(34,484)	(18,318)	(275,877)
Mega Events	591	215	185	131	124	1,245
Outside 20'	3,407	-	-	-	-	3,407
CFR 245-246	-	-	-	-	-	-
Total Expense	182,989	65,761	40,756	42,971	21,581	354,058
Loss/Member Support Required	(144,628)	(48,594)	(34,251)	(34,615)	(18,442)	(280,529)

FY29 Forecast - Operating Budget by Member Agency
(Base on FY27 Annualized Service Cut Expenses Model)

Attachment L

FY29 Budget Forecast by Member Agency						
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	22,049	11,022	4,715	5,356	1,815	44,957
Fare Reduction Subsidy	183	-	-	123	-	307
Mobility 4 All	732	159	85	123	25	1,124
LCTOP Grant	1,984	992	424	482	163	4,046
Other Train Subsidies	2,904	-	-	-	-	2,904
Subtotal-Pro Forma FareBox	27,853	12,172	5,224	6,084	2,004	53,337
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,422	1,116	13	127	375	3,054
Other Revenues	1,967	725	437	428	233	3,790
MOW Revenues	7,997	3,549	976	1,908	603	15,032
Total Operating Revenue	39,239	17,563	6,649	8,547	3,214	75,212
Operating Expenses						
<u>Operations & Services</u>						
Train Operators	27,581	9,794	7,338	6,238	2,621	53,571
Train Dispatch	4,194	1,260	553	695	392	7,093
Equipment Maintenance	17,495	6,212	4,655	3,957	1,662	33,981
Materials	8,139	3,250	1,795	1,751	781	15,715
Operating Facilities Maintenance	3,025	1,183	582	591	220	5,603
Other Operating Train Services	483	202	131	112	76	1,004
Security - LA Sheriffs	8,655	3,385	1,666	1,692	630	16,027
Security - SB Sheriffs	-	-	-	4,388	-	4,388
Security - Guards	2,924	1,062	1,418	647	613	6,665
Supplemental Security	131	65	28	32	11	266
Public Safety Program	35	13	11	8	7	74
Passenger Relations	1,051	432	182	238	73	1,975
TVM Maintenance/Revenue Collection	2,641	1,298	985	761	358	6,044
Media & External Communications	232	84	73	51	49	489
Utilities/Leases	1,460	530	458	323	306	3,078
Transfers to Other Operators	1,772	602	223	395	126	3,118
Amtrak Transfers	1,300	905	-	-	669	2,874
Station Maintenance	3,538	796	425	767	310	5,836
Rail Agreements	1,778	1,369	1,445	377	1,041	6,010
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	105,591	39,753	26,316	27,240	11,629	210,530
<u>Maintenance-of-Way</u>						
MoW - Line Segments	33,351	11,232	3,981	7,457	3,513	59,533
MoW Labor & Benefits	3,220	996	449	679	411	5,756
Overhead MoW Expenses	2,862	856	382	550	325	4,975
MoW - Extraordinary Maintenance	306	75	50	56	36	523
Subtotal Maintenance-of-Way	39,739	13,158	4,862	8,742	4,285	70,787
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	9,455	3,434	2,966	2,093	1,983	19,931
Ops Non-Labor Expenses	5,976	2,249	1,549	1,329	704	11,807
Indirect Administrative Expenses	12,481	4,533	3,915	2,763	2,618	26,310
Ops Professional Services	814	296	255	180	171	1,715
Subtotal Admin & Services	28,727	10,512	8,685	6,364	5,476	59,764
Contingency	15	5	5	3	3	32
Total Operating Expenses	174,072	63,428	39,868	42,350	21,394	341,112
Insurance and Legal						
Liability/Property/Auto	9,745	3,811	1,875	1,905	709	18,047
Net Claims / SI	1,075	420	207	210	78	1,991
Claims Administration	1,300	508	250	254	95	2,408
Total Net Insurance and Legal	12,121	4,740	2,333	2,370	882	22,445
Total Expense	186,193	68,168	42,201	44,720	22,276	363,557
Loss/Member Support Required	(146,954)	(50,605)	(35,551)	(36,172)	(19,062)	(288,345)
Mega Events	620	225	195	137	130	1,308
Outside 20'	3,509	-	-	-	-	3,509
CFR 245-246	-	-	-	-	-	-
Total Expense	190,322	68,394	42,395	44,857	22,406	368,374
Loss/Member Support Required	(151,083)	(50,831)	(35,746)	(36,310)	(19,192)	(293,162)

FY30 Forecast - Operating Budget by Member Agency
(Base on FY27 Annualized Service Cut Expenses Model)

Attachment M

FY30 Budget Forecast by Member Agency						
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	22,490	11,242	4,809	5,463	1,851	45,856
Fare Reduction Subsidy	187	-	-	126	-	313
Mobility 4 All	747	162	86	125	26	1,146
LCTOP Grant	2,024	1,012	433	492	167	4,127
Other Train Subsidies	2,962	-	-	-	-	2,962
Subtotal-Pro Forma FareBox	28,410	12,416	5,328	6,206	2,044	54,404
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,464	1,150	14	131	386	3,145
Other Revenues	2,026	747	450	441	240	3,903
MOW Revenues	8,237	3,655	1,005	1,965	621	15,482
Total Operating Revenue	40,137	17,968	6,797	8,743	3,291	76,935
Operating Expenses						
<u>Operations & Services</u>						
Train Operators	28,405	10,087	7,557	6,425	2,699	55,173
Train Dispatch	4,403	1,323	581	730	411	7,448
Equipment Maintenance	18,028	6,402	4,796	4,077	1,713	35,017
Materials	8,383	3,347	1,848	1,803	804	16,186
Operating Facilities Maintenance	3,113	1,217	599	609	227	5,764
Other Operating Train Services	498	208	135	115	78	1,035
Security - LA Sheriffs	9,347	3,656	1,799	1,827	680	17,309
Security - SB Sheriffs	-	-	-	4,739	-	4,739
Security - Guards	3,158	1,147	1,531	699	662	7,198
Supplemental Security	135	67	29	33	11	274
Public Safety Program	36	13	11	8	8	76
Passenger Relations	1,083	445	187	245	76	2,035
TVM Maintenance/Revenue Collection	2,720	1,337	1,015	784	369	6,225
Media & External Communications	239	87	75	53	50	504
Utilities/Leases	1,504	546	472	333	315	3,170
Transfers to Other Operators	1,825	620	230	406	130	3,212
Amtrak Transfers	1,339	932	-	-	689	2,960
Station Maintenance	3,644	820	438	790	319	6,011
Rail Agreements	1,831	1,410	1,488	389	1,072	6,190
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	109,247	41,126	27,230	28,370	12,033	218,006
<u>Maintenance-of-Way</u>						
MoW - Line Segments	34,685	11,681	4,140	7,755	3,653	61,915
MoW Labor & Benefits	3,381	1,045	472	713	432	6,043
Overhead MoW Expenses	2,948	881	394	567	335	5,124
MoW - Extraordinary Maintenance	309	75	50	56	37	528
Subtotal Maintenance-of-Way	41,323	13,683	5,056	9,091	4,457	73,610
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	9,928	3,606	3,114	2,197	2,082	20,928
Ops Non-Labor Expenses	6,156	2,317	1,596	1,368	725	12,162
Indirect Administrative Expenses	12,606	4,578	3,954	2,790	2,644	26,573
Ops Professional Services	838	304	263	186	176	1,767
Subtotal Admin & Services	29,528	10,805	8,927	6,542	5,627	61,429
Contingency	16	6	5	3	3	33
Total Operating Expenses	180,114	65,621	41,218	44,006	22,120	353,079
Insurance and Legal						
Liability/Property/Auto	10,233	4,002	1,969	2,000	745	18,949
Net Claims / SI	1,097	429	211	214	80	2,031
Claims Administration	1,339	524	258	262	97	2,480
Total Net Insurance and Legal	12,668	4,955	2,438	2,477	922	23,460
Total Expense	192,782	70,575	43,656	46,483	23,042	376,538
Loss/Member Support Required	(152,645)	(52,607)	(36,859)	(37,740)	(19,752)	(299,603)
Mega Events	-	-	-	-	-	-
Outside 20'	3,614	-	-	-	-	3,614
CFR 245-246	-	-	-	-	-	-
Total Expense	196,396	70,575	43,656	46,483	23,042	380,153
Loss/Member Support Required	(156,259)	(52,607)	(36,859)	(37,740)	(19,752)	(303,218)

FY31 Forecast - Operating Budget by Member Agency
(Base on FY27 Annualized Service Cut Expenses Model)

Attachment N

FY31 Budget Forecast by Member Agency						
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	22,940	11,467	4,905	5,572	1,888	46,773
Fare Reduction Subsidy	191	-	-	128	-	319
Mobility 4 All	762	165	88	128	26	1,169
LCTOP Grant	2,065	1,032	441	502	170	4,210
Other Train Subsidies	3,021	-	-	-	-	3,021
Subtotal-Pro Forma FareBox	28,978	12,664	5,435	6,330	2,085	55,492
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,508	1,184	14	135	398	3,240
Other Revenues	2,087	769	463	454	247	4,021
MOW Revenues	8,484	3,765	1,035	2,024	639	15,947
Total Operating Revenue	41,057	18,383	6,947	8,943	3,369	78,699
Operating Expenses						
<u>Operations & Services</u>						
Train Operators	29,247	10,386	7,781	6,615	2,779	56,808
Train Dispatch	4,624	1,389	610	766	432	7,821
Equipment Maintenance	18,573	6,595	4,942	4,201	1,765	36,076
Materials	8,634	3,448	1,904	1,857	829	16,672
Operating Facilities Maintenance	3,202	1,252	616	626	233	5,930
Other Operating Train Services	513	214	139	119	80	1,066
Security - LA Sheriffs	10,095	3,948	1,943	1,974	735	18,694
Security - SB Sheriffs	-	-	-	5,118	-	5,118
Security - Guards	3,411	1,239	1,654	755	715	7,774
Supplemental Security	139	69	29	34	11	282
Public Safety Program	37	13	12	8	8	78
Passenger Relations	1,115	458	193	252	78	2,096
TVM Maintenance/Revenue Collection	2,802	1,377	1,045	807	380	6,412
Media & External Communications	246	89	77	54	52	519
Utilities/Leases	1,549	563	486	343	325	3,265
Transfers to Other Operators	1,880	639	236	419	134	3,308
Amtrak Transfers	1,379	960	-	-	710	3,049
Station Maintenance	3,754	845	451	813	329	6,192
Rail Agreements	1,886	1,452	1,533	400	1,104	6,376
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	113,049	42,555	28,182	29,557	12,452	225,795
<u>Maintenance-of-Way</u>						
MoW - Line Segments	36,072	12,149	4,305	8,066	3,799	64,391
MoW Labor & Benefits	3,550	1,098	496	749	454	6,346
Overhead MoW Expenses	3,036	908	406	584	345	5,278
MoW - Extraordinary Maintenance	312	76	51	57	37	533
Subtotal Maintenance-of-Way	42,971	14,230	5,257	9,455	4,635	76,548
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	10,425	3,786	3,270	2,307	2,186	21,974
Ops Non-Labor Expenses	6,340	2,386	1,644	1,410	747	12,526
Indirect Administrative Expenses	12,732	4,624	3,994	2,818	2,670	26,839
Ops Professional Services	863	314	271	191	181	1,820
Subtotal Admin & Services	30,360	11,110	9,178	6,726	5,785	63,159
Contingency	16	6	5	4	3	34
Total Operating Expenses	186,396	67,901	42,622	45,742	22,875	365,536
Insurance and Legal						
Liability/Property/Auto	10,744	4,202	2,068	2,101	782	19,897
Net Claims / SI	1,119	437	215	219	81	2,071
Claims Administration	1,379	539	265	270	100	2,554
Total Net Insurance and Legal	13,242	5,179	2,548	2,589	964	24,522
Total Expense	199,638	73,080	45,170	48,330	23,839	390,058
Loss/Member Support Required	(158,581)	(54,697)	(38,223)	(39,387)	(20,470)	(311,359)
Mega Events	-	-	-	-	-	-
Outside 20'	3,723	-	-	-	-	3,723
CFR 245-246	-	-	-	-	-	-
Total Expense	203,361	73,080	45,170	48,330	23,839	393,781
Loss/Member Support Required	(162,304)	(54,697)	(38,223)	(39,387)	(20,470)	(315,082)

METROLINK

SYSTEM TIMETABLE • PROPOSED FY27 SERVICE

DRAFT FOR BOARD OF DIRECTORS REVIEW ONLY.

Proposed service only. Not adopted; until Board action and final schedule release.

CONTENTS

Line / Service

	Ventura County Line	Weekday Mon–Fri	Weekend Sat & Sun
	Antelope Valley Line	Mon–Fri	Sat & Sun
	San Bernardino Line	Mon–Fri	Sat & Sun
	Riverside Line	Mon–Fri	No service
	91/Perris Valley Line	Mon–Fri	Sat & Sun
	Orange County Line	Mon–Fri	Sat & Sun
	Inland Empire–Orange County Line	Mon–Fri	Sat & Sun
	Arrow Service (Redlands)	Mon–Fri	Sat & Sun

Shared corridors (Metrolink + Amtrak Pacific Surfliner)

	Ventura County Corridor · LAUS–Ventura	Mon–Fri	Sat & Sun
	Orange County Corridor · LAUS–Oceanside	Mon–Fri	Sat & Sun

SERVICE SUMMARY

Scheduled trains per service day.

METROLINK

Line	Weekday (Inbound)	Weekday (Outbound)	Weekday total	Weekend (Sat or Sun)
Ventura County Line	7	7	14	4
Antelope Valley Line	11	11	22	8
San Bernardino Line	14	14	28	12
Riverside Line	5	5	10	–
91/Perris Valley Line	6	6	12	4
Orange County Line	8	8	16	4
Inland Empire–Orange County Line	7	7	14	4
Metrolink commuter rail subtotal	58	58	116	36
Arrow Service (Redlands)	21	21	42	32
SYSTEM TOTAL	79	79	158	68

"Inbound/Outbound" = to/from L.A. Union Station, except IEOC (=to/from Laguna Niguel/Oceanside direction) and Arrow (to/from = Redlands – University direction).

Weekend column counts one service day; Saturday and Sunday schedules are identical in this scenario.

VENTURA COUNTY CORRIDOR

Metrolink (Proposed FY27) with Amtrak Pacific Surfliner (schedule of May 4, 2026)

METROLINK

MONDAY – FRIDAY

From L.A. Union Station → Ventura County

Train	757	103	761	107	765	115	769	119	777	127	129	131	785
Service	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Metrolink	Metrolink	Amtrak
L.A. Union Station	5:13 A	6:52 A	7:13 A	8:30 A	9:13 A	10:30 A	11:13 A	12:30 P	3:13 P	4:30 P	5:30 P	6:30 P	7:13 P
Glendale	5:26 A	7:03 A	7:26 A	8:41 A	9:26 A	10:41 A	11:26 A	12:41 P	3:26 P	4:41 P	5:41 P	6:41 P	7:26 P
Burbank – Downtown	5:33 A	7:09 A	7:33 A	8:48 A	—	10:48 A	—	12:48 P	3:33 P	4:48 P	5:48 P	6:48 P	—
Burbank Airport – South	5:39 A	7:15 A	7:39 A	8:52 A	9:36 A	10:52 A	11:36 A	12:52 P	3:39 P	4:52 P	5:52 P	6:52 P	7:36 P
Van Nuys	5:47 A	7:22 A	7:47 A	9:01 A	9:44 A	11:01 A	11:44 A	1:01 P	3:47 P	5:01 P	6:01 P	7:01 P	7:44 P
Northridge	5:55 A	7:30 A	7:55 A	9:11 A	—	11:11 A	—	1:11 P	3:55 P	5:11 P	6:11 P	7:11 P	—
Chatsworth	6:02 A	7:36 A	8:02 A	9:19 A	9:59 A	11:19 A	11:59 A	1:19 P	4:01 P	5:19 P	6:19 P	7:19 P	7:59 P
Simi Valley	6:14 A	7:48 A	8:14 A	9:33 A	10:11 A	11:33 A	12:11 P	1:33 P	4:13 P	5:33 P	6:33 P	7:33 P	8:11 P
Moorpark	6:31 A	8:00 A	8:27 A	9:44 A	10:25 A	11:44 A	12:23 P	1:48 P	4:32 P	5:48 P	6:48 P	7:44 P	8:25 P
Camarillo	6:43 A	—	8:41 A	—	10:39 A	—	12:36 P	2:01 P	4:47 P	6:01 P	7:01 P	—	8:47 P
Oxnard	6:57 A	—	8:56 A	—	10:50 A	—	12:51 P	2:11 P	4:58 P	6:11 P	7:11 P	—	8:59 P
Ventura – East	—	—	—	—	—	—	—	2:28 P	—	6:28 P	7:28 P	—	—
Ventura – Downtown (Amtrak)	7:11 A	—	9:10 A	—	11:04 A	—	1:05 P	—	5:12 P	—	—	—	9:13 P

To L.A. Union Station ← Ventura County

Train	102	104	106	770	108	774	110	112	782	118	786	790	794
Service	Metrolink	Metrolink	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Metrolink	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak
Ventura – Downtown (Amtrak)	—	—	—	7:39 A	—	9:38 A	—	—	1:32 P	—	3:43 P	5:26 P	7:44 P
Ventura – East	4:44 A	5:44 A	—	—	—	—	—	—	—	3:00 P	—	—	—
Oxnard	4:58 A	5:58 A	—	7:57 A	—	9:55 A	—	—	1:48 P	3:14 P	4:02 P	5:42 P	8:03 P
Camarillo	5:08 A	6:08 A	—	8:10 A	—	10:09 A	—	—	2:01 P	3:24 P	4:14 P	5:53 P	8:14 P
Moorpark	5:20 A	6:20 A	7:11 A	8:24 A	9:11 A	10:23 A	11:11 A	1:11 P	2:15 P	3:36 P	4:25 P	6:06 P	8:24 P
Simi Valley	5:33 A	6:33 A	7:24 A	8:41 A	9:24 A	10:39 A	11:24 A	1:24 P	2:31 P	3:49 P	4:41 P	6:24 P	8:41 P
Chatsworth	5:46 A	6:46 A	7:36 A	8:53 A	9:36 A	10:52 A	11:36 A	1:36 P	2:46 P	4:02 P	4:54 P	6:40 P	8:58 P
Northridge	5:51 A	6:51 A	7:44 A	8:59 A	9:44 A	—	11:44 A	1:44 P	2:53 P	4:08 P	—	—	—
Van Nuys	5:59 A	6:59 A	7:54 A	9:09 A	9:54 A	11:07 A	11:54 A	1:54 P	3:06 P	4:17 P	5:13 P	6:53 P	9:09 P
Burbank Airport – South	6:06 A	7:06 A	8:03 A	9:17 A	10:03 A	11:15 A	12:03 P	2:03 P	3:14 P	4:26 P	5:21 P	7:08 P	9:17 P
Burbank – Downtown	6:11 A	7:11 A	8:11 A	9:22 A	10:11 A	—	12:11 P	2:11 P	3:20 P	4:32 P	—	—	—
Glendale	6:17 A	7:17 A	8:17 A	9:29 A	10:17 A	11:26 A	12:17 P	2:17 P	3:28 P	4:39 P	5:34 P	7:20 P	9:28 P
L.A. Union Station	6:30 A	7:30 A	8:30 A	9:46 A	10:30 A	11:43 A	12:30 P	2:30 P	3:45 P	4:52 P	5:50 P	7:43 P	9:46 P

VENTURA COUNTY CORRIDOR

Metrolink (Proposed FY27) with Amtrak Pacific Surfliner (schedule of May 4, 2026)

METROLINK

SATURDAY & SUNDAY

From L.A. Union Station → Ventura County

Train	757	761	765	163	769	777	165	785
Service	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak	Metrolink	Amtrak
L.A. Union Station	5:13 A	7:13 A	9:13 A	10:31 A	11:13 A	3:13 P	5:07 P	7:13 P
Glendale	5:26 A	7:26 A	9:26 A	10:43 A	11:26 A	3:26 P	5:19 P	7:26 P
Burbank – Downtown	5:33 A	7:33 A	—	10:50 A	—	3:33 P	5:26 P	—
Burbank Airport – South	5:39 A	7:39 A	9:36 A	10:56 A	11:36 A	3:39 P	5:32 P	7:36 P
Van Nuys	5:47 A	7:47 A	9:44 A	11:03 A	11:44 A	3:47 P	5:39 P	7:44 P
Northridge	5:55 A	7:55 A	—	11:10 A	—	3:55 P	5:47 P	—
Chatsworth	6:02 A	8:02 A	9:59 A	11:16 A	11:59 A	4:01 P	5:53 P	7:59 P
Simi Valley	6:14 A	8:14 A	10:11 A	11:28 A	12:11 P	4:13 P	6:06 P	8:11 P
Moorpark	6:31 A	8:27 A	10:25 A	11:40 A	12:23 P	4:32 P	6:20 P	8:25 P
Camarillo	6:43 A	8:41 A	10:39 A	11:53 A	12:36 P	4:47 P	6:32 P	8:47 P
Oxnard	6:57 A	8:56 A	10:50 A	12:03 P	12:51 P	4:58 P	6:42 P	8:59 P
Ventura – East	—	—	—	12:21 P	—	—	7:00 P	—
Ventura – Downtown (Amtrak)	7:11 A	9:10 A	11:04 A	—	1:05 P	5:12 P	—	9:13 P

To L.A. Union Station ← Ventura County

Train	770	774	162	782	786	164	790	794
Service	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak
Ventura – Downtown (Amtrak)	7:39 A	9:38 A	—	1:32 P	3:43 P	—	5:26 P	7:44 P
Ventura – East	—	—	1:10 P	—	—	4:14 P	—	—
Oxnard	7:57 A	9:55 A	1:24 P	1:48 P	4:01 P	4:28 P	5:42 P	8:03 P
Camarillo	8:10 A	10:09 A	1:35 P	2:01 P	4:14 P	4:41 P	5:53 P	8:14 P
Moorpark	8:24 A	10:23 A	1:47 P	2:15 P	4:25 P	4:53 P	6:06 P	8:24 P
Simi Valley	8:41 A	10:39 A	2:00 P	2:31 P	4:41 P	5:05 P	6:24 P	8:41 P
Chatsworth	8:53 A	10:52 A	2:12 P	2:46 P	4:54 P	5:17 P	6:40 P	8:58 P
Northridge	8:59 A	—	2:17 P	2:53 P	—	5:22 P	—	—
Van Nuys	9:09 A	11:07 A	2:25 P	3:06 P	5:13 P	5:30 P	6:53 P	9:09 P
Burbank Airport – South	9:17 A	11:15 A	2:32 P	3:14 P	5:21 P	5:37 P	7:08 P	9:17 P
Burbank – Downtown	9:22 A	—	2:37 P	3:20 P	—	5:42 P	—	—
Glendale	9:29 A	11:26 A	2:43 P	3:28 P	5:34 P	5:48 P	7:20 P	9:28 P
L.A. Union Station	9:46 A	11:43 A	2:58 P	3:45 P	5:50 P	6:00 P	7:43 P	9:46 P

How to read this timetable

Metrolink trains: train number on line color. Amtrak Pacific Surfliner trains: train number on dark gray, marked "Amtrak".

PM times in bold. A = a.m., P = p.m. — Train passes without stopping. Blank = train does not operate on this segment.

ANTELOPE VALLEY LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To L.A. Union Station

Train	200	202	204	206	208	216	220	222	224	228	232
Lancaster	4:11 A	5:11 A	6:11 A			12:47 P	2:11 P		4:11 P	6:11 P	8:27 P
Palmdale	4:20 A	5:20 A	6:20 A			12:56 P	2:20 P		4:20 P	6:20 P	8:36 P
Vincent Grade/Acton	4:32 A	5:32 A	6:32 A			1:08 P	2:32 P		4:32 P	6:32 P	8:49 P
Vista Canyon	5:10 A	6:10 A	7:10 A	8:10 A	9:10 A	1:46 P	3:10 P	4:10 P	5:10 P	7:10 P	9:27 P
Via Princessa	5:14 A	6:14 A	7:14 A	8:14 A	9:14 A	1:51 P	3:14 P	4:14 P	5:14 P	7:14 P	9:30 P
Santa Clarita	5:20 A	6:20 A	7:20 A	8:20 A	9:20 A	1:58 P	3:20 P	4:20 P	5:20 P	7:20 P	9:37 P
Newhall	5:28 A	6:28 A	7:28 A	8:28 A	9:28 A	2:06 P	3:28 P	4:28 P	5:28 P	7:28 P	9:45 P
Sylmar/San Fernando	5:43 A	6:43 A	7:43 A	8:43 A	9:43 A	2:24 P	3:43 P	4:43 P	5:43 P	7:43 P	10:00 P
Sun Valley	5:51 A	6:51 A	7:51 A	8:51 A	9:51 A	2:32 P	3:51 P	4:51 P	5:51 P	7:51 P	10:12 P
Burbank Airport – North	5:54 A	6:54 A	7:54 A	8:54 A	9:54 A	2:35 P	3:54 P	4:54 P	5:54 P	7:54 P	10:16 P
Burbank – Downtown	6:00 A	7:00 A	8:00 A	9:00 A	10:00 A	2:41 P	4:00 P	5:00 P	6:00 P	8:00 P	10:22 P
Glendale	6:07 A	7:07 A	8:07 A	9:07 A	10:07 A	2:48 P	4:07 P	5:07 P	6:07 P	8:07 P	10:28 P
L.A. Union Station	6:20 A	7:20 A	8:20 A	9:20 A	10:20 A	3:01 P	4:20 P	5:20 P	6:20 P	8:20 P	10:42 P

To Lancaster

Train	201	203	207	211	215	217	219	221	223	225	231
L.A. Union Station	6:39 A	7:39 A	10:04 A	11:39 A	1:39 P	2:39 P	3:39 P	4:39 P	5:39 P	6:56 P	9:39 P
Glendale	6:51 A	7:51 A	10:16 A	11:51 A	1:51 P	2:51 P	3:51 P	4:51 P	5:51 P	7:08 P	9:51 P
Burbank – Downtown	6:58 A	7:58 A	10:23 A	11:58 A	1:58 P	2:58 P	3:58 P	4:58 P	5:58 P	7:15 P	9:58 P
Burbank Airport – North	7:04 A	8:04 A	10:29 A	12:04 P	2:04 P	3:04 P	4:04 P	5:04 P	6:04 P	7:21 P	10:04 P
Sun Valley	7:08 A	8:09 A	10:33 A	12:09 P	2:09 P	3:09 P	4:09 P	5:09 P	6:09 P	7:25 P	10:09 P
Sylmar/San Fernando	7:16 A	8:17 A	10:41 A	12:17 P	2:17 P	3:17 P	4:17 P	5:17 P	6:17 P	7:33 P	10:17 P
Newhall	7:32 A	8:32 A	10:57 A	12:32 P	2:32 P	3:32 P	4:32 P	5:32 P	6:32 P	7:50 P	10:32 P
Santa Clarita	7:40 A	8:40 A	11:05 A	12:40 P	2:40 P	3:40 P	4:40 P	5:40 P	6:40 P	7:58 P	10:40 P
Via Princessa	7:46 A	8:46 A	11:11 A	12:46 P	2:46 P	3:46 P	4:46 P	5:46 P	6:46 P	8:05 P	10:46 P
Vista Canyon	7:52 A	8:51 A	11:17 A	12:52 P	2:52 P	3:51 P	4:52 P	5:52 P	6:52 P	8:10 P	10:52 P
Vincent Grade/Acton			11:53 A	1:31 P	3:31 P		5:31 P	6:31 P	7:31 P	8:46 P	11:31 P
Palmdale			12:03 P	1:41 P	3:41 P		5:41 P	6:41 P	7:41 P	8:56 P	11:41 P
Lancaster			12:15 P	1:51 P	3:51 P		5:51 P	6:51 P	7:51 P	9:08 P	11:51 P

ANTELOPE VALLEY LINE

Proposed FY27 Service

METROLINK

SATURDAY & SUNDAY

To L.A. Union Station

Train	1262	1266	1268	1272
Lancaster	8:08 A	11:30 A	1:30 P	4:39 P
Palmdale	8:17 A	11:39 A	1:39 P	4:48 P
Vincent Grade/Acton	8:28 A	11:50 A	1:50 P	5:00 P
Vista Canyon	9:15 A	12:37 P	2:37 P	5:47 P
Via Princessa	9:19 A	12:41 P	2:41 P	5:51 P
Santa Clarita	9:26 A	12:48 P	2:48 P	5:57 P
Newhall	9:34 A	12:56 P	2:56 P	6:05 P
Sylmar/San Fernando	9:49 A	1:11 P	3:11 P	6:20 P
Sun Valley	9:56 A	1:18 P	3:18 P	6:28 P
Burbank Airport – North	10:00 A	1:22 P	3:22 P	6:31 P
Burbank – Downtown	10:06 A	1:28 P	3:28 P	6:37 P
Glendale	10:12 A	1:34 P	3:34 P	6:44 P
L.A. Union Station	10:29 A	1:52 P	3:52 P	7:02 P

To Lancaster

Train	1265	1269	1271	1273
L.A. Union Station	11:00 A	2:00 P	4:11 P	7:21 P
Glendale	11:15 A	2:14 P	4:25 P	7:35 P
Burbank – Downtown	11:21 A	2:20 P	4:31 P	7:41 P
Burbank Airport – North	11:26 A	2:26 P	4:37 P	7:47 P
Sun Valley	11:31 A	2:31 P	4:42 P	7:52 P
Sylmar/San Fernando	11:40 A	2:40 P	4:51 P	8:01 P
Newhall	11:56 A	2:56 P	5:06 P	8:16 P
Santa Clarita	12:05 P	3:04 P	5:15 P	8:25 P
Via Princessa	12:12 P	3:12 P	5:23 P	8:33 P
Vista Canyon	12:18 P	3:18 P	5:29 P	8:39 P
Vincent Grade/Acton	12:59 P	3:59 P	6:10 P	9:20 P
Palmdale	1:10 P	4:10 P	6:20 P	9:30 P
Lancaster	1:23 P	4:22 P	6:33 P	9:43 P

How to read this timetable

PM times shown in bold. A = a.m., P = p.m.

— Train passes this station without stopping. Blank = train does not operate on this segment.

Times are departure times.

Proposed schedule, subject to change.

SAN BERNARDINO LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To L.A. Union Station

Train	301	305	309	311	313	317	321	325	329	337	341	345	353	361
Redlands – Downtown			5:23 A		6:25 A									
San Bernardino – Downtown	3:41 A	4:41 A	5:41 A	6:11 A	6:43 A	7:41 A	8:41 A	9:41 A	10:41 A	12:41 P	1:41 P	2:41 P	4:41 P	6:54 P
San Bernardino – Depot	3:46 A	4:46 A	5:46 A	6:16 A	6:48 A	7:46 A	8:46 A	9:46 A	10:46 A	12:46 P	1:46 P	2:46 P	4:46 P	6:59 P
Rialto	3:54 A	4:54 A	5:54 A	6:24 A	6:56 A	7:54 A	8:54 A	9:54 A	10:54 A	12:54 P	1:54 P	2:54 P	4:54 P	7:07 P
Fontana	4:00 A	5:00 A	6:00 A	6:30 A	7:02 A	8:00 A	9:00 A	10:00 A	11:00 A	1:00 P	2:00 P	3:00 P	5:00 P	7:16 P
Rancho Cucamonga	4:11 A	5:11 A	6:11 A	6:41 A	7:13 A	8:11 A	9:11 A	10:11 A	11:11 A	1:11 P	2:11 P	3:11 P	5:11 P	7:25 P
Upland	4:19 A	5:19 A	6:19 A	6:49 A	7:21 A	8:19 A	9:19 A	10:19 A	11:19 A	1:19 P	2:19 P	3:19 P	5:19 P	7:32 P
Montclair	4:25 A	5:25 A	6:25 A	6:55 A	7:28 A	8:25 A	9:25 A	10:25 A	11:25 A	1:25 P	2:25 P	3:25 P	5:25 P	7:37 P
Claremont	4:30 A	5:30 A	6:30 A	7:00 A	7:32 A	8:30 A	9:30 A	10:30 A	11:30 A	1:30 P	2:30 P	3:30 P	5:30 P	7:40 P
Pomona – North	4:36 A	5:36 A	6:36 A	7:06 A	7:38 A	8:36 A	9:36 A	10:36 A	11:36 A	1:36 P	2:36 P	3:36 P	5:36 P	7:46 P
Covina	4:47 A	5:47 A	6:47 A	7:17 A	7:49 A	8:47 A	9:47 A	10:47 A	11:47 A	1:47 P	2:47 P	3:47 P	5:47 P	7:57 P
Baldwin Park	4:53 A	5:53 A	6:53 A	7:23 A	7:55 A	8:53 A	9:53 A	10:53 A	11:53 A	1:53 P	2:53 P	3:53 P	5:53 P	8:05 P
El Monte	5:07 A	6:07 A	7:06 A	7:37 A	8:06 A	9:07 A	10:07 A	11:07 A	12:07 P	2:07 P	3:07 P	4:07 P	6:07 P	8:15 P
Cal State LA	5:17 A	6:17 A	7:17 A	7:47 A	8:16 A	9:17 A	10:17 A	11:17 A	12:17 P	2:17 P	3:17 P	4:17 P	6:17 P	8:26 P
L.A. Union Station	5:31 A	6:31 A	7:31 A	8:01 A	8:29 A	9:31 A	10:31 A	11:31 A	12:31 P	2:31 P	3:31 P	4:31 P	6:31 P	8:40 P

To San Bernardino

Train	300	304	308	316	320	324	328	332	336	340	342	344	350	360
L.A. Union Station	6:38 A	7:38 A	8:38 A	10:38 A	11:38 A	12:38 P	1:38 P	2:38 P	3:38 P	4:38 P	5:08 P	5:38 P	7:15 P	9:38 P
Cal State LA	6:55 A	7:55 A	8:55 A	10:55 A	11:55 A	12:55 P	1:55 P	2:55 P	3:55 P	4:55 P	5:22 P	5:51 P	7:29 P	9:52 P
El Monte	7:09 A	8:09 A	9:09 A	11:09 A	12:09 P	1:09 P	2:09 P	3:09 P	4:09 P	5:09 P	5:34 P	6:05 P	7:41 P	10:04 P
Baldwin Park	7:18 A	8:18 A	9:18 A	11:18 A	12:18 P	1:18 P	2:18 P	3:18 P	4:18 P	5:18 P	5:43 P	6:15 P	7:50 P	10:13 P
Covina	7:25 A	8:25 A	9:25 A	11:25 A	12:25 P	1:25 P	2:25 P	3:25 P	4:25 P	5:25 P	5:50 P	6:22 P	7:57 P	10:20 P
Pomona – North	7:39 A	8:39 A	9:39 A	11:39 A	12:39 P	1:39 P	2:39 P	3:39 P	4:39 P	5:39 P	6:04 P	6:36 P	8:11 P	10:34 P
Claremont	7:45 A	8:45 A	9:45 A	11:45 A	12:45 P	1:45 P	2:45 P	3:45 P	4:45 P	5:45 P	6:10 P	6:42 P	8:17 P	10:40 P
Montclair	7:49 A	8:49 A	9:49 A	11:49 A	12:49 P	1:49 P	2:49 P	3:49 P	4:49 P	5:49 P	6:14 P	6:46 P	8:21 P	10:44 P
Upland	7:54 A	8:54 A	9:54 A	11:54 A	12:54 P	1:54 P	2:54 P	3:54 P	4:54 P	5:54 P	6:19 P	6:51 P	8:26 P	10:49 P
Rancho Cucamonga	8:01 A	9:01 A	10:01 A	12:01 P	1:01 P	2:01 P	3:01 P	4:01 P	5:01 P	6:01 P	6:27 P	6:59 P	8:34 P	10:57 P
Fontana	8:10 A	9:10 A	10:10 A	12:10 P	1:10 P	2:10 P	3:10 P	4:10 P	5:10 P	6:10 P	6:35 P	7:07 P	8:42 P	11:05 P
Rialto	8:16 A	9:16 A	10:16 A	12:16 P	1:16 P	2:16 P	3:16 P	4:16 P	5:16 P	6:16 P	6:41 P	7:13 P	8:48 P	11:11 P
San Bernardino – Depot	8:24 A	9:24 A	10:24 A	12:24 P	1:24 P	2:24 P	3:24 P	4:24 P	5:24 P	6:24 P	6:49 P	7:21 P	8:56 P	11:19 P
San Bernardino – Downtown	8:29 A	9:29 A	10:29 A	12:29 P	1:29 P	2:29 P	3:29 P	4:29 P	5:29 P	6:29 P	6:54 P	7:25 P	9:00 P	11:23 P
Redlands – Downtown											7:14 P	7:48 P		

SAN BERNARDINO LINE

Proposed FY27 Service

METROLINK

SATURDAY & SUNDAY

To L.A. Union Station

Train	1353	1357	1363	1369	1373	1377
San Bernardino – Downtown	8:38 A	11:38 A	1:38 P	3:38 P	5:38 P	7:38 P
San Bernardino – Depot	8:43 A	11:43 A	1:43 P	3:43 P	5:43 P	7:43 P
Rialto	8:50 A	11:50 A	1:50 P	3:50 P	5:50 P	7:50 P
Fontana	8:56 A	11:56 A	1:56 P	3:56 P	5:56 P	7:56 P
Rancho Cucamonga	9:06 A	12:06 P	2:06 P	4:06 P	6:06 P	8:06 P
Upland	9:14 A	12:14 P	2:14 P	4:14 P	6:14 P	8:14 P
Montclair	9:20 A	12:20 P	2:20 P	4:20 P	6:20 P	8:20 P
Claremont	9:23 A	12:23 P	2:23 P	4:23 P	6:23 P	8:23 P
Pomona – North	9:28 A	12:28 P	2:28 P	4:28 P	6:28 P	8:28 P
Covina	9:39 A	12:39 P	2:39 P	4:39 P	6:39 P	8:39 P
Baldwin Park	9:46 A	12:46 P	2:46 P	4:46 P	6:46 P	8:46 P
El Monte	9:57 A	12:57 P	2:57 P	4:57 P	6:57 P	8:57 P
Cal State LA	10:10 A	1:10 P	3:10 P	5:10 P	7:10 P	9:10 P
L.A. Union Station	10:22 A	1:22 P	3:22 P	5:22 P	7:22 P	9:22 P

To San Bernardino

Train	1352	1358	1364	1368	1372	1376
L.A. Union Station	8:38 A	1:38 P	3:38 P	5:38 P	7:38 P	9:38 P
Cal State LA	8:50 A	1:50 P	3:50 P	5:50 P	7:50 P	9:50 P
El Monte	9:01 A	2:01 P	4:01 P	6:01 P	8:01 P	10:01 P
Baldwin Park	9:12 A	2:12 P	4:12 P	6:12 P	8:12 P	10:12 P
Covina	9:19 A	2:19 P	4:19 P	6:19 P	8:19 P	10:19 P
Pomona – North	9:32 A	2:32 P	4:32 P	6:32 P	8:32 P	10:32 P
Claremont	9:38 A	2:38 P	4:38 P	6:38 P	8:38 P	10:38 P
Montclair	9:42 A	2:42 P	4:42 P	6:42 P	8:42 P	10:42 P
Upland	9:47 A	2:47 P	4:47 P	6:47 P	8:47 P	10:47 P
Rancho Cucamonga	9:54 A	2:54 P	4:54 P	6:54 P	8:54 P	10:54 P
Fontana	10:05 A	3:05 P	5:05 P	7:05 P	9:05 P	11:05 P
Rialto	10:11 A	3:11 P	5:11 P	7:11 P	9:11 P	11:11 P
San Bernardino – Depot	10:17 A	3:17 P	5:17 P	7:17 P	9:17 P	11:17 P
San Bernardino – Downtown	10:23 A	3:23 P	5:23 P	7:23 P	9:23 P	11:23 P

How to read this timetable

PM times shown in bold. A = a.m., P = p.m.

— Train passes this station without stopping. Blank = train does not operate on this segment.

Times are departure times.

Proposed schedule, subject to change.

RIVERSIDE LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To L.A. Union Station

Train	403	405	407	409	419
Riverside – Downtown	5:30 A	6:00 A	6:54 A	7:55 A	3:30 P
Jurupa Valley/Pedley	5:46 A	6:16 A	7:09 A	8:11 A	3:46 P
Ontario – East	5:58 A	6:28 A	7:21 A	8:23 A	3:58 P
Pomona – Downtown	6:10 A	6:40 A	7:34 A	8:35 A	4:10 P
Industry	6:20 A	6:50 A	7:43 A	8:45 A	4:20 P
Montebello/Commerce	6:40 A	7:10 A	8:04 A	9:05 A	4:40 P
L.A. Union Station	7:01 A	7:31 A	8:25 A	9:26 A	5:01 P

To Riverside

Train	400	410	412	414	416
L.A. Union Station	1:35 P	4:15 P	4:45 P	5:35 P	6:35 P
Montebello/Commerce	1:55 P	4:35 P	5:05 P	5:55 P	6:55 P
Industry	2:13 P	4:53 P	5:23 P	6:13 P	7:13 P
Pomona – Downtown	2:23 P	5:03 P	5:33 P	6:23 P	7:23 P
Ontario – East	2:35 P	5:15 P	5:45 P	6:35 P	7:35 P
Jurupa Valley/Pedley	2:47 P	5:27 P	5:57 P	6:47 P	7:47 P
Riverside – Downtown	3:06 P	5:46 P	6:16 P	7:06 P	8:06 P

SATURDAY & SUNDAY

No weekend service on this line.

How to read this timetable

PM times shown in bold. A = a.m., P = p.m.

— Train passes this station without stopping. Blank = train does not operate on this segment.

Times are departure times.

Proposed schedule, subject to change.

91/PERRIS VALLEY LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To Perris

Train	700	720	732	734	736	740
L.A. Union Station	5:34 A	1:04 P	3:20 P	3:51 P	4:34 P	5:34 P
Norwalk/Santa Fe Springs	5:57 A	1:27 P	3:44 P	4:14 P	4:57 P	5:57 P
Buena Park	6:06 A	1:36 P	3:53 P	4:23 P	5:06 P	6:06 P
Fullerton	6:12 A	1:42 P	3:58 P	4:29 P	5:12 P	6:12 P
Corona – West	6:36 A	2:06 P	4:22 P	4:53 P	5:36 P	6:36 P
Corona – North Main	6:41 A	2:11 P	4:28 P	4:58 P	5:41 P	6:41 P
Riverside – La Sierra	6:49 A	2:19 P	4:36 P	5:06 P	5:49 P	6:49 P
Riverside – Downtown	7:03 A	2:33 P	4:50 P	5:20 P	6:03 P	7:03 P
Riverside – Hunter Park/UCR	7:11 A	2:41 P	4:58 P	5:28 P	6:11 P	7:11 P
Moreno Valley/March Field	7:28 A	2:58 P	5:14 P	5:44 P	6:28 P	7:28 P
Perris – Downtown	7:39 A	3:09 P	5:25 P	5:56 P	6:39 P	7:39 P
Perris – South	7:48 A	3:18 P	5:34 P	6:05 P	6:48 P	7:48 P

To L.A. Union Station

Train	701	703	705	707	709	711
Perris – South	4:20 A	5:20 A	6:20 A	7:20 A	8:20 A	3:51 P
Perris – Downtown	4:26 A	5:26 A	6:26 A	7:26 A	8:26 A	3:56 P
Moreno Valley/March Field	4:37 A	5:37 A	6:37 A	7:37 A	8:37 A	4:07 P
Riverside – Hunter Park/UCR	4:53 A	5:53 A	6:53 A	7:53 A	8:53 A	4:23 P
Riverside – Downtown	5:02 A	6:02 A	7:02 A	8:02 A	9:02 A	4:32 P
Riverside – La Sierra	5:14 A	6:14 A	7:14 A	8:14 A	9:14 A	4:44 P
Corona – North Main	5:22 A	6:22 A	7:22 A	8:22 A	9:22 A	4:52 P
Corona – West	5:26 A	6:26 A	7:26 A	8:26 A	9:26 A	4:57 P
Fullerton	5:50 A	6:50 A	7:50 A	8:50 A	9:50 A	5:20 P
Buena Park	5:56 A	6:56 A	7:56 A	8:56 A	9:56 A	5:26 P
Norwalk/Santa Fe Springs	6:03 A	7:03 A	8:03 A	9:03 A	10:03 A	5:34 P
L.A. Union Station	6:29 A	7:29 A	8:29 A	9:29 A	10:29 A	6:00 P

91/PERRIS VALLEY LINE

Proposed FY27 Service

METROLINK

SATURDAY & SUNDAY

To Perris

Train	1752	1754
L.A. Union Station	3:25 P	5:39 P
Norwalk/Santa Fe Springs	3:49 P	6:03 P
Buena Park	3:57 P	6:11 P
Fullerton	4:03 P	6:17 P
Corona – West	4:27 P	6:41 P
Corona – North Main	4:32 P	6:46 P
Riverside – La Sierra	4:40 P	6:54 P
Riverside – Downtown	4:52 P	7:06 P
Riverside – Hunter Park/UCR	5:00 P	7:14 P
Moreno Valley/March Field	5:16 P	7:30 P
Perris – Downtown	5:28 P	7:42 P
Perris – South	5:37 P	7:48 P

To L.A. Union Station

Train	1751	1753
Perris – South	8:10 A	9:36 A
Perris – Downtown	8:15 A	9:42 A
Moreno Valley/March Field	8:28 A	9:54 A
Riverside – Hunter Park/UCR	8:44 A	10:10 A
Riverside – Downtown	8:51 A	10:17 A
Riverside – La Sierra	9:03 A	10:29 A
Corona – North Main	9:11 A	10:37 A
Corona – West	9:17 A	10:43 A
Fullerton	9:41 A	11:07 A
Buena Park	9:46 A	11:13 A
Norwalk/Santa Fe Springs	9:53 A	11:20 A
L.A. Union Station	10:21 A	11:48 A

How to read this timetable

PM times shown in bold. A = a.m., P = p.m.

— Train passes this station without stopping. Blank = train does not operate on this segment.

Times are departure times.

Proposed schedule, subject to change.

ORANGE COUNTY CORRIDOR

Metrolink (Proposed FY27, Scenario 8) with Amtrak Pacific Surfliner (schedule of May 4, 2026)

METROLINK

MONDAY – FRIDAY

From L.A. Union Station → Orange County

Train	600	602	562	604	564	566	770	572	774	612	580	620	782	624	584	626	786	628	588	790	794
Service	Metrolink	Metrolink	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak
L.A. Union Station	4:22 A	5:20 A	6:10 A	6:40 A	7:10 A	8:10 A	10:10 A	11:10 A	12:10 P	1:30 P	3:10 P	3:27 P	4:10 P	4:25 P	5:10 P	5:25 P	6:10 P	6:30 P	7:10 P	8:10 P	10:10 P
Commerce	—	—	—	—	—	—	—	—	—	—	—	—	—	4:40 P	—	5:40 P	—	6:45 P	—	—	—
Norwalk/Santa Fe Springs	4:47 A	5:45 A	—	7:05 A	—	—	—	—	—	1:56 P	—	3:53 P	—	4:51 P	—	5:51 P	—	6:56 P	—	—	—
Buena Park	4:55 A	5:53 A	—	7:13 A	—	—	—	—	—	2:04 P	—	4:01 P	—	4:59 P	—	5:59 P	—	7:04 P	—	—	—
Fullerton	5:01 A	5:59 A	6:41 A	7:19 A	7:41 A	8:41 A	10:41 A	11:41 A	12:41 P	2:10 P	3:41 P	4:07 P	4:41 P	5:05 P	5:41 P	6:05 P	6:41 P	7:10 P	7:41 P	8:41 P	10:41 P
Anaheim	5:08 A	6:06 A	6:49 A	7:26 A	7:49 A	8:49 A	10:49 A	11:49 A	12:49 P	2:17 P	3:49 P	4:14 P	4:49 P	5:12 P	5:49 P	6:12 P	6:49 P	7:17 P	7:49 P	8:49 P	10:49 P
Orange	5:13 A	6:11 A	—	7:31 A	—	—	—	—	—	2:22 P	—	4:19 P	—	5:17 P	—	6:17 P	—	7:22 P	—	—	—
Santa Ana	5:18 A	6:16 A	7:01 A	7:36 A	8:01 A	9:01 A	11:01 A	12:01 P	1:01 P	2:27 P	4:01 P	4:24 P	5:01 P	5:22 P	6:01 P	6:22 P	7:01 P	7:27 P	8:01 P	9:01 P	11:01 P
Tustin	5:24 A	6:22 A	—	7:42 A	—	—	—	—	—	2:33 P	—	4:30 P	—	5:28 P	—	6:28 P	—	7:33 P	—	—	—
Irvine	5:31 A	6:29 A	7:12 A	7:49 A	8:12 A	9:12 A	11:12 A	12:12 P	1:12 P	2:40 P	4:12 P	4:37 P	5:12 P	5:35 P	6:12 P	6:35 P	7:12 P	7:40 P	8:12 P	9:12 P	11:12 P
Laguna Niguel/Mission Viejo	5:42 A	6:40 A	—	8:00 A	—	—	—	—	—	2:51 P	—	4:48 P	—	5:46 P	—	6:46 P	—	7:51 P	—	—	—
San Juan Capistrano	—	—	7:26 A	—	8:25 A	9:25 A	11:25 A	12:25 P	1:25 P	—	4:25 P	—	5:25 P	—	6:25 P	—	7:25 P	—	8:25 P	9:25 P	11:26 P
San Clemente	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
San Clemente Pier	—	—	—	—	8:38 A	9:38 A	11:38 A	12:38 P	1:38 P	—	4:38 P	—	5:38 P	—	6:38 P	—	7:38 P	—	8:38 P	9:38 P	—
Oceanside	—	—	8:05 A	—	9:08 A	10:08 A	12:08 P	1:08 P	2:08 P	—	5:08 P	—	6:08 P	—	7:08 P	—	8:08 P	—	9:08 P	10:05 P	12:05 A

To L.A. Union Station ← Orange County

Train	601	761	603	605	765	609	611	567	769	573	777	579	581	619	785	621	587	627	591	593	595
Service	Metrolink	Amtrak	Metrolink	Metrolink	Amtrak	Metrolink	Metrolink	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak
Oceanside	—	4:57 A	—	—	6:57 A	—	—	7:57 A	8:57 A	10:57 A	12:57 P	1:57 P	2:57 P	—	4:57 P	—	5:57 P	—	7:57 P	8:57 P	9:57 P
San Clemente Pier	—	—	—	—	7:20 A	—	—	8:20 A	9:20 A	11:20 A	1:20 P	2:20 P	3:20 P	—	5:20 P	—	6:23 P	—	8:20 P	9:20 P	—
San Clemente	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
San Juan Capistrano	—	5:34 A	—	—	7:37 A	—	—	8:37 A	9:37 A	11:37 A	1:37 P	2:37 P	3:37 P	—	5:37 P	—	6:36 P	—	8:37 P	9:37 P	10:34 P
Laguna Niguel/Mission Viejo	4:58 A	—	5:58 A	6:58 A	—	7:58 A	8:23 A	—	—	—	—	—	—	4:30 P	—	6:10 P	—	7:10 P	—	—	—
Irvine	5:08 A	5:49 A	6:08 A	7:08 A	7:52 A	8:08 A	8:32 A	8:52 A	9:52 A	11:52 A	1:52 P	2:52 P	3:52 P	4:40 P	5:52 P	6:20 P	6:53 P	7:20 P	8:52 P	9:52 P	10:49 P
Tustin	5:16 A	—	6:16 A	7:16 A	—	8:16 A	8:41 A	—	—	—	—	—	—	4:48 P	—	6:28 P	—	7:28 P	—	—	—
Santa Ana	5:23 A	6:01 A	6:23 A	7:23 A	8:04 A	8:23 A	8:47 A	9:04 A	10:04 A	12:04 P	2:04 P	3:04 P	4:04 P	4:55 P	6:04 P	6:35 P	7:06 P	7:35 P	9:04 P	10:04 P	11:01 P
Orange	5:28 A	—	6:28 A	7:28 A	—	8:28 A	8:52 A	—	—	—	—	—	—	5:00 P	—	6:40 P	—	7:40 P	—	—	—
Anaheim	5:32 A	6:10 A	6:32 A	7:32 A	8:13 A	8:32 A	8:57 A	9:13 A	10:13 A	12:13 P	2:13 P	3:13 P	4:13 P	5:04 P	6:13 P	6:44 P	7:17 P	7:44 P	9:13 P	10:13 P	11:10 P
Fullerton	5:40 A	6:18 A	6:40 A	7:40 A	8:21 A	8:40 A	9:04 A	9:21 A	10:21 A	12:21 P	2:21 P	3:21 P	4:21 P	5:12 P	6:21 P	6:52 P	7:25 P	7:52 P	9:21 P	10:21 P	11:18 P
Buena Park	5:46 A	—	6:46 A	7:46 A	—	8:46 A	9:10 A	—	—	—	—	—	—	5:18 P	—	6:58 P	—	7:58 P	—	—	—
Norwalk/Santa Fe Springs	5:54 A	—	6:54 A	7:54 A	—	8:54 A	9:18 A	—	—	—	—	—	—	5:26 P	—	7:06 P	—	8:06 P	—	—	—
Commerce	6:04 A	—	7:04 A	8:04 A	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
L.A. Union Station	6:20 A	6:57 A	7:20 A	8:20 A	8:57 A	9:20 A	9:44 A	9:57 A	10:57 A	12:57 P	2:57 P	3:57 P	4:57 P	5:52 P	6:57 P	7:32 P	8:04 P	8:32 P	9:57 P	10:57 P	11:57 P

ORANGE COUNTY CORRIDOR

Metrolink (Proposed FY27, Scenario 8) with Amtrak Pacific Surfliner (schedule of May 4, 2026)

METROLINK

SATURDAY & SUNDAY

From L.A. Union Station → Orange County

Train	562	564	566	660	770	572	774	668	580	782	584	786	588	790	794	
Service	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	
L.A. Union Station	6:10 A	7:10 A	8:10 A	9:05 A	10:10 A	11:10 A	12:10 P	1:22 P	3:10 P	4:10 P	5:10 P	6:10 P	7:10 P	8:10 P	10:10 P	
Commerce	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Norwalk/Santa Fe Springs	—	—	—	9:28 A	—	—	—	1:45 P	—	—	—	—	—	—	—	
Buena Park	—	—	—	9:36 A	—	—	—	1:53 P	—	—	—	—	—	—	—	
Fullerton	6:41 A	7:41 A	8:41 A	9:42 A	10:41 A	11:41 A	12:41 P	1:59 P	3:41 P	4:41 P	5:41 P	6:41 P	7:41 P	8:41 P	10:41 P	
Anaheim	6:49 A	7:49 A	8:49 A	9:50 A	10:49 A	11:49 A	12:49 P	2:06 P	3:49 P	4:49 P	5:49 P	6:49 P	7:49 P	8:49 P	10:49 P	
Orange	—	—	—	9:54 A	—	—	—	2:11 P	—	—	—	—	—	—	—	
Santa Ana	7:01 A	8:01 A	9:01 A	10:00 A	11:01 A	12:01 P	1:01 P	2:17 P	4:01 P	5:01 P	6:01 P	7:01 P	8:01 P	9:01 P	11:01 P	
Tustin	—	—	—	10:06 A	—	—	—	2:23 P	—	—	—	—	—	—	—	
Irvine	7:12 A	8:12 A	9:12 A	10:15 A	11:12 A	12:12 P	1:12 P	2:31 P	4:12 P	5:12 P	6:12 P	7:12 P	8:12 P	9:12 P	11:12 P	
Laguna Niguel/Mission Viejo	—	—	—	10:26 A	—	—	—	2:41 P	—	—	—	—	—	—	—	
San Juan Capistrano	7:26 A	8:25 A	9:25 A	10:32 A	11:25 A	12:25 P	1:25 P	2:47 P	4:25 P	5:25 P	6:25 P	7:25 P	8:25 P	9:25 P	11:26 P	
San Clemente	—	—	—	10:42 A	—	—	—	3:00 P	—	—	—	—	—	—	—	
San Clemente Pier	—	8:38 A	9:38 A	10:45 A	11:38 A	12:38 P	1:38 P	3:03 P	4:38 P	5:38 P	6:38 P	7:38 P	8:38 P	9:38 P	—	
Oceanside	8:05 A	9:08 A	10:08 A	11:13 A	12:08 P	1:08 P	2:08 P	3:30 P	5:08 P	6:08 P	7:08 P	8:08 P	9:08 P	10:05 P	12:05 A	

To L.A. Union Station ← Orange County

Train	761	765	567	769	573	661	777	579	581	667	785	587	591	593	595	
Service	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	
Oceanside	4:57 A	6:57 A	7:57 A	8:57 A	10:57 A	11:56 A	12:57 P	1:57 P	2:57 P	3:55 P	4:57 P	5:57 P	7:57 P	8:57 P	9:57 P	
San Clemente Pier	—	7:20 A	8:20 A	9:20 A	11:20 A	12:19 P	1:20 P	2:20 P	3:20 P	4:19 P	5:20 P	6:23 P	8:20 P	9:20 P	—	
San Clemente	—	—	—	—	—	12:23 P	—	—	—	4:22 P	—	—	—	—	—	
San Juan Capistrano	5:34 A	7:37 A	8:37 A	9:37 A	11:37 A	12:34 P	1:37 P	2:37 P	3:37 P	4:35 P	5:37 P	6:36 P	8:37 P	9:37 P	10:34 P	
Laguna Niguel/Mission Viejo	—	—	—	—	—	12:41 P	—	—	—	4:42 P	—	—	—	—	—	
Irvine	5:49 A	7:52 A	8:52 A	9:52 A	11:52 A	12:51 P	1:52 P	2:52 P	3:52 P	4:53 P	5:52 P	6:53 P	8:52 P	9:52 P	10:49 P	
Tustin	—	—	—	—	—	12:58 P	—	—	—	5:00 P	—	—	—	—	—	
Santa Ana	6:01 A	8:04 A	9:04 A	10:04 A	12:04 P	1:04 P	2:04 P	3:04 P	4:04 P	5:07 P	6:04 P	7:06 P	9:04 P	10:04 P	11:01 P	
Orange	—	—	—	—	—	1:10 P	—	—	—	5:13 P	—	—	—	—	—	
Anaheim	6:10 A	8:13 A	9:13 A	10:13 A	12:13 P	1:15 P	2:13 P	3:13 P	4:13 P	5:18 P	6:13 P	7:17 P	9:13 P	10:13 P	11:10 P	
Fullerton	6:18 A	8:21 A	9:21 A	10:21 A	12:21 P	1:22 P	2:21 P	3:21 P	4:21 P	5:26 P	6:21 P	7:25 P	9:21 P	10:21 P	11:18 P	
Buena Park	—	—	—	—	—	1:28 P	—	—	—	5:32 P	—	—	—	—	—	
Norwalk/Santa Fe Springs	—	—	—	—	—	1:35 P	—	—	—	5:40 P	—	—	—	—	—	
Commerce	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
L.A. Union Station	6:57 A	8:57 A	9:57 A	10:57 A	12:57 P	2:03 P	2:57 P	3:57 P	4:57 P	6:10 P	6:57 P	8:04 P	9:57 P	10:57 P	11:57 P	

CORRIDOR FREQUENCY (trains serving L.A. Union Station, by direction)

Service day / direction	Metrolink	Amtrak	Total
Monday – Friday · From L.A. Union Station	8	13	21
Monday – Friday · To L.A. Union Station + C	8	13	21
Saturday & Sunday · From L.A. Union Station	2	13	15
Saturday & Sunday · To L.A. Union Station + C	2	13	15

How to read this timetable

Metrolink trains: train number on line color. Amtrak Pacific Surfliner trains: train number on dark gray, marked "Amtrak".

PM times in bold. A = a.m., P = p.m. — Train passes without stopping. Blank = train does not operate on this segment.

Eligible Metrolink passes may be accepted on Amtrak Pacific Surfliner trains under the Rail 2 Rail® program; restrictions apply. See metrolinktrains.com.

Amtrak schedules are set by the LOSSAN Rail Corridor Agency and may change independently of Metrolink.

INLAND EMPIRE-ORANGE COUNTY LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To Laguna Niguel/Mission Viejo

Train	803	805	807	809	811	813	815
San Bernardino – Downtown		5:50 A	6:27 A				
San Bernardino – Depot		5:55 A	6:31 A				
Riverside – Downtown	5:10 A	6:11 A	6:48 A	7:30 A	8:12 A	9:15 A	4:44 P
Riverside – La Sierra	5:22 A	6:24 A	7:00 A	7:42 A	8:24 A	9:28 A	4:56 P
Corona – North Main	5:30 A	6:32 A	7:08 A	7:50 A	8:32 A	9:36 A	5:04 P
Corona – West	5:35 A	6:36 A	7:13 A	7:55 A	8:37 A	9:41 A	5:09 P
Anaheim Canyon	5:54 A	6:56 A	7:33 A	8:14 A	8:56 A	10:00 A	5:28 P
Orange	6:03 A	7:05 A	7:42 A	8:23 A	9:05 A	10:09 A	5:37 P
Santa Ana	6:08 A	7:10 A	7:47 A	8:28 A	9:10 A	10:14 A	5:43 P
Tustin	6:14 A	7:16 A	7:53 A	8:35 A	9:16 A	10:20 A	5:49 P
Irvine	6:23 A	7:25 A	8:02 A	8:43 A	9:25 A	10:29 A	5:57 P
Laguna Niguel/Mission Viejo	6:32 A	7:34 A	8:11 A	8:52 A	9:34 A	10:38 A	6:06 P

To San Bernardino

Train	800	802	804	806	808	810	812
Laguna Niguel/Mission Viejo	7:10 A	12:58 P	2:28 P	3:14 P	4:18 P	5:18 P	6:30 P
Irvine	7:21 A	1:09 P	2:39 P	3:25 P	4:29 P	5:29 P	6:41 P
Tustin	7:28 A	1:16 P	2:46 P	3:32 P	4:36 P	5:36 P	6:48 P
Santa Ana	7:34 A	1:22 P	2:52 P	3:38 P	4:42 P	5:42 P	6:54 P
Orange	7:41 A	1:29 P	2:59 P	3:46 P	4:50 P	5:50 P	7:01 P
Anaheim Canyon	7:48 A	1:36 P	3:06 P	3:53 P	4:57 P	5:57 P	7:08 P
Corona – West	8:08 A	1:56 P	3:26 P	4:12 P	5:16 P	6:16 P	7:28 P
Corona – North Main	8:13 A	2:01 P	3:31 P	4:17 P	5:21 P	6:21 P	7:33 P
Riverside – La Sierra	8:21 A	2:09 P	3:39 P	4:25 P	5:29 P	6:29 P	7:41 P
Riverside – Downtown	8:32 A	2:20 P	3:51 P	4:37 P	5:40 P	6:40 P	7:53 P
San Bernardino – Depot			4:09 P	4:55 P			8:11 P
San Bernardino – Downtown			4:13 P	4:59 P			8:15 P

INLAND EMPIRE-ORANGE COUNTY LINE

METROLINK

Proposed FY27 Service

SATURDAY & SUNDAY

To Oceanside

Train	857	859
San Bernardino – Downtown	6:58 A	8:56 A
San Bernardino – Depot	7:02 A	9:00 A
Riverside – Downtown	7:19 A	9:18 A
Riverside – La Sierra	7:32 A	9:30 A
Corona – North Main	7:45 A	9:43 A
Corona – West	7:53 A	9:51 A
Anaheim Canyon	8:13 A	10:11 A
Orange	8:20 A	10:18 A
Santa Ana	8:26 A	10:24 A
Tustin	8:32 A	10:30 A
Irvine	8:40 A	10:38 A
Laguna Niguel/Mission Viejo	8:51 A	10:48 A
San Juan Capistrano	8:56 A	10:54 A
San Clemente	9:06 A	11:05 A
San Clemente Pier	9:10 A	11:09 A
Oceanside	9:37 A	11:36 A

INLAND EMPIRE-ORANGE COUNTY LINE

METROLINK

Proposed FY27 Service

To San Bernardino

Train	858	860
Oceanside	2:19 P	6:51 P
San Clemente Pier	2:43 P	7:20 P
San Clemente	2:47 P	7:24 P
San Juan Capistrano	2:56 P	7:34 P
Laguna Niguel/Mission Viejo	3:03 P	7:44 P
Irvine	3:13 P	7:54 P
Tustin	3:20 P	8:01 P
Santa Ana	3:26 P	8:08 P
Orange	3:32 P	8:13 P
Anaheim Canyon	3:39 P	8:20 P
Corona – West	3:59 P	8:40 P
Corona – North Main	4:04 P	8:46 P
Riverside – La Sierra	4:12 P	8:54 P
Riverside – Downtown	4:24 P	9:06 P
San Bernardino – Depot	4:41 P	9:23 P
San Bernardino – Downtown	4:50 P	9:31 P

How to read this timetable

PM times shown in bold. A = a.m., P = p.m.

— Train passes this station without stopping. Blank = train does not operate on this segment.

Times are departure times.

Proposed schedule, subject to change.

ARROW SERVICE (REDLANDS)

Proposed FY27 Service



MONDAY – FRIDAY

To Redlands

Train	3800	3802	3804	3806	3808	3810	3812	3814	3816	3818	3820	3822	3824	3826	3828	3830	3832	3834	3836	3838	3840
San Bernardino – Downtown	3:38 A	4:39 A	6:23 A	7:09 A	8:08 A	8:41 A	9:40 A	10:41 A	11:14 A	11:53 A	12:28 P	1:40 P	2:10 P	2:41 P	3:41 P	4:40 P	5:11 P	5:41 P	6:41 P	8:45 P	9:45 P
San Bernardino – Tippecanoe	3:45 A	4:47 A	6:30 A	7:16 A	8:15 A	8:48 A	9:47 A	10:48 A	11:22 A	12:01 P	12:36 P	1:48 P	2:18 P	2:49 P	3:49 P	4:48 P	5:19 P	5:49 P	6:49 P	8:52 P	9:52 P
Redlands – Esri	3:52 A	4:57 A	6:38 A	7:27 A	8:23 A	8:56 A	9:55 A	10:56 A	11:29 A	12:08 P	12:43 P	1:55 P	2:25 P	2:56 P	3:56 P	4:55 P	5:26 P	5:56 P	6:56 P	9:00 P	10:00 P
Redlands – Downtown	3:56 A	5:01 A	6:41 A	7:30 A	8:26 A	8:59 A	9:58 A	10:59 A	11:33 A	12:12 P	12:47 P	1:59 P	2:29 P	3:00 P	4:00 P	4:59 P	5:30 P	6:00 P	7:00 P	9:03 P	10:03 P
Redlands – University	4:00 A	5:04 A	6:45 A	7:34 A	8:30 A	9:03 A	10:02 A	11:03 A	11:37 A	12:16 P	12:51 P	2:03 P	2:33 P	3:04 P	4:04 P	5:03 P	5:34 P	6:04 P	7:04 P	9:07 P	10:07 P

To San Bernardino

Train	3801	3803	3805	3807	3809	3811	3813	3815	3817	3819	3821	3823	3825	3827	3829	3831	3833	3835	3837	3839	3841
Redlands – University	4:07 A	5:40 A	7:07 A	8:06 A	8:40 A	9:08 A	10:08 A	11:13 A	11:52 A	12:27 P	1:08 P	2:08 P	3:08 P	3:40 P	4:09 P	5:08 P	5:41 P	6:09 P	8:13 P	9:15 P	10:15 P
Redlands – Downtown	4:11 A	5:44 A	7:11 A	8:10 A	8:44 A	9:12 A	10:12 A	11:17 A	11:56 A	12:31 P	1:12 P	2:13 P	3:13 P	3:44 P	4:13 P	5:13 P	5:45 P	6:14 P	8:18 P	9:20 P	10:20 P
Redlands – Esri	4:15 A	5:48 A	7:15 A	8:14 A	8:48 A	9:16 A	10:16 A	11:21 A	12:00 P	12:35 P	1:16 P	2:16 P	3:16 P	3:48 P	4:17 P	5:16 P	5:49 P	6:17 P	8:21 P	9:23 P	10:23 P
San Bernardino – Tippecanoe	4:21 A	5:54 A	7:21 A	8:20 A	8:54 A	9:22 A	10:22 A	11:27 A	12:06 P	12:41 P	1:22 P	2:23 P	3:23 P	3:54 P	4:23 P	5:22 P	5:55 P	6:24 P	8:28 P	9:30 P	10:30 P
San Bernardino – Downtown	4:28 A	6:02 A	7:28 A	8:27 A	9:01 A	9:29 A	10:29 A	11:34 A	12:13 P	12:48 P	1:29 P	2:30 P	3:30 P	4:01 P	4:30 P	5:30 P	6:02 P	6:31 P	8:35 P	9:37 P	10:37 P

SATURDAY & SUNDAY

To Redlands

Train	3852	3854	3856	3858	3860	3862	3864	3866	3868	3870	3872	3874	3876	3878	3880	3882
San Bernardino – Downtown	5:34 A	6:36 A	7:36 A	9:25 A	10:32 A	11:36 A	12:36 P	1:36 P	3:32 P	4:32 P	5:32 P	6:37 P	8:32 P	9:32 P		
San Bernardino – Tippecanoe	5:41 A	6:43 A	7:43 A	9:32 A	10:39 A	11:43 A	12:43 P	1:43 P	3:39 P	4:39 P	5:39 P	6:44 P	8:39 P	9:39 P		
Redlands – Esri	5:48 A	6:50 A	7:50 A	9:39 A	10:46 A	11:50 A	12:50 P	1:50 P	3:46 P	4:46 P	5:46 P	6:51 P	8:46 P	9:46 P		
Redlands – Downtown	5:51 A	6:53 A	7:53 A	9:42 A	10:49 A	11:53 A	12:53 P	1:53 P	3:49 P	4:49 P	5:49 P	6:54 P	8:49 P	9:49 P	10:18 P	10:55 P
Redlands – University	5:56 A	6:58 A	7:58 A	9:47 A	10:54 A	11:58 A	12:58 P	1:58 P	3:54 P	4:54 P	5:54 P	6:59 P	8:54 P	9:54 P	10:23 P	11:00 P

To San Bernardino

Train	3853	3855	3857	3859	3861	3863	3865	3867	3869	3871	3873	3875	3877	3879	3881	3883
Redlands – University	6:06 A	7:05 A	8:06 A	9:54 A	11:06 A	12:06 P	1:06 P	2:06 P	4:02 P	5:02 P	6:02 P	7:06 P	9:02 P	10:05 P	10:35 P	11:10 P
Redlands – Downtown	6:11 A	7:10 A	8:11 A	9:59 A	11:11 A	12:11 P	1:11 P	2:11 P	4:07 P	5:07 P	6:07 P	7:11 P	9:07 P	10:09 P	10:39 P	11:15 P
Redlands – Esri	6:14 A	7:13 A	8:14 A	10:02 A	11:14 A	12:14 P	1:14 P	2:14 P	4:10 P	5:10 P	6:10 P	7:14 P	9:10 P			11:18 P
San Bernardino – Tippecanoe	6:21 A	7:20 A	8:21 A	10:09 A	11:21 A	12:21 P	1:21 P	2:21 P	4:17 P	5:17 P	6:17 P	7:21 P	9:17 P			11:25 P
San Bernardino – Downtown	6:28 A	7:27 A	8:28 A	10:16 A	11:28 A	12:28 P	1:28 P	2:28 P	4:24 P	5:24 P	6:24 P	7:28 P	9:24 P			11:32 P

How to read this timetable

PM times shown in bold. A = a.m., P = p.m.

— Train passes this station without stopping. Blank = train does not operate on this segment.

Times are departure times.

Proposed schedule, subject to change.

A Metrolink train, led by locomotive 910, travels along a coastal track at sunset. The train is silver and blue, moving towards the viewer. The track is bordered by a rocky shoreline on the left and dense greenery on the right. The ocean and a distant coastline are visible in the background under a warm, orange-hued sky. A large, stylized blue and white circular graphic is overlaid on the left side of the image.

METROLINK

Transmittal of FY27 Proposed Budget



Agenda

- Budget Environment
- Budget Assumptions
- Operating Budget
- Capital Budget
- Budget Summary



Budget Environment

- Significant recalibration of farebox revenue
- Member agency funding constraints
- Contractual cost increases
- Service cuts (8 scenarios evaluated)

Operating Budget

METROLINK



Budget Assumptions

Service Level

- 29% reduction in weekday service
- 40% reduction in weekend service

Revenues

- Fare revenue forecasted in-house
- Fare increases to one-way tickets, SoCal Day Passes, and Weekend Passes
- Gas price induced ridership
- \$10.8M in State Rail Assistance
- No new fare promotions
- Student/Youth 50% discount, 25% subsidized by grant funds
- Mobility-4-All 50% discount, 50% subsidized by grant funds

Expenses

- Generally, less than 3% unless mandated by agreements
- No new headcount
- Salaries at 90% of scale
- 3% COLA, no merit increase
- 33% reduction in travel & training
- No special trains unless self-supporting

Scenario 8 Service Levels

Service Line	Optimized		Scenario 8		Scenario 8 vs Optimized	
	# Trains Weekday	# Trains Weekend	# Trains Weekday	# Trains Weekend	# Trains Weekday	# Trains Weekend
San Bernardino	44	16	28	12	-36%	-25%
Ventura County	22	4	14	4	-36%	0%
Antelope Valley	30	24	22	8	-27%	-67%
Riverside	10	0	10	0	0%	0%
Orange County	26	8	16	4	-38%	-50%
IEOC	18	4	14	4	-22%	0%
91/PVL	14	4	12	4	-14%	0%
TOTAL	164	60	116	36	-29%	-40%

Operating Budget Summary

\$81.7 million

Operating Revenue

+6.2% over FY26 Budget



\$348.4 million

Operating Expense

-1.4% under FY26 Budget



\$266.7 million

Member Support

-3.5% under FY26 Budget

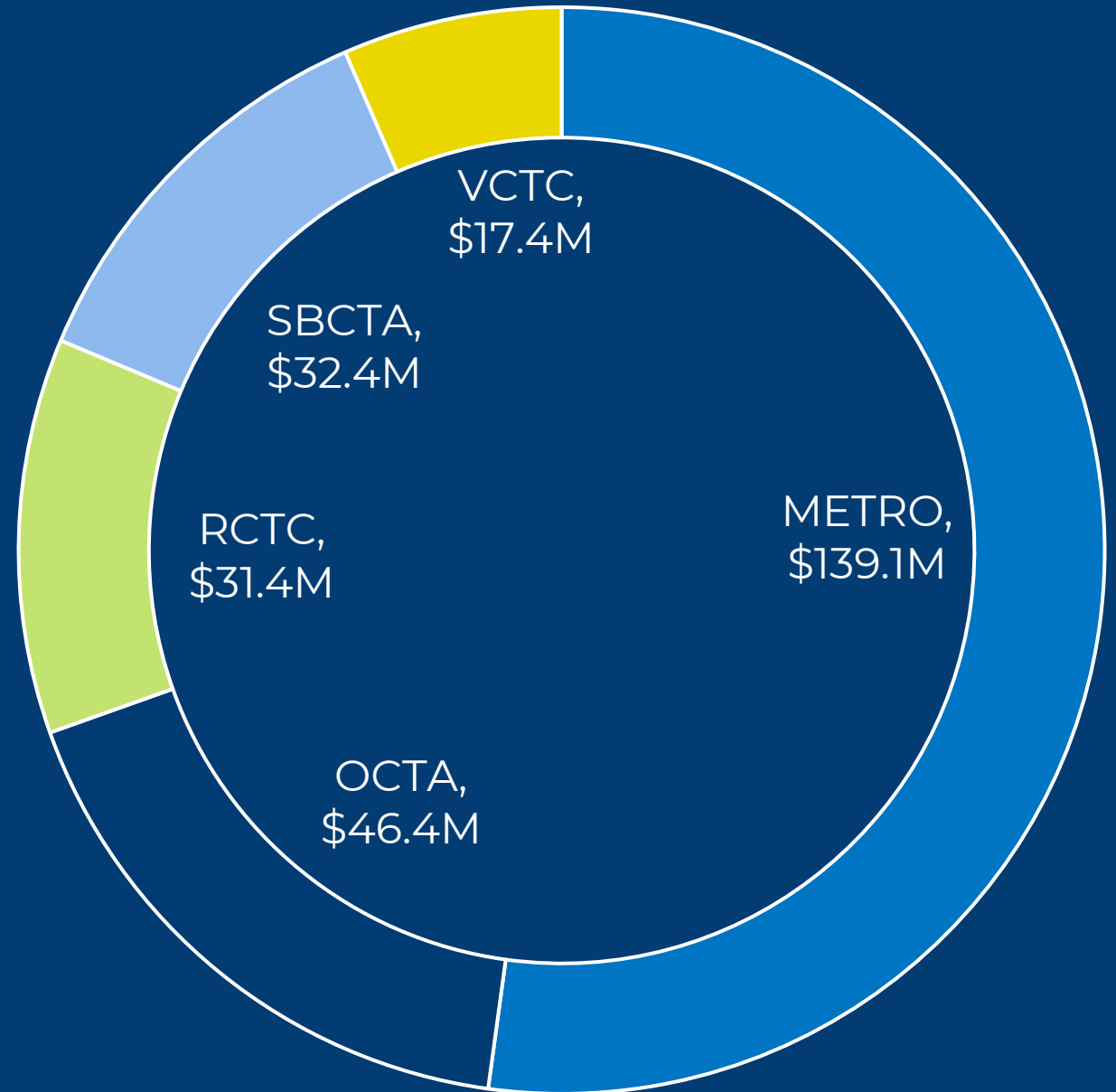


Fare Revenue FY19 – FY27 Proposed



Total Operating Support Required

\$266.7M



Capital Budget

METROLINK



Operating Budget Summary

\$142.6 million

State of Good Repair

+3.7% over FY26 Budget



\$10.9 million

New Capital

-30.1% under FY26 Budget



\$153.5 million

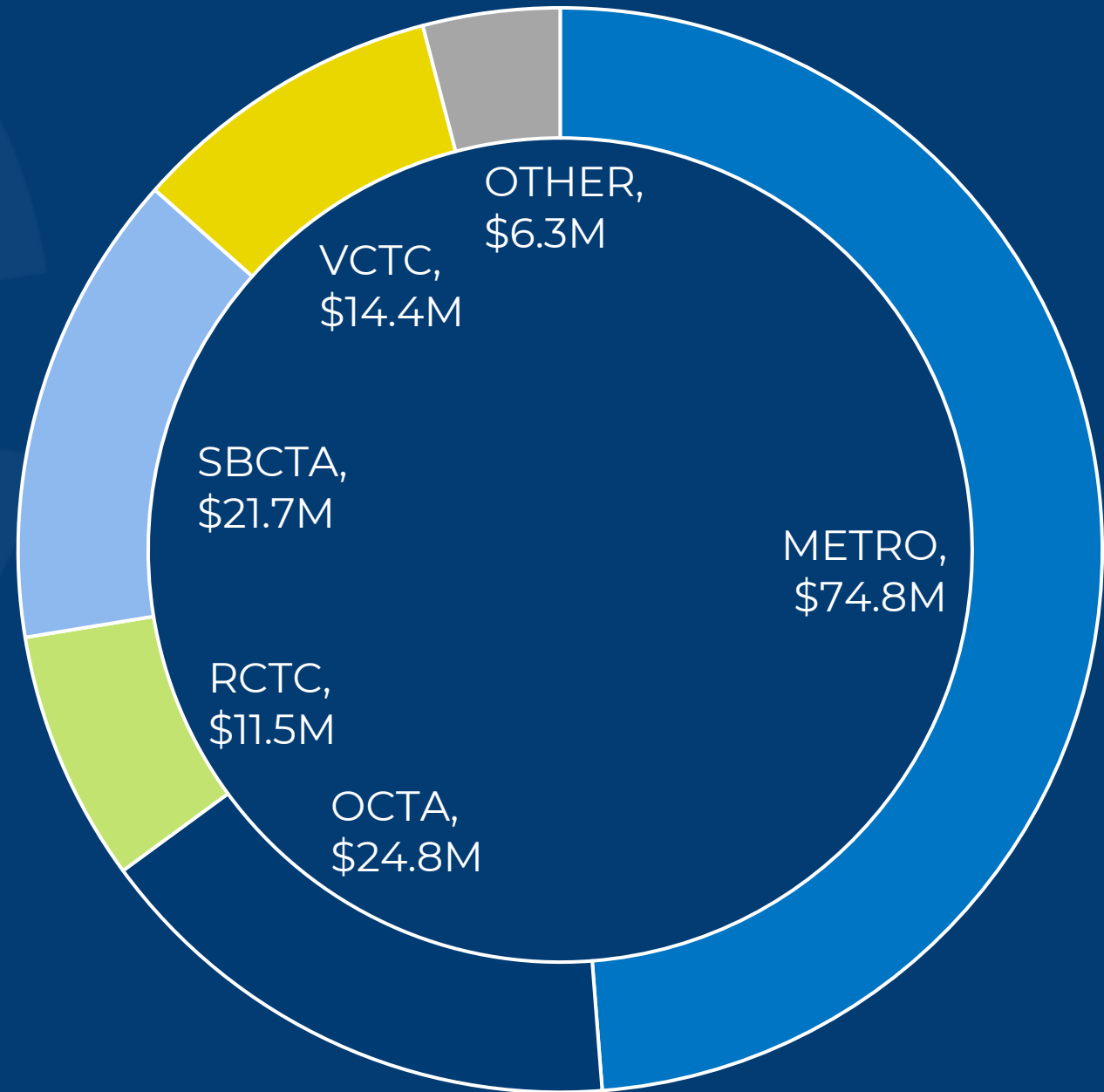
Total Capital

+0.3% over FY26 Budget



Total Capital Program

\$153.5



Budget Summary

METROLINK



FY27
Proposed
Budget
(\$000s)

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
Operating Support	\$ 139,119	\$ 46,397	\$ 31,360	\$ 32,438	\$ 17,390	\$ -	\$ 266,704
Capital Support	\$ 74,849	\$ 24,814	\$ 11,503	\$ 21,702	\$ 14,361	\$ 6,263	\$ 153,492
Total Support	\$ 213,968	\$ 71,211	\$ 42,863	\$ 54,140	\$ 31,751	\$ 6,263	\$ 420,196

FY26
Adopted
Budget
(\$000s)

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
Operating Support	\$ 141,357	\$ 51,972	\$ 31,980	\$ 32,947	\$ 17,252	\$ -	\$ 275,508
Capital Support	\$ 75,209	\$ 35,539	\$ 12,811	\$ 18,864	\$ 10,657	\$ -	\$ 153,080
Total Support	\$ 216,566	\$ 87,511	\$ 44,791	\$ 51,811	\$ 27,909	\$ -	\$ 428,588

Year-Over-
Year
Variance
(\$000s)

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
Operating Support	\$ (2,238)	\$ (5,575)	\$ (620)	\$ (509)	\$ 138	\$ -	\$ (8,804)
Capital Support	\$ (360)	\$ (10,725)	\$ (1,308)	\$ 2,838	\$ 3,704	\$ 6,263	\$ 412
Total Support	\$ (2,598)	\$ (16,300)	\$ (1,928)	\$ 2,329	\$ 3,842	\$ 6,263	\$ (8,392)
% Variance	-1.2%	-18.6%	-3.6%	4.5%	13.8%	N/A	-2.0%



METROLINK

Thank you.



Southern California Regional Rail Authority FY27 Budget

Finance, Budget and Audit Committee

October 15, 2026



Recommendations

- A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) Fiscal Year 2026-27 Operating, State of Good Repair, and Capital Budget in the amount of \$213,968,128 as described in Attachment A;
- B. APPROVING the FY 2026-27 Transfers to Other Operators' payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000; and
- C. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and SCRRA for the approved funding.

FY27 SCRRRA Budget – Metro Subsidy

\$214.0M

Metro's total FY27 share (Recommendation A)

Operations + State of Good Repair +
New Capital

\$139.1M

Metro operating subsidy

52.2% of \$266.7M requested from all
five member agencies

\$74.8M

SGR and New Capital

48.8% of SCRRRA's \$153.5M capital
request (55 projects)

652

Weekly trains in FY27 service plan

Down 30.6% from 940 budgeted in
FY26 for "Metrolink Reimagined"

Where Metro's \$214.0M SCRRRA subsidy goes:

\$69.8M 33%

State of Good Repair
37 projects: track, bridges,
signals, fleet

\$5.0M 2%

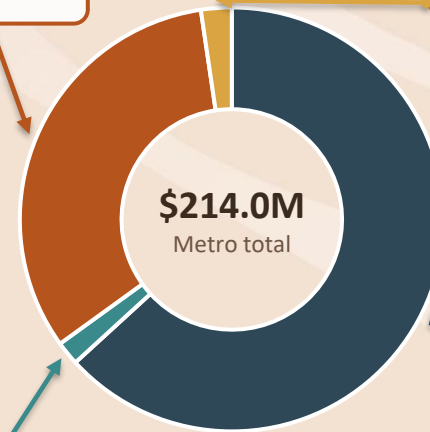
New Capital
6 projects (PTC center, EV
charging, IT)

\$3.9M 2%

Operations – optional
Outside-20' ROW \$3.3M +
Pasadena Sub \$0.6M

\$135.2M 63%

Operations – core
Crews, fuel, maintenance,
security



Metro Share of SCRRRA Operating Subsidy

FY26 (budget)
\$141.2 M

FY26 (amended)
\$142.0 M

FY27 (target)
\$137.2

FY27 (budget)
\$139.1

Equity and Race Platform

- The recommendations provide residents, workers, students, and families with a regional public rail transportation option to access jobs, education, resources, and services across Los Angeles County and the Southern California region.
- Metrolink enables residents who may not be able to afford to live in high-cost areas to access quality jobs and services located there while living in more affordable neighborhoods. These neighborhoods include Equity Focus Communities, such as Palmdale/Lancaster, the East San Fernando Valley subregion, El Monte, Pomona, and the Gateway Cities subregion.
- Metrolink establishes its own equity-based programs separate from Metro.

Next Steps

- Upon the SCRRA Board's adoption of the FY27 budget and the Metro Board's approval, Metro will negotiate and execute the corresponding funding agreements.
- Staff will work with Metro's representatives on the Metrolink Board to communicate the intent of the Sandoval motion that the comprehensive audit is a contingency of Metro's approval of the second Continuing Resolution and work with the Metrolink Board to take action to include the comprehensive audit as part of its FY27 Audit Plan.



Southern California Regional Rail Authority FY27 Budget

Finance, Budget and Audit Committee

October 15, 2026



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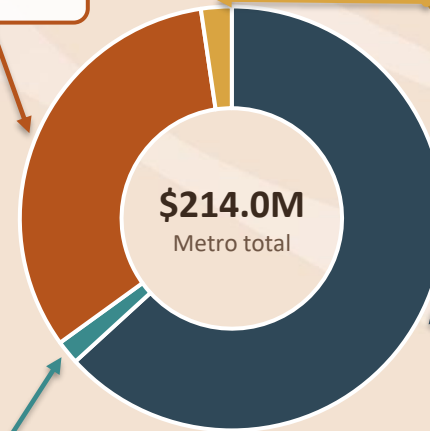
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Board Report

File #: 2026-0497, File Type: Program

Agenda Number: 23.

FINANCE, BUDGET, AND AUDIT COMMITTEE OCTOBER 15, 2026

SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the Resolution in Attachment A that:

- A. AUTHORIZE the Chief Executive Officer (CEO) or their designee to claim \$45,745,590 in fiscal year (FY) 2026-27 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program;
- B. APPROVE the regional SGR Project List for FY2026-27 in Attachment B; and
- C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SB1 SGR Certification and Assurances document, applicable statutes, regulations and guidelines.

ISSUE

In order to receive SB1 SGR grant funds for Metro and other eligible operators in Los Angeles County, Metro, as the Regional Entity, is required to submit an adopted Board resolution approving the combined project list and certifying that Metro will comply with all conditions and requirements set forth in the Certifications and Assurances documents. The recommendation, if approved, would allow Metro to meet program requirements and ensure SB1 SGR funds are available for eligible Los Angeles County agencies.

BACKGROUND

As defined in The Road Repair and Accountability Act of 2017, known as Senate Bill 1 (SB1), the SGR Program provides approximately \$141 million in this cycle to transit operators in California for eligible transit repair, rehabilitation, and capital projects to help keep transit systems in a state of good repair. These new investments will lead to cleaner transit vehicle fleets, increased reliability and safety, and reduced greenhouse gas emissions.

Pursuant to PUC Section 99312.1, the funds for the SGR Program are distributed to eligible agencies using the State Transit Assistance formula. This formula distributes half of the funds based on

population and half according to transit operator revenues. Within Los Angeles County, the revenues will be distributed according to the Metro Board-adopted Measure R 20% Bus Operations formula.

DISCUSSION

Caltrans guidelines state that eligible transit operators shall submit their own project requests directly to Caltrans and provide a list of those projects to their Regional Entity, as defined by Public Utilities Code (PUC) Sections 99313 and 99314. For Los Angeles County, Metro is both the Regional Entity and a direct recipient of these funds.

Program requirements and deadlines are discussed at Bus Operations Subcommittee (BOS) meetings. Metro staff are available to provide guidance if requested. However, each individual agency is ultimately responsible for selecting their own projects and submitting their requests to Caltrans' online SMART system. Caltrans staff reviewed all submittals, asked follow-up questions if necessary, and sent the final list of county projects to Metro in early September. The 2026-2027 project list is included in Attachment B. Examples of capital improvements contained in the project list include replacement vehicle purchase, bus and rail preventive maintenance, rehabilitation of bus and facility equipment, replacement of bus stop shelters, electrification of bus maintenance facility and transit facility improvements.

Metro is required to submit the combined project list to Caltrans by September 1, 2026. The submittal package must include an adopted Board resolution approving the Project List and certifying that Metro will comply with all conditions and requirements set forth in the Certifications and Assurances documents. The final project list was not received by Metro until September 3, 2026, too late to include in the September Board cycle. Caltrans has accepted a draft resolution with the project list submittal pending receipt of a Board-adopted resolution. Therefore, staff is seeking Board approval of the resolution contained in Attachment A.

DETERMINATION OF SAFETY IMPACT

The requested actions will provide additional funding for state of good repair activities that will enhance the safety of Metro's and the Municipal Operators' customers and employees.

FINANCIAL IMPACT

Adoption of the SGR resolution would positively impact the region by making an estimated \$45.7 million available to support state of good repair efforts for Metro and the Municipal Operators. The actual amount is dependent upon SB1 revenues received during the year.

Impact to Budget

Claiming SGR funds will have a positive impact on the FY27 Budget, as Metro is one of the regional recipients of these funds. These funds are only eligible for capital projects.

EQUITY PLATFORM

This program helps fund rehabilitation and state of good repair activities for Metro and the Municipal Operators throughout Los Angeles County. Projects include bus stop shelter replacements, zero emission vehicles, charging facilities and repairs to existing vehicles and facilities. The SB1 SGR funded projects will focus on reducing greenhouse gas emissions while enhancing the customer experience in Equity-Focused Communities (EFCs). Transit riders in EFCs will benefit significantly from much needed service and capital improvements such as bus replacements projects and improved air quality.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through maintenance activities that will maintain and further encourage transit ridership. This item is a funding requirement and provides transparency and accountability. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following Metro Strategic Plan Goal:

Goal # 5: Provide responsive, accountable, and trustworthy governance within the Metro Organization.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk loss of the region's FY26-27 SGR fund allocation.

NEXT STEPS

Upon approval, staff will submit the Resolution to Caltrans.

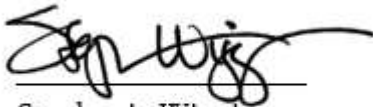
ATTACHMENTS

Attachment A - Resolution to Accept and Distribute Los Angeles County SGR Funds

Attachment B - Submitted Project Listing From Metro & Municipal Operators

Prepared by: Hasmig Chilingarian, Senior Manager, Local Programming,
(213) 922 3066
Rufus E. Cayetano, Senior Director, Finance, (213) 922-2379
Cosette Stark, Executive Officer, Finance, (213) 922-2822

Reviewed by: Michelle Navarro, Chief Financial Officer (Interim), (213) 922-3056

A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A
RESOLUTION TO ACCEPT AND DISTRIBUTE LOS ANGELES COUNTY SGR FUNDS

RESOLUTION # _____

APPROVING THE PROJECT LIST FOR FY 2026-27
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects;

WHEREAS, Metro will be distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS, Metro concurs with and approves the attached project list for the State of Good Repair Program funds:

NOW, THEREFORE, BE IT RESOLVED, that Metro hereby approves the SB1 State of Good Repair Project List for FY 2026-27; and

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of Metro that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

NOW, THEREFORE, BE IT RESOLVED, that the CEO is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms and agreements.

AGENCY BOARD DESIGNEE:

BY: _____

Attachment B
Submitted Project Listing From Metro and Municipal Operators

Agency	Project Title	Project Description	FY 26/27 Estimated 99313 Costs	FY 26/27 Estimated 99314 Costs
Antelope Valley Transit Authority	Fleet/Bus Replacement Project	Replacement of buses in fleet needed beginning in FY2030 for buses ending their useful lives, for local and commuter services.		\$ 407,070
City of Commerce	Security Equipment and Systems Replacement	The SGR funds will be used to replace security equipment and systems within the city's transit fleet and facilities.		\$ 33,262
City of Culver City	Transit Vehicle Repair	Repair of heavy-duty transit bus vehicle fleet. Does not include oil changes and other activities associated with the standard preventive maintenance checklist. Added 26/27 funds to this project.		\$ 349,109
City of Gardena	Capital Bus Components and facility equipment 21/22 Funds	Replacement bus components and facility equipment. Such as: - Sensor Fuel Temp/Pressure ISL-G - Valve Pressure Regulator I9N - Reserve for Mobile Devices ORI - Shut off Valve 3M - Wheel Alum 40'22.5x8.25		\$ 335,458
City of Los Angeles	Electrical Infrastructure for Bus Charging at LADOT Bus Yard in Sylmar	The City of Los Angeles owns the bus yard in Sylmar, CA. LADOT will use the SGR money to install electrical infrastructure related to bus charging for the DASH and Commuter Express bus fleets.		\$ 922,191
City of Montebello	Purchase Replacement CNG Buses	Local match for the replacement of 10 CNG buses with CNG buses 40 ft, 39 passengers.		\$ 505,078
City of Norwalk	Transit Facility Improvements	Repurposing a portion of FY19/20 funding toward operational and ped improvements. The pedestrian safety walkway will extend from the Transit Center's MetroLink platform around the existing parking lots/bus route to avoid any accidents. In addition, the southend access gate will be replaced with a functional RFID gate as the current gate is broken and can only be operated by hand. HVAC system for customer service area to allow for increased protection from COVID.		\$ 195,297
City of Redondo Beach	CAD/AVL System Replacement and Modernization	Replace & modernize its existing Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) system. The existing system has experienced reliability, usability, and operational challenges that affect daily transit operations. The replacement project will maintain existing fixed-route transit service and provide a reliable operational platform before the current GMV contract expires in June 2027. The project will acquire and deploy Swiftly CAD/AVL platform and supporting onboard equipment.		\$ 40,889

Attachment B
Submitted Project Listing From Metro and Municipal Operators

Agency	Project Title	Project Description	FY 26/27 Estimated 99313 Costs	FY 26/27 Estimated 99314 Costs
City of Santa Clarita	Transit Maintenance Facility Hydrogen Fueling Station	Replace and/or upgrade the existing fueling station to accommodate Hydrogen fuel to meet the California 100% Zero Emission Bus (ZEB) rule.		\$ 248,135
City of Santa Monica	Bus Replacement	Purchase approximately 103 Zero-Emission Vehicles to replace CNG buses that have reached it's useful life of 12 years.		\$ 1,270,779
City of Torrance	Torrance Transit SB1 State of Good Repair Rehab & Repair Vehicles	Repair and maintenance of the vehicles after an accident or through wear and tear during prolonged service. Funds will also be used to maintain the physical exterior of the buses such as decals, paint, molding, etc. to ensure protection from the elements and maximum usage during the vehicles expected useful operating life.		\$ 409,235
Foothill Transit	Bus Repair and Rehabilitation	Activities, supplies, materials, labor, services, and associated costs required to repair and rehabilitate the rolling stock to preserve or extend the functionality and serviceability of the buses.		\$ 1,816,274
Long Beach Public Transportation Company	Bus Replacement	Request for funding to support the next group of bus replacements for vehicles that have reached the end of their useful life. Project funding supports the purchase of up to 20 CNG vehicles, 40-ft vehicles that are fully ADA-compliant with a passenger count of up to 38 passengers.		\$ 1,538,125
Los Angeles County	Bus Stop Shelters Replacement Throughout LA County	Replace up to 240 bus stop shelters located throughout the Los Angeles area. Each bus stop shelter will consists of a bench, a trash receptacle and illumination from dusk to dawn. This project will have two phases. Phase 1 started Dec 2025 with 17/18 and 18/19 funds. Phase 2 still in development possibly starting 2027 - working with multiple districts within LA County.		\$ 78,312
Los Angeles County Metropolitan Transportation Authority	Metro Bus Vehicle Repair and Rehab	Repair and rehabilitation expenses at all Metro Bus Operating Divisions and the Central Maintenance Facility.		\$ 18,207,158
Los Angeles County Metropolitan Transportation Authority	Metro Rail Vehicle and Wayside Rehabilitation and Repair Preventive Maintenance	Rehabilitation and repair preventive maintenance expenses of Metro Light and Heavy Rail rolling stock and wayside facilities. This is non-routine maintenance to maintain safety and reliability of the system.	\$ 19,389,218	
Los Angeles County Total			\$ 19,389,218	\$ 26,356,372



Item #2026-0497

California SB1 State of Good Repair Program

Finance, Budget & Audit Committee

October 15, 2026



Metro

Background

- Road Repair and Accountability Act of 2017 Senate Bill 1 (SB1)
 - Provides \$141 million in FY27 transit capital funding statewide through the State of Good Repair (SGR) Program
- Eligible for transit repair, rehabilitation & other capital projects to help maintain systems in a state of good repair
- LA County's share of FY27 SB1 SGR funds is approximately \$45.7 million
- To receive funds, Metro, as regional entity, must submit an adopted resolution that:
 - Approves Metro & other eligible operator projects
 - Certifies SB1 program compliance



Recommendation

APPROVE the Resolution in Attachment A that:

- A. AUTHORIZE the Chief Executive Officer (CEO) or designee to claim \$45,745,590 in fiscal year (FY) 2026-27 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program;
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- C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SB1 SGR Certification and Assurances document, applicable statutes, regulations and guidelines